

2  
NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1875-6,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN SIX VOLUMES.

VOL. IV.

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1876.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1875-6.

(IN SIX 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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RAILWAYS OF NEW SOUTH WALES.

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REPORT

ON THEIR

CONSTRUCTION AND WORKING,

FROM 1872 TO 1875 INCLUSIVE;

BY

JOHN RAE, A.M., COMMISSIONER FOR RAILWAYS.

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Presented to Parliament by Command.

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1876.



ANALYSIS  
OF  
REPORT ON THE RAILWAYS OF NEW SOUTH WALES.  
1872.-1875.

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# RAILWAYS.

REPORT FROM 1872 TO 1875 INCLUSIVE.

THE COMMISSIONER FOR RAILWAYS TO THE HONORABLE THE SECRETARY  
FOR PUBLIC WORKS.

Department of Public Works,  
Railway Branch,  
Sydney, 5th April 1876.

SIR,

Having in former Reports given a brief sketch of the origin of the Railways in New South Wales, and their progress to 31st December 1871, I have now the honor, in compliance with your instructions, to submit for the consideration of the Government a continuation of the subject to the close of last year.

Dated 30 Sept.  
1865, 1 Oct.  
1866, and  
9 Jan. 1873.

The Tables and Returns in the Appendix contain full information on the progress of our railways during the last four years, and will be found convenient for reference and valuable as official records. They have been carefully compiled from authentic sources, and most of the calculations made or verified by myself. The object of the present report is simply to explain and elucidate these returns, to compress them into smaller compass, stating results instead of details, and to carry back the contents of some of them to the period embraced in my first report, with the view of giving a general idea of the cost of constructing and working our railways, from their origin to the 31st December 1875. Annexed to the Appendix are two explanatory maps, and some diagrams exhibiting at a glance a variety of railway statistics in a condensed form.

Tables in  
Appendix  
convenient  
for reference.

## LINES OPEN FOR TRAFFIC.

By the end of the year 1871, the Southern Line had been opened to Goulburn (135 miles from Sydney), the Western to Rydal (114 miles from Parramatta Junction), and the Northern to Wingen (109 miles from Newcastle), making a total length of 358 miles. Since that date, in consequence of the unfavourable state of the labour market, and the difficulty of keeping contractors to time, the progress made in the extension of our railways has been slow, though every exertion has been used to push on the works to completion. During 1872, besides 2 miles added for branches, the Western Line was extended from Rydal to Macquarie Plains (24 miles); and the Northern from Wingen to Murrurundi (14 miles). The only section opened in 1873 was from Macquarie Plains to Raglan (5 miles.) In 1874 no addition was made to the length of lines open for traffic, but during 1875 the Western Line was extended from Raglan to Kelso (3 miles), and the Southern from Goulburn to Gunning (31 miles), making a total of 437 miles open for traffic on 31st December 1875.

Dates of  
opening  
different  
sections.

Length of  
Lines in  
progress.

But this does not include the whole work of construction since January 1872; for tenders have been accepted and works are in progress for a further length of  $251\frac{1}{2}$  miles, portions of which will be opened in the course of a few months; and if the whole be completed within the time to which extensions have been granted, we shall have  $688\frac{1}{2}$  miles of railway open for traffic by the end of next year. With the exception of 13 miles on the South and  $4\frac{1}{2}$  on the North, the lines are single, and the English narrow gauge of 4 feet  $8\frac{1}{2}$  inches is adopted on our railways.

Gauge—4 ft.  
 $8\frac{1}{2}$  in.

Appendix  
No. 4, p. 9.

A table is appended showing the dates of opening the different sections on all the lines, and their length in miles, from the commencement to the 31st of December last.

#### PROGRESS OF WORKS.

##### *Great Southern Line.*

Progress of  
Extensions.  
South.  
Sec. 1,  
to Yass,  
 $54\frac{1}{2}$  miles.

31 miles.

The extension from Goulburn to Wagga Wagga was divided into three sections. The first, from Goulburn to Yass, was let to Mr. Williams on 16th July 1873, at a lump sum of £194,776, to be completed by the 31st December 1875. The portion to Gunning was completed and opened for traffic on 9th November last; but for the remaining portion an extension of five months was granted, in consequence of the time lost to the contractor, while the deviation through North Yass was under consideration.

Sec. 2,  
to Coota-  
mundra,  
 $64\frac{1}{2}$  miles.

For section No. 2, from Yass to Cootamundra, the tender of Messrs. Amos & Co. for £220,585 was accepted on 20th May 1874, the time for completion being 31st December 1875 to Murrumburrah, and 30th June 1876 to Cootamundra; but it has been found necessary to grant an extension to 30th November 1876 for the former length, and to 30th April 1877 for the latter.

Sec. 3,  
to Wagga  
Wagga,  
 $51\frac{1}{2}$  miles.

The lowest tender for section No. 3, from Cootamundra to Wagga Wagga, was that of Messrs. Musson & Co. for £148,825. This was accepted on 24th September 1874; but the contractors having failed to deposit the necessary amount as security, and having withdrawn their tender, the next lowest, that of Messrs. Amos & Co. for £172,799, was accepted on 30th September 1874, to be completed by 31st December 1876. The time has since been extended to 31st December 1877.

##### *Great Western Line.*

West.  
Sec. 7,  
to Locke's  
platform,  
 $16\frac{3}{4}$  miles.

Of the nine sections into which the extension from Penrith to Bathurst was divided, six were finished by the end of 1871. For section No. 7, from Rydal to about 3 miles east of Locke's platform, the tender of Mr. Williams for £203,963 was accepted on 14th August 1868. The time for completion, which was 31st December 1870, was extended to 31st January 1872.

Sec. 8,  
to Raglan,  
14 miles.

The lowest tender for section No. 8, extending from the western end of No. 7 to a mile west of Raglan, was that of Mr. Faviell, for £127,504. This was accepted on 14th August 1868, to be completed on 31st December 1870. As in the other cases, however, an extension of the time was found necessary, and the works were not finished till 1st May 1873.

Sec. 9,  
to Kelso,  
2 miles.

For section No. 9, from the Western end of No. 8 to the Macquarie River near Kelso, the tender of Mr. J. S. Cummings for £19,673 was accepted on 21st April 1871. The time for completion was 31st March 1872,

but although an extension of nine months was allowed, Mr. Cummings was unable to finish the work. The contract was accordingly cancelled, and tenders were invited for the completion of No. 9, and the extra length No. 10, carrying the line to Bathurst, and including the Railway bridge over the Macquarie. The tender of Mr. Wm. Mason, jun. for £36,862 was accepted for these on the 17th October 1873, to be completed on 31st December 1875. The progress on this length was on the whole satisfactory, but an extension of time had to be allowed, and the line to Bathurst was not opened until the 4th of April 1876.

West.  
Secs. 9 & 10,  
to Bathurst,  
3½ miles.

Opening to  
Bathurst.

On the 27th of May 1874, tenders were invited for the extension from Bathurst to Orange, and the lowest tender, that of Messrs. Wm. Mason & Co., for £171,373, was accepted on 29th July of the same year, the time for completion being 1st August 1876. The works will not be finished within contract time; but it is expected that the line to Blayney, 27 miles beyond Bathurst, will be opened in September next.

Sec. 1.  
Bathurst to  
Orange, 47½  
miles.

#### *Great Northern Line.*

Of the five sections on the Northern Line from Singleton to Murrurundi, four were completed by the end of 1871. The fifth section, from Travellers' Home to Murrurundi was let on the 9th October 1868, to Mr. D. Macquarie, for £119,655, to be completed on 30th June 1870. An extension was granted to 13th August 1871; but the progress of the work was so unsatisfactory, that the contract had to be taken out of his hands. On 30th May 1871, it was assigned to Mr. John Alger, under whom the works were satisfactorily completed on 31st March 1872, and the line to Murrurundi was opened for traffic on the 4th of the following month.

North.  
Sec. 5, to  
Murrurundi,  
19 miles.

On the 8th of January 1874, tenders were invited for the extension from Murrurundi to Tamworth. The lowest offer received was from Mr. Wm. Wakeford for £216,844, which was accepted on 4th March 1874, to be finished on 31st March 1876. The progress has not been satisfactory, but an extension to 30th September 1877 has been granted, on the express understanding that the line to Quirindi, 24 miles beyond Murrurundi, will be opened for traffic on 31st August next.

Sec. 1, Mur-  
rurundi to  
Tamworth,  
62½ miles.

While doubts existed as to the validity of agreements entered into by persons in other places, but intended to take effect within the Colony, it was difficult for the Government to resist the claims of contractors for extension of time for the completion of their contracts; but as the passing of the "Agreements Validating Act of 1876" has removed the doubts that formerly existed, the contractors have been informed that no further extension will be allowed, and that if their works are not completed within the time already granted, the contracts will be cancelled, and the penalties strictly enforced. As this rule will apply to all future contracts, the progress of further railway extensions will, it is hoped, be more satisfactory than has been the case with contracts during the last few years.

No further  
extension of  
time to be  
allowed.

Full particulars of all these contracts, showing the nature and extent of the works, and the amount expended on each, to 31st December 1875, will be found in the appended report of the Engineer-in-chief for Railways,

Appendix  
No. 1, p. 1.

Appendix  
Nos. 19, 58,  
67, pp. 35,  
117, 128.

and in the tables which I have annexed, showing the dates when tenders were invited, the dates of proclamation, the amount accepted, the length of the lines, and the names of the successful tenderers, for the above-mentioned extensions, and for all other sections on the different lines from the commencement of our railways to the close of last year.

#### COST OF CONSTRUCTION.

Cost of construction.  
Appendix  
Nos. 17, 18,  
pp. 32, 34.

In the Appendix will be found a return of the total capital expenditure for construction, including the cost of machinery and rolling stock, and trial surveys to 31st December 1871, and the annual additions to this expenditure to 31st December 1875, with an abstract of the cost per mile of the different sections on all the lines. The following table shows the cost of the lines open, and in progress during the last four years, and the total expenditure on 31st December of each year:—

Cost of lines open, and in progress.

Year.	Lines open for traffic.			Lines in progress.			Total expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.
1872 ... ..	6,888,727	11	8	318,423	7	9	6,707,150	19	5
1873 ... ..	6,739,918	0	0	91,948	4	9	6,831,866	4	9
1874 ... ..	6,844,546	3	1	415,346	7	7	7,259,892	10	8
1875 ... ..	7,245,379	2	5	586,408	13	1	7,831,787	15	6

Average cost per mile.

From the abstract it will be seen that the average cost per mile during the last four years, exclusive and inclusive of rolling stock, machinery, &c., was as follows:—

Year.	Exclusive of rolling stock, &c.			Inclusive of rolling stock, &c.		
	£	s.	d.	£	s.	d.
1872 ... ..	14,635	0	0	16,052	0	0
1873 ... ..	15,216	0	0	16,724	0	0
1874 ... ..	15,277	0	0	16,984	0	0
1875 ... ..	14,821	0	0	16,579	0	0

Cost per mile of different sections.

But the cost of construction varied widely on the different sections. Thus, taking the last year of the series, the cost per mile was as under:—

Appendix  
No. 18, p. 35.

Darling Harbour Branch ... ..	£86,352
Haslem's Creek Branch ... ..	11,514
Sydney to Parramatta Junction ... ..	56,657
Parramatta Junction to Gunning ... ..	12,444
Parramatta Junction to Kelso ... ..	16,209
Blacktown to Richmond ... ..	5,261
Newcastle to Murrurundi ... ..	12,535
East Maitland to Morpeth ... ..	13,695

Exclusive of rolling stock and machinery.

These amounts are exclusive of rolling stock and machinery, and of the Pitt-street tramway, which was taken up in 1867, but has increased the capital account by £6,590 19s. 4d., as the cost of the experiment.

The relative proportion of the cost per mile, including rolling stock, machinery and all other charges, on the Southern and Western, and the Northern Lines respectively, was as under:—

Year.	Southern and Western.	Northern.	All Lines.
	£	£	£
1872 ... ..	17,144	13,640	16,052
1873 ... ..	18,044	13,755	16,724
1874 ... ..	18,372	13,862	16,984
1875 ... ..	17,555	14,119	16,579

Relative cost per mile on South and West and Northern Lines.

### RAILWAY SURVEYS.

By the end of 1871 surveys had been made from Goulburn to Yass on the South, from Bathurst to Orange on the West, and from Murrurundi to Tamworth on the North. Tenders have since been accepted for these extensions, and for the line from Yass to Wagga Wagga, the permanent staking of which was not completed till 1874. But while these works were in progress, the railway surveyors were exploring the country in different directions to prepare the way for further extensions.

During 1872, in addition to completing the survey of lines now under contract, an improved section was found as far as the summit of the Liverpool Range, and routes were examined for surveys from Grafton to Glen Innes, from Lawrence to Tenterfield, and from Tamworth, *via* Inverell and Tenterfield, to Maryland.

During 1873, the lines over the Liverpool Range to Tamworth, and from Yass to Murrumburrah were permanently staked, and the contract plans and sections completed. Trial surveys were commenced from Moleville towards Glen Innes, and from Sydney to Wollongong, and routes examined from Werrie's Creek to Gunnedah, Narrabri, and Walgett, from Orange to Wellington, and from Wagga Wagga to Albury and Deniliquin.

In 1874, trial surveys were completed from Wagga Wagga to Albury, and from Hanging Rock to Deniliquin, and a moiety of the line to Albury permanently staked for contract. Trial surveys were also commenced from Orange towards Wellington and Dubbo, and from Lawrence towards Tenterfield, and surveys completed from Tamworth to Inverell, from Moleville and South Grafton to Glen Innes, and from Sydney to Wollongong *via* Botany and Port Hacking. Routes for surveys were examined from Cootamundra *via* Booligal and Pooncaira to the South Australian Border, and from Dubbo to Bourke. In the course of this year, 170 miles were staked for contract, and 720 miles of trial lines surveyed.

During 1875, the permanent staking of the line from Wagga Wagga to Albury was completed, and the contract plans and sections were finished. Trial surveys were commenced from Cootamundra to Gundagai, from Wallerawang to Mudgee, and from Tamworth towards Armidale, and surveys completed through Wellington and Dubbo to Narromine, in the direction of Bourke; from Werrie's Creek to Gunnedah, and from Inverell to Tenterfield.

Surveys in  
Clarence and  
New England  
Districts.

In the Clarence and New England Districts, surveys were completed from Lawrence to Tenterfield, and from Wyon to Casino, and a survey was commenced from Iluka to Woodburn. Surveys were also completed from Liverpool and Campbelltown to Wollongong, and a survey commenced from Wollongong to Kiama. Various trial surveys were also made from the Redfern Station to central parts of the City and the Semicircular Quay. During the year, 30 miles of railway were permanently staked for contract, and 710 miles of trial lines surveyed. A skeleton map is appended, showing the direction of the lines completed and in progress, and the lines surveyed and routes examined, in anticipation of surveys, to the borders of the neighbouring Colonies.

Extension to  
Sydney.  
Length staked  
and surveyed  
in 1875.

Total cost of  
surveys.  
Appendix No.  
17, p. 33.

The amount expended on Trial Surveys to 31st December 1871, was £14,405 3s. 9d., and since that date to 31st December 1875, £28,419 10s. 11d., making a total expenditure for this service of £42,824 14s. 8d.

#### LAND TAKEN FOR RAILWAY PURPOSES.

Land taken  
for Railways.  
Appendix,  
Nos. 2, 3, pp.  
7, 8.

A return is annexed of the land taken for railway purposes during the last four years, showing the length of the lines, the quantity taken, the amount claimed, the amount settled by Valuers or fixed by arbitration, the amount paid and still outstanding, and the rates per mile and per acre on the different lines. Combining this with former returns, I have prepared an abstract showing the same particulars with reference to the land taken from the commencement to the 31st December last. It will be seen that the rate per mile and per acre is smallest on the Western line. This arises from the exceptional amounts of £28,715 per mile and £2,053 per acre for Darling Harbour Branch on the Southern, of £6,037 per mile and £586 per acre for the Morpeth Branch, and £6,938 per mile and £279 per acre for Bullock Island Branch, on the Northern. The following is a summary of the abstract referred to:—

Exceptional  
cases of cost  
per mile.

Summary of  
Return.

Lines of Railway.	Length.	Quantity taken.	Amount claimed.	Amount paid and recommended	Rate per mile.	Rate per acre.
Southern .....	miles. 310	acres. 4,609	£ 189,064	£ 114,905	£ 371	£ 25
Western .....	195	3,760	113,641	60,119	308	16
Northern .....	186	2,760	215,866	96,194	517	35
Total .....	691	11,129	518,571	271,218	392	24

Extent of  
work, and  
reduction in  
amounts  
claimed.

Average rate  
per mile, and  
per acre.

It thus appears that the labours of our Valuers have extended over a considerable extent of country, and disposed of a large number of claims, many of them very unreasonable in amount; and as the sums claimed were £518,571, and the total paid and still outstanding only £271,218, it follows that the services of the Valuers have effected a saving to the Country of £247,353, or 48 per cent. on the amount claimed. When it is considered that the average rates of £392 per mile, and £24 per acre, include severance, damage to buildings and fences, legal expenses, and cost of conveyance and

arbitration, I think it will be allowed that the rates are not unreasonable in comparison with the rates paid on other railways.

Every exertion is made to have the claims reported on and settled without delay; but from the increased length of the lines it is found that the strength of the present staff is scarcely sufficient to prevent the work from getting into arrear, and the numerous applications for settlement of the outstanding cases cannot be promptly attended to till further assistance is obtained. Further assistance required.

The number of claimants on whom notices have been served, the number of claims sent in and disposed of since the commencement, and the number outstanding on 31st December last, were as under:— Number of claims sent in and disposed of since commencement.

	Southern.	Western.	Northern.	Total.
Claimants ... ..	607	417	461	1,485
Claims sent in... ..	502	376	375	1,253
Claims considered ... ..	494	370	353	1,217
Claims disposed of ... ..	358	264	302	924
Claims outstanding ... ..	144	112	73	329

ROLLING STOCK AND MACHINERY.

The whole of the Locomotives and Rolling Stock have been kept in thorough repair, and the cost, as usual, has been charged to Working Expenses. Rolling Stock, 31st Dec. 1875.  
The following is the number of each class on 31st December 1871, the additions from that date, and the total on 31st December 1875:—

	31st Dec. 1871.	Since added.	Total, 31st Dec. 1875.
Locomotives ... ..	66	34	100
Passenger Stock ... ..	256	88	344
Goods Stock ... ..	1,122	488	1,610
Totals ... ..	1,444	610	2,054

But this is quite insufficient for the present and future requirements of the traffic, as will appear from the appended estimate of the engines and rolling stock that will be required during the next five years, from which the following figures are taken:— Insufficient for traffic. Appendix No. 15, p. 30.

	South and West.	North.	Total.
Locomotives ... ..	49	25	74
Passenger Stock ... ..	168	65	233
Goods Stock ... ..	1,590	398	1,988
Totals ... ..	1,807	488	2,295

Estimate of requirements for five years.

This will involve an expenditure of half a million sterling, and more than double our present stock.

Unsettled  
state of the  
labour market  
prejudicial to  
contractors.

Since the five-years contracts with Messrs. Mort, Vale & Lacy, for locomotives, and with Messrs. P. N. Russell and Co. for rolling stock, expired in June 1874, the state of the labour market in the Colony has been so unsettled as to deter tenderers from entering into contracts for the supply of rolling stock, except at much higher rates than formerly prevailed, and with inconvenient reservations as to strikes. But as the necessary amount of stock for working our railways must be obtained here or elsewhere, if our colonial manufacturers decline to tender on reasonable terms, there will be no alternative but to import the necessary stock from England, or manufacture it in our own workshops. The latter is the course adopted by most of the English and Continental Railway Companies, who, according to Dr. Lardner, in his work on Railway Economy, "are not merely proprietors of railways and carriers upon them, but are also engine-builders, and carriage and waggon-builders upon a scale of almost unparalleled magnitude." By this means the price of their rolling stock has been considerably reduced, as it includes only the actual cost incurred by the Companies, without the profit that otherwise must be paid to the manufacturers.

Railway  
Companies  
manufacture  
their own  
Rolling Stock.

Tenders  
invited for  
engines.

To remedy the existing deficiency in engine-power, tenders were invited in the Colonies, in November last, for the supply of eighteen passenger, and six goods-engines; and Messrs. Beyer, Peacock & Co., of Manchester, were concurrently invited by cablegram to state at what price and within what time they could supply the former. For these no tender was received in the Colony; but two were obtained for the goods-engines—one from Mr. Shaw of Ballarat at £3,995, and one from Mort's Engineering Company at £4,050 each, delivered at Sydney. Mr. Shaw named no time for delivery. The time required by Messrs. Mort & Company was seventeen months after acceptance for the first, and twenty-four months for the whole six.

None received  
in the Colony  
for passenger,  
but two for  
goods engines.

Beyer &  
Peacock's  
tender  
accepted.

Messrs. Beyer, Peacock, and Co. tendered to supply the passenger-engines for £2,650 each, free on board, and agreed to commence delivery within six months from the acceptance of tender. On the recommendation of the Engineer-in-chief their tender was accepted, and they were asked to name a price for the goods-engines. They stipulated for an increase of £170 each on their price for the passenger-engines, to cover the increased cost for steel-cranked axles, additional size of boilers, and other extras. Their claim for extras was ultimately reduced to £135, and their tender accepted at £2,785 each for the goods-engines. By adding £350 for freight, insurance, and erecting, the cost will be £3,135 each, or £18,810 for the whole six, while at the sums named in the tenders of the Colonial manufacturers the six would have cost £23,970 and £24,300 respectively; and with every desire to deal liberally with colonial manufacturers, the Government could not ignore the principles of free trade so far as to accept a Colonial tender at so great an advance on English prices.

Difference  
between  
English and  
Colonial  
prices.

Rolling stock  
under  
construction  
in the Colony.

Since the expiry of the contract with Messrs. Russell & Co., tenders have been accepted for the manufacture in the Colony of 1,100 trucks and waggons; and drawings and specifications are in the course of preparation for passenger-carriages, on a somewhat different principle from those now in use. During last year two pattern carriages, with increased accommodation for passengers, with six wheels instead of four as formerly, and with radial

axle-boxes, to give greater facility in traversing sharp curves, were constructed by Messrs. Russell & Company, and have given so much satisfaction that others will be built after the same pattern. Smoking-carriages have been attached to the suburban trains, and will soon be added to the through-trains. And two carriages (one of them with sleeping arrangements, on the Pullman principle) have been ordered from America, as a pattern for others to be constructed, if more convenient than the carriages now in use, and adapted for the steep gradients on our lines.\*

Smoking and sleeping carriages to be introduced.

The accommodation at the Redfern terminus for locomotive purposes, and for passenger and goods-traffic, is totally insufficient. To remedy the inconvenience so justly complained of by the Traffic and Locomotive Branches, Mr. Whitton has submitted plans and estimates of the proposed alterations, which involve the removal of the workshops entirely from the Redfern yard, which is to be reserved solely for traffic purposes. If his suggestions should be approved of, the following would be the increased accommodation for goods-traffic:—

Want of accommodation at Redfern Station.

Removal of workshops recommended.

One shed, 400 × 103 feet, with two outside platforms 450 × 15 and 200 × 20 feet respectively.	Increased accommodation proposed for traffic.
2 goods sheds, each 350 × 48 feet.	
1 do. 300 × 117 feet.	
1 do. 350 × 50 feet, with two lines of way through for wool traffic.	
Shunting engine shed, carriage tarpaulin shed, and permanent way workshops.	

The arrangements for the Locomotive Branch comprise—

For locomotive purposes.

Engine running shed, 350 × 128 feet, to hold 56 engines.  
 Shed for tenders, 300 × 40 feet.  
 1 Engine and 1 Carriage painting shop, each 200 × 40 feet.  
 Carriage and waggon repairing shop, 220 × 68 feet.  
 2 engine erecting shops, 200 × 55 feet, and 340 × 55 feet, respectively.  
 Engine lifting shop, 150 × 55 feet.  
 2 machine shops, each 200 × 50 feet, with engine and boiler house.  
 Blacksmiths' shop, iron foundry, coppersmiths, brass founders, &c.  
 2 coal stages, 250 × 25 and 200 × 25 feet, respectively, with sheds for storing wheels, offices, &c.

These arrangements will not all be required at once; but it is necessary to anticipate and provide for the future requirements of the traffic; and I agree with Mr. Whitton that it is only a question of time, when the Government, as in the case of the principal railways in other countries, will have to provide sufficient accommodation for building, in their own workshops, the whole of the rolling stock required for the further extension of the traffic. The cost of the proposed works will be considerable, but will only be increased by delay. The estimate for the new buildings and other arrangements is £170,000, exclusive of the value of the land that must be taken for the purpose.

Government must manufacture their own rolling stock.

Estimated cost of proposed arrangements.

Returns are appended of the locomotive engines, and the rolling stock, and machinery, imported from England and manufactured in the Colony, with the makers' names, the date when received, and other particulars, from the commencement to 31st December last.

Appendix. Nos. 9, 10, 11, 16, pp. 19, 22, 25, 30.

\* In the discussion of a paper on Railway Statistics read by Mr. Harrison, before the Institution of Civil Engineers (1874-5), Mr. Allport, a recognized authority on railway management, stated that he had travelled 20,000 favourable miles in America in the Pullman carriages, and he was so much struck with their use in running on bad lines, and opinion of the great comfort they afforded, that he induced the Midland Board to give them a trial. They had been used for Pullman nearly twelve months between Bradford, Leeds, and London, and they were so well filled that frequently room could not be found for applicants. It was the intention of the Company to extend the use of these carriages. He believed the principle of their construction was a right one, and in his judgment they were the best and the most comfortable carriages ever introduced upon railways.

Spark-catchers.

As complaints have been made at different times by residents along the lines, of the losses they sustain by sparks from the engines setting fire to their grass-paddocks; repeated instructions have been issued to adopt every practicable means to remedy this grievance, and numerous experiments have been tried with the object of preventing the escape of sparks from the locomotives. Two chimneys were made of the kind used on the American railways; but they were found more costly in construction, and less effective than a far simpler and cheaper contrivance, consisting of a wire-screen placed in the smoke-box. This screen is now being attached to all the engines. One cause of the failure of the American chimneys on our lines is that from want of sufficient height in some of our bridges, the chimneys had to be made shorter than was indicated in the drawings. This interfered with the draught of the engines, and caused the smoke to hang about them, instead of passing off in volume. In the screen now adopted on our lines the wire-work is not so close as to unduly interfere with the draught, but fine enough to prevent the passage of the larger sparks, from which alone any danger is to be apprehended, as the smaller are extinguished before reaching the ground.

Waggons rebuilt at our workshops.

During the last four years, in addition to the stock received from colonial manufacturers, the following vehicles have been rebuilt at our own workshops.

	1872.	1873.	1874.	1875.	Total.
A Trucks	4	1	.....	9	14
B Trucks	2	.....	2	.....	4
C Trucks	4	2	1	1	8
D Trucks	11	.....	3	6	20
Cattle-Trucks	3	1	3	.....	7
Sheep-Trucks	3	1	1	.....	5
Meat-Vans	1	1	.....	.....	2
Brake-Vans	.....	.....	1	.....	1
Horse-Boxes	1	2	2	2	7
Total	29	8	13	18	68

Reduction in weight of rolling stock.

Steps have been taken on various occasions to reduce the unnecessary weight of the rolling stock, without impairing its strength. In 1869 the Engineer-in-chief suggested that for lightness, durability, and economy, the goods-trucks should be made of wrought iron instead of wood; but as the contractors had made arrangements for completing their contract in accordance with the specification, and had erected extensive wood-machinery for the purpose, the project had to be abandoned, and the subsequent rise in the price of iron prevented it from being renewed. In 1873, however, a pattern D waggon, one ton three cwts. lighter, but equal in strength to the waggons supplied by the contractors, was constructed at our own workshops, and the whole of the D waggons have since been built after this pattern.

Much attention has been given to the improvement of the brake-power of the rolling stock. The Westinghouse continuous air-brakes have been imported and fitted to a number of engines and trains, and their action is very effective. The large composite brake-vans have been provided with brakes to the eight wheels instead of four. The horse-boxes which were unprovided with brakes are now being fitted with double brakes, and all waggons will hereafter be provided with two brakes, acting on both pairs of wheels, in place of one pair as formerly.

The following Table will show the number of locomotives, passenger carriages, goods-waggons, and other vehicles, and the total number of vehicles, exclusive of locomotives, employed on our railways, and on those of the United Kingdom and Victoria during 1874, per train mile run.

Class of Vehicle.	United Kingdom.	New South Wales.	Victoria.
	Train miles run.	Train miles run.	Train miles run.
Locomotives—			
1 for every.....	16,798	15,051	16,956
Passenger-stock—			
1 for every.....	5,707	6,473	8,513
Goods-stock—			
1 for every.....	582	754	1,055
All Vehicles except Engines—			
1 for every.....	528	675	939

From this table it would appear that Victoria employs the smallest, and the United Kingdom the largest quantity of stock for the work performed, and New South Wales more engine power than either, arising, probably, from the steeper gradients on our lines.

The following is an abstract of the Return of Locomotives, showing the names of the manufacturers, and the number supplied by each.

Manufacturers.	South and West.	North.	Total.
R. Stephenson & Sons	32	5	37
Mort, Vale, & Lacy	16	6	22
Beyer, Peacock, & Co.	13	3	16
Manning, Wardle, & Co.	9	6	15
Fairbairn & Son	2	4	6
Hawthorne	1	.....	1
Peto, Brassey, & Betts	.....	1	1
Kittson	.....	1	1
Railway Works	1	.....	1
Total number	74	26	100

Improved  
brake-power.

No. of vehicles  
on different  
railways per  
train mile.

Relative  
quantity of  
stock on  
English and  
Colonial lines.

Appendix  
No. 9, p. 19.

Number of  
locomotives  
made by  
different  
contractors.

Number  
supplied to  
Government.

But as twenty of the thirty-seven manufactured by Messrs Stephenson and Sons were on behalf of Messrs. Mort & Co. under their contract with the Government, the number actually supplied by the former was fourteen for the South and West, and three for the North, and by the latter, thirty-four for the South and West, and eight for the North.

Number of  
rolling stock  
supplied.

Similar abstracts are appended of the number and class of rolling stock for passenger and goods-traffic, supplied by different contractors from the commencement.

Appendix,  
Nos. 12, 13,  
p. 29.

Cost of rolling  
stock.

Appendix, No. 14, p. 30.

The total amount expended for rolling stock and machinery to 31st December last. was as follows:—

*Locomotives.*

Imported from England ... ..	£157,536	8	8	
Manufactured in the Colony ... ..	166,914	2	8	
				£324,450 11 4

*Passenger and Goods Stock.*

Imported from England ... ..	£223,666	5	2	
Manufactured in the Colony ... ..	187,772	7	10	
				411,438 13 0

Total Expenditure ... ..				£735,889 4 4
--------------------------	--	--	--	--------------

*Machinery.*

The Expenditure for Machinery to 31st December 1871 was	£21,244	12	7	
And during the last four years ... ..	6,583	2	7	
Making a total Expenditure to 31st December 1875 of ...	£27,827	15	2	

Cost of  
Machinery.  
Appendix, No.  
17, p. 33.

MAINTENANCE OF PERMANENT WAY.

Maintenance  
of way and  
works.  
Appendix  
No. 1, p. 3.

Works of  
construction  
improperly  
charged to  
revenue.

From the report of the Engineer-in-chief, it will be seen that the different lines during the last four years have been maintained in thorough working order, and that the cost has been defrayed from the vote for working expenses. But in addition to the ordinary repairs and renewals properly chargeable to this account, a large amount for additions to existing works and new buildings has been charged to revenue, though properly belonging to capital. This system of appropriation, which is manifestly wrong, is not of recent origin. In my first report, dated 30th September 1865, referring to the rapid increase of working expenses as out of all proportion to the increased mileage, I stated that a considerable portion of that expenditure which legitimately belonged to capital had from the want of special votes been defrayed from revenue. And on 7th June 1867, the Engineer-in-chief drew attention to the same objectionable practice, in the following terms:— “In the years 1863, 1864, and 1865, many important additions and renewals over and above the ordinary maintenance were made and paid for out of revenue, when the works were clearly chargeable to capital. For instance, the Colliery Junction on the Northern Line, wharf, carriage docks, and sidings at Newcastle and Maitland, new station at Hexham, stables at Newcastle, Rooty Hill station, and gate houses on the Western Line, and coal sidings at Newcastle. The total cost of the above works was £4,583 6s., and should have been paid from capital.” “The renewals during these years,” he continues, “were very heavy both to Permanent

Way and station buildings, particularly on the Southern Line, and many additions were made to stations." He appends a list of such renewals, additions, and new buildings, all charged to revenue, though most of them clearly belonged to capital.

No alteration, however, was made in this mode of dealing with the matter, till 1870, when an addition was made to the headings in Revenue account under the title of schedule G, for "Improvements and additions to works and buildings." This schedule was obviously intended to relieve the account of working expenses from charges that do not belong to it; but though the cost of such improvements and additions has been entered in this schedule since 1870, still as nothing was said at the passing of the vote to indicate that it was to be charged to capital, it has continued from year to year to swell the amount of working expenses, and diminish the amount of net earnings. Annexed to Mr. Whitton's report is a statement in detail of the works included in this schedule since 1870. The amount for each year was as follows:—

	£	s.	d.
1870 ... ..	4,311	7	4
1871 ... ..	5,779	12	7
1872 ... ..	5,146	2	0
1873 ... ..	8,171	6	5
1874 ... ..	7,778	0	5
	<hr/>		
	31,186	8	9
1875 ... ..	19,739	11	11
	<hr/>		
Total ... ..	50,926	0	8

Schedule G. Improvements and additions to works and buildings.

Appendix No. 1, p. 5.

Although the percentage of working expenses to gross earnings has been increased in former years by this method of appropriation, it is not desirable to disturb the entries in our books, which are closed to the end of 1874; but it is not too late to alter the system in 1875. An amount of nearly £20,000, properly belonging to capital, cannot in one year be charged to working expenses without deranging the account of profit and loss, and exhibiting an incorrect statement of the cost of constructing and working our railways. I have accordingly included the amount of schedule G for 1875, in capital account, and given instructions for the application of similar expenditure to this account for the future.

Works in Schedule G in 1875 properly charged to capital.

The total cost of maintaining the Way and Works since 1871 has been as under:—

	£	s.	d.
1872 ... ..	61,980	9	4
1873 ... ..	69,400	9	9
1874 ... ..	67,695	15	7
1875 ... ..	66,542	2	11

Cost of maintenance, Appendix No. 24, p. 42.

showing an annual decrease in the expenditure under this head since the year 1873.

SUPPLY OF PERMANENT WAY MATERIALS.

A Return is appended of all Permanent Way and other railway materials imported from England each year, from 1872 to 1875 inclusive.

Supply of Railway Materials, Appendix Nos. 5, 6, 7, 8, pp. 10, 18.

Permanent way for extensions in progress.

In this return are included the indents for Permanent Way materials for the extensions from Goulburn to Wagga Wagga, from Bathurst to Orange, and from Murrurundi to Tamworth. The tonnage and value of these materials, as far as received, were as under :—

Tonnage and cost.

	Tons.	Value.
Goulburn to Yass ... ..	7,317	£108,177
Yass to Wagga Wagga ... ..	15,238	195,254
Bathurst to Orange ... ..	5,399	49,969
Murrurundi to Tamworth... ..	8,030	81,481
Total ... ..	35,984	£434,881

Tender of Parkgate Iron Company accepted for rails, for Yass extension.

On 10th July 1873, an indent and copies of specification for the Permanent Way materials for the Yass extension were forwarded to the Agent General, and indents for the other extensions on the 6th and 31st October of the same year. For the extension to Yass tenders were invited in England on 26th September, and opened on 7th October by the Agent General, in the presence of Mr. Larnach, Managing Director of the Bank of New South Wales, and Mr. Shields, the consulting engineer. The tender of the Parkgate Iron Company was accepted for the rails, that of the Darlington Iron Company for the fish-plates; and that of the Patent Nut and Bolt Company for the fish bolts, wood-screws and spikes. For the Permanent Way materials for the other extensions the following tenders were accepted :— From Yass to Wagga Wagga, the Consett Iron Company; from Bathurst to Orange, Messrs. Bolckow, Vaughan, & Co.; and from Murrurundi to Tamworth, the North Yorkshire Company.

Inferior quality of rails apparent on inspection.

On the arrival of the first shipment of the Parkgate Company's rails at Sydney, attention was called to their rough external appearance. They were examined on the wharf and at the Redfern station by the Engineer-in-chief, who stated that from their appearance alone he would not have passed one rail in fifty. After inspection and testing by different officers of the department, the Agent General was informed by cablegram and letter of the result of the investigation, and urged to take such steps as would ensure greater care in the inspection of the Permanent Way materials. On 22nd September 1874, the Agent General forwarded copies of correspondence between himself and Mr. Shields, which were referred to Mr. Whitton, with a request that he would report fully on the quality of the rails. A copy of his report and the correspondence was laid on the table of the Assembly, and ordered to be printed on 21st July 1875.

Report of Engineer-in-Chief.

Board appointed to examine rails.

The matter was submitted to the Cabinet on the 18th December 1874 by Mr. Secretary Sutherland, who recommended the appointment of a Board of competent persons, unconnected with the Department, to inspect, test, and report on the rails. The Cabinet, on 27th January 1875, approved of this course, and the Board appointed consisted of the following members :—

Mr. A. Brown of the City Iron Works,  
Mr. J. Russell of the firm of P. N. Russell & Co.,  
Mr. J. Struth, ironfounder.

The report of this Board, dated 14th May 1875, will be found in the correspondence laid on the table of the Assembly, 21st July 1875, but the conclusion arrived at was as follows:—

Their report unfavourable.

“Having given very careful consideration to the whole subject of our inquiry, we are constrained to state that we consider the rails manufactured by the Park Gate Iron Company to be of a very inferior quality; that the iron of which they are composed, although perhaps of a fair quality originally, is very impure and badly worked; and it is our opinion that very few would last twelve months if laid down on the permanent way of our existing lines of railways.

Conclusion of report.

“We find that the specification has been carefully drawn up, with a full knowledge of all the requirements in the manufacture of this class of rail, and that had it been strictly adhered to in this case there could have been no possibility of any cause of complaint, either as regards the make of the rails, or the quality of the iron of which they were composed.”

This report and the whole correspondence were submitted, by your instructions, to the Crown Law Officers, on the 19th of May 1875, and on receiving the opinion of the Attorney General, a cablegram was sent to the Agent General, stating that the rails were condemned as useless, and requesting him to make immediate inquiry as to the inspection by Mr. Sheilds, and to withdraw any commission or agency from him.

Opinion of Attorney General.

On 4th June 1875, a letter was addressed to the Agent General explaining the cause which led to the necessity for dispensing with the services of Mr. Sheilds, and enclosing copies of the report of the Board and other documents. On the 10th of the same month, ten of the twenty-one feet rails, and one of the worn-out rails from Newcastle, were forwarded to England, in case the Park Gate Company might be desirous of verifying the tests which had been made at Sydney. A copy of this letter and of the whole correspondence was laid before Parliament on 21st July 1875, and 19th January 1876.

Letter explaining cause of dispensing with Mr. Sheilds' services.

As the matter is still under investigation in England, it may be proper to await the result before hazarding an opinion on the subject. It is difficult to believe that either the Park Gate Company or Mr. Sheilds could have deliberately lent themselves to defraud the Government by the manufacture of so large a quantity of inferior rails. The quality of a rail is best tested by the amount of traffic it will sustain; and it is to be hoped that a large portion of the rails supplied by this Company will have a much longer life on our railways than the twelve months assigned to them by the Board. But whatever may be the result of the inquiry, it is evident that everything was done by the Department to secure the manufacture of the best article, to test the rails on their arrival at Sydney, and to insure the fullest investigation in the Mother Country, as soon as the unfavourable result of their testing in the Colony was made known to the Government.

Matter still under investigation.

Department not answerable for inferior rails.

In his report on the Permanent Way, the Engineer-in-chief states that during 1872 there were laid down on the Northern line near Newcastle, where the traffic is exceptionally heavy, 100 tons of steel rails, and that after being in use for nearly four years none of them had been either turned or

Steel rails recommended for new lines. Appendix No. 1, p. 3.

renewed up to 31st December last. A portion of the Western line was also renewed with steel rails last year; and Mr. Whitton recommends that in future all rails both for construction and maintenance should be of steel—a recommendation well deserving the consideration of the Government (more particularly as to lines where the traffic is heavy) in connexion with the inferior quality of the iron rails supplied by the Park Gate Company.\*

#### WORKING EXPENSES.

Appendix  
Nos. 24, 25,  
pp. 42, 43.

In the Appendix will be found returns of the working expenses arranged under the different schedules in Revenue Account. The following are the total amounts expended annually on this account during the last four years :—

Year.	Miles open.	South and West.			North.			Total.		
		£	s.	d.	£	s.	d.	£	s.	d.
1872	398	145,587	14	8	62,330	0	2	207,917	14	10
1873	403	168,757	4	2	69,277	10	3	238,034	14	5
1874	403	176,374	4	8	81,329	2	1	257,703	6	9
1875	437	210,583	2	9	85,590	16	10	296,173	19	7

Cost of  
working.

Cause of  
increase in  
cost of  
working.

The cost of working will be increased with every increase in the length of line opened for traffic, and will vary from year to year in proportion to the varying requirements for renewals and repairs to way and works and rolling stock, which must all be kept in an efficient state of repair. But in addition to the ordinary expenditure for this service, the cost of working during the last few years has been augmented to the extent of £31,186 for works under schedule G which properly belong to capital; and the increase in the price of fuel, and the rise in the rate of wages, with the adoption of the eight hours system, have also added largely to the expense of working the lines. The fuel for engines, which in 1871 amounted to £10,112 (or 2·06d. per train mile), had increased to £25,954 (or 3·28d. per train mile) in 1875. And to show the influence of the rate of wages on the expenditure it will be seen, on reference to my last report, that the working expenses increased steadily from £106,229 in 1866 to £206,003 in 1870, or at an average rate of £25,000 per annum; but in 1871, when the wages of the railway servants were reduced, the expenditure, instead of the usual rate of increase, showed a decrease of £8,938, though 19 additional miles had been opened. The annexed tables of the difference in the rate of wages to different classes of workmen on our railways, and the total amount paid annually since 1871, will in some measure account for the increase in the working expenses. It will be seen that the wages increased from £118,461, or 2s. 6d. per train-mile, in 1871, to £203,072, or 2s. 9d. per train-mile, in 1875, being an addition of 10 per cent. to the cost of working.

Appendix  
Nos. 60, 61,  
p. 122.

Advantages of  
steel rails.

\* In a paper read to the Institute of Civil Engineers on 13 March 1866, by R. P. Williams, M.I.C.E., he says: "The introduction within the last few years of steel rails manufactured chiefly by what is known as the Bessemer process, and the highly satisfactory nature of the results obtained, encourage the belief that at length a material has been found which was alone wanting to give something like real permanency to that which in name only has hitherto deserved the title of Permanent Way." He adds that the general adoption of steel rails on main lines, where the traffic is heavy will not only prove cheaper in the end, but, what is of infinitely more importance, will, through the less frequent breaking up of the road, materially add to the safety of the travelling public.

## REPORT OF COMMISSIONER FOR RAILWAYS, 1872-1875.

21

The percentage proportion of the different Heads of expenditure in the schedules to the gross amount of working expenses was as under :—

Schedules.	1872.	1873.	1874.	1875.
Locomotive ... ..	27·75	29·67	33·44	36·04
Carriage Repairs ... ..	5·23	5·69	5·55	6·64
Maintenance ... ..	29·82	29·15	26·27	22·47
Traffic Charges... ..	30·74	30·54	29·79	29·78
Compensation, Personal ... ..	·09	·06	·35	·53
Compensation, Goods... ..	·14	·24	·26	·08
Miscellaneous ... ..	6·23	4·65	4·34	4·46
	100·00	100·00	100·00	100·00

Percentage of items of expenditure to gross expenditure.

See Diagram T. 1.

Under the head of Mileage of trains (page 37) will be found a tabular statement of the different items of earnings and working expenses, and the net earnings per train mile, during the last four years. The following table gives the same particulars, per mile open.

Earnings and working expenses per mile open.

Appendix Nos. 51, 52, pp. 107, 109.

	1872.	1873.	1874.	1875.
<b>EARNINGS.</b>				
Passengers, 1st and 2nd ... ..	£ 352·16	£ 364·75	£ 384·34	£ 411·99
Season Ticket Holders ... ..	7·99	8·94	11·88	14·49
Horses, Carriages, &c. ... ..	56·70	59·27	60·31	64·36
Mails... ..	11·37	11·47	11·44	11·45
Total Coaching ... ..	428·22	444·43	467·97	502·29
Live Stock ... ..	21·45	26·60	29·21	33·14
Minerals ... ..	98·89	128·92	163·04	170·56
Wool... ..	46·90	73·22	71·22	93·08
General Merchandise ... ..	508·41	534·40	600·01	700·07
Total Goods ... ..	675·65	763·14	863·48	996·85
Gross Earnings... ..	1,103·87	1,207·57	1,331·45	1,499·14
<b>WORKING EXPENSES.</b>				
Locomotive ... ..	149·81	176·13	213·81	260·29
Carriage Repairs ... ..	28·26	33·78	35·47	47·95
Maintenance... ..	160·99	173·07	167·98	162·30
Traffic Charges ... ..	165·99	181·21	191·73	215·08
Compensation, Personal ... ..	·54	·36	2·24	3·90
Compensation, Goods ... ..	·79	1·46	·43	·63
Miscellaneous ... ..	33·67	27·59	27·79	32·23
Total Working Expenses ... ..	540·05	593·60	639·45	722·38
Net Earnings ... ..	563·82	613·97	692·00	776·76

See Diagram K. 1, 2, 3.

Appendix  
Nos. 51, 52,  
pp. 107, 109.

A more detailed statement of this return will be found in the Appendix.

Percentage  
of working  
expenses to  
grossearnings.

The following table shows the percentage proportion of working expenses to gross earnings.

Heads of Expenditure.		1872.	1873.	1874.	1875.
See Diagram T. 3.	Locomotive ... ..	13·57	14·59	16·06	17·36
	Carriage Repairs ... ..	2·56	2·79	2·66	3·19
	Maintenance ... ..	14·58	14·33	12·62	10·82
	Traffic Charges... ..	15·04	15·01	14·31	14·35
	Compensation, Personal ... ..	·05	·03	·17	·26
	„ Loss of Goods... ..	·07	·12	·12	·05
	Miscellaneous ... ..	3·05	2·29	2·09	2·15
Total Expenditure ... ..		48·92	49·16	48·08	48·18

Favourable  
comparison  
with other  
railways.

These rates will compare favourably with the results on other lines. By the railway returns of the Board of Trade for 1874, the proportion of expenditure to total receipts on the railways of the United Kingdom averages 55 per cent. On the Indian railways the average in 1872 was 53·70; on the railways of the United States in 1875 the average is 63·6 per cent.; and in Victoria the percentage, which for six and a half years had averaged 45, increased in 1875 to 52·36.\*

#### TRAFFIC.

Traffic  
Returns.  
Appendix  
Nos. 22, 23,  
24, 25, pp. 40,  
41, 42, 43.

In the Appendix will be found the usual returns of the number and class of passengers, the quantity of goods and live stock, and the total earnings and working expenses during the last four years. It will be seen from these returns that the traffic has been on the increase during the whole period.

Increase of  
traffic during  
1872.

In 1872 the decrease of 23,771 in the number of second-class passengers is counterbalanced by an increase of 18,619 in the number of first-class; and in merchandise traffic the falling off in the number of bales of wool—to which I shall afterwards refer—is compensated by a large increase in the number of sheep, and in the tonnage of minerals and general merchandise. There was an increase of £31,649 in the earnings from passengers, of £34,301 in the earnings from goods, and of £69,667 in the gross earnings.

Increase in  
1873.

During 1873, there was an increase of 17,548 in the number of first-class, and of 104,144 in the number of second-class passengers, and a similar increase in the different items of merchandise traffic. The earnings from passengers were £11,191, the earnings from goods £45,893, and the gross earnings £59,247 in excess of those of 1872.

Cause of increase  
of working  
expenses in  
Victoria.

\* In his Report on the Victorian Railways to 30th June 1875, the Commissioner thus explains the cause of the increased cost of working their lines.

“The percentage of the past year was, as previously stated, 52·36; and it will be observed that this large increase is traceable to two causes, viz., the necessity which is now arising on the older lines for renewals, and the higher rate of expenditure which has obtained and which will most probably continue upon the lines of light construction.

“The charges which will be most affected upon the latter are the maintenance of the permanent way, and the wages to the gatekeepers in charge of gates at the various level crossings.

“As an illustration of the number of these, it may be stated that upon the 147 miles of light lines in work during the past year, there are no less than 126 level crossing gates, exclusive of those at stations, the wages to the keepers of which amount to £6,540.”

The year 1874 shows an improvement in every item of coaching-traffic, and, with the exception of a slight decrease in wool, in every item of merchandise-traffic also. There was an increase of 30,498 in the number of first, and of 179,400 in the number of second-class passengers, of £9,833 in the revenue from passengers, of £41,960 in the earnings from goods, and of £52,339 in the earnings from all sources.

Increase of traffic in 1874.

The results of 1875 are still more encouraging, as they show an increase in every description of traffic, as well as in the revenue from all sources. There is an increase of 46,804 and 155,921 in the number of first and second-class passengers respectively, of £15,179 in the earnings from passengers, of £60,727 in the earnings from goods, and £78,073 in the gross earnings.

Favourable results of 1875.

Taking a review of the whole period, and comparing the first with the last year of the series, the rapid improvement in every description of traffic will be apparent. In coaching, there was an increase of 113,469 in the number of first-class, and 415,694 of second-class passengers, of 1,910 season-ticket holders, of 3,356 horses, 977 carriages, and 1,726 dogs. In merchandise traffic there was an increase of 5,500 in the number of horned cattle, of 4,394 pigs, of 230,722 sheep, of 21,185 bales of wool, of 319,412 in the tonnage of minerals, and 109,956 in the tonnage of general merchandise; while the earnings show an increase of £76,445 from coaching, of £182,881 from goods, and £259,326 from all sources.

Increase in traffic from 1871 to 1875.

A table in the Appendix gives the items of increase in detail.

Appendix No. 35, p. 81.

The following table shows the proportion of the percentage of gross revenue contributed by each class of traffic, for the four years ending 31st December last:—

Percentage of items of earnings to gross earnings.

	1872.	1873.	1874.	1875.
COACHING.				
Passengers, 1st and 2nd ... ..	31.91	30.21	28.87	27.48
Season Ticket Holders... ..	.72	.74	.89	.97
Horses, Carriages, &c. ... ..	5.14	4.90	4.53	4.29
Mails ... ..	1.03	.95	.86	.76
Total Coaching ... ..	38.80	36.80	35.15	33.50
GOODS.				
Live Stock ... ..	1.94	2.20	2.19	2.21
Minerals ... ..	8.95	10.68	12.24	11.38
Wool ... ..	4.25	6.07	5.35	6.21
General Merchandise ... ..	46.06	44.25	45.07	46.70
Total Goods ... ..	61.20	63.20	64.85	66.50
Total Coaching ... ..	38.80	36.80	35.15	33.50
Gross Earnings... ..	100.00	100.00	100.00	100.00

See Diagram T 2.

## WOOL-TRAFFIC.

Variation in wool traffic.

The number of bales of Wool carried on our railways has varied considerably during the last four years. In 1872 there was a decrease of 38,967 bales. The traffic improved in 1873 by an increase over 1872 of 32,195 bales. In 1874 there was a decrease of 730 bales; but an increase during 1875 of 28,687 bales. From the annexed return it will be seen that the wool-season is confined to the first three and the last three months of the year. The number of bales and weight of wool carried on all the lines and the average weight per bale, during the last four years, were as under:—

Monthly return of wool carried on our railways.  
Appendix No. 28, p. 49.

	Bales. No.	Weight. Tons.	Average per bale. Cwts.
1872	58,663	10,571	3.60
1873	90,858	16,230	3.57
1874	90,128	16,165	3.58
1875	118,815	19,802	3.33

Compared with Victoria.

It is worthy of notice that, although the number of sheep in this Colony is more than double the number in Victoria, yet from her geographical position, and in consequence of our railways not having as yet been extended to the Riverine District, a large proportion of the wool and produce of this rich and extensive portion of our territory is carried by the railways of Victoria. In 1874 the number of sheep in the two Colonies was as under:—

Appendix Nos. 26, 27, p. 48.

New South Wales	22,872,882
Victoria	11,225,206

and yet the number of bales carried on our railways was only 90,128, for which £28,702 was received for haulage, while on the Victorian railways 238,152 bales were carried, and £50,512 received. The average weight per bale of wool in grease is about  $4\frac{1}{4}$  cwt. in New South Wales and  $3\frac{3}{4}$  cwt. in Victoria; and of washed wool, 3 cwt. in the former, and  $2\frac{1}{2}$  cwt. in the latter.

Traffic across the border.

To show the extent to which the receipts on the Victorian railways must be increased by carrying the produce of this Colony, I have prepared and annexed a table showing the value of exports across the Border since 1872. No record was kept during 1873, but the results for 1872, 1874, and 1875, were as under:—

Appendix No. 29, p. 50.

	1872.	1874.	1875.
	£	£	£
Live Stock	772,709	676,422	1,094,498
Wool	1,583,704	2,599,699	2,979,590
Other Exports	85,065	112,110	45,972
Total	2,441,478	3,388,231	4,120,060

Policy of pushing our railways into South-western interior.

I may be permitted to point to these figures as indicating the policy of pushing our railways as speedily as possible into the South-western interior, to enable us to secure a portion of the traffic of our own territory, which now finds its way to Victoria, the nearest market, and tends not only to swell their railway receipts, but to give them the advantage of back-loading for supplies to our settlers, and credit in the Mother Country for a large portion of the produce that properly belongs to New South Wales.

CAUSES OF VARIATION IN TRAFFIC.

As the state of the weather exercises a considerable influence on the movement of traffic, I have appended a table, in continuation of that in my last report, compiled from materials furnished by Mr. Russell, Government Astronomer, showing the monthly rainfall at Sydney, Windsor, Newcastle; and West Maitland during the last four years. There was considerable variety in the yearly rainfall at these stations. In each year the rates at Sydney and Newcastle are higher than those at Windsor and West Maitland; but the average of the whole was as under :—

Traffic affected by rainfall. Appendix No. 36, p. 82.

1872 ... ..	30.605 inches.
1873 ... ..	53.368 „
1874 ... ..	49.275 „
1875 ... ..	41.757 „

In January 1872, the Clarence rose 3 feet at Grafton, but no floods occurred in the Hunter or the Hawkesbury during the year. For the first three months there was plenty of grass and water in the Western Districts, and though the rainfall was much under the average it was well distributed. The winter months were the driest, when the want of rain is not so much felt, and on the whole the year was not unfavourable for agricultural and grazing pursuits.

Rainfall in 1872.

There was at least nothing in the state of the weather during 1872 to account for the large decrease in the quantity of wool carried; but the returns in the Statistical Register for that year show a considerable decrease in all kinds of live stock, and the causes which led to this decrease may have operated in diminishing the wool-traffic. As the wool season does not terminate on 31st December, a portion of two clips is necessarily included in each year's transactions. A sudden change of weather, or a cablegram announcing a rise or fall in the price of wool in England, will accelerate or retard the wool season in Australia, and thus increase the quantity carried up to the 31st December, or swell the receipts during the first months of the following year.

Cause of decrease of wool-traffic in 1872.

It may be remembered that the year 1870 was one of excessive rain and disastrous floods. There was a decrease in that year of 17,422 bales, occasioned by the difficulty of transporting the wool to the railway. No such difficulty occurred in 1871, which was a favourable year for the settler. The remaining portion of the clip of 1870 was accordingly added to the clip of 1871, which increased the number of bales by 38,863—almost the same number as the apparent decrease in 1872.

1870 a year of severe floods affected the carriage of wool.

During January and February of 1873 there were heavy rains in the Western and Coast Districts. The Hunter rose 16 feet at West Maitland, and there were severe floods at Liverpool, the Cordeaux River, and Terrara. The creeks were flooded at Eden, and the coast covered with the debris carried down by the swollen rivers. In June and July the Darling was in flood. On 27 July the Hunter rose 27 feet, and continued in flood till the beginning of August, and the river at Liverpool was again flooded in November. During the first part of the year there was abundant feed for cattle; and though in the last four months there was scarcely any rainfall in the Western and North-western Districts, the want of rain was less felt in the agricultural, which had enjoyed a favourable spring.

State of weather in 1873.

Rainfall in  
1874.

The year 1874 commenced with heavy floods at Scone, Goonoo Goonoo, Musselbrook, and West Maitland. On 27th January the Hunter rose 33 feet, covering the lower part of the latter town, and causing much loss of property. George's River was also in high flood during this month, and the Cordeaux River on 12th February. On the whole, however, the year was good for grazing purposes, the rain being plentiful and well distributed, and the losses by floods in the early part of the year being to some extent counterbalanced by a spring favourable for agriculture.

During 1875.

During the first months of 1875 the rains in the Colony generally were abundant and the grass plentiful. In March there were heavy floods in the Northern rivers, especially the Hunter; but during the second half of the year there was a severe drought through all parts of the Colony, with an average rainfall during the whole six months of only 8.080 inches.

#### COAL-TRAFFIC.

Importance of  
coal traffic.

Although coal is included with minerals in goods-traffic, it forms so important an item in our railway receipts, and gives us such advantages over the neighbouring Colonies, as to justify me in referring to this traffic somewhat in detail.

#### *Newcastle Collieries.*

Foreign and  
intercolonial  
trade at New-  
castle.  
Appendix No.  
37, p. 83.

The rapidly increasing importance of Newcastle, from which the chief supply of this material is obtained, will be seen from the appended tables. The number and tonnage of vessels which entered and left the port of Newcastle during the last four years show a steady increase. Thus, comparing 1872 with 1875, the following table will exhibit the result.

	Inwards.		Outwards.	
	No.	Tonnage.	No.	Tonnage.
Coasters—				
1872	1,583	279,224	1,388	202,972
1875	1,963	392,146	1,907	336,710
Foreign and Intercolonial—				
1872	876	342,514	1,092	427,845
1875	1,162	510,902	1,341	573,826

Extent of  
Coal-fields of  
the Colony.

This increase in the number and tonnage of shipping at the port of Newcastle—which now exceed the number and tonnage of vessels in Sydney Harbour—is mainly attributable to the rapid development of the coal-mines in the neighbourhood. But our coal-fields are not confined to the neighbourhood of Newcastle. They are computed by the Examiner of Coal-Fields to extend over an area of upwards of 15,400 square miles, and I believe with him that we may without exaggeration claim to be in possession of the most valuable, most accessible, and most extensive coal-fields in the Southern Hemisphere, which must ultimately make New South Wales the richest of all the Australian Colonies.\*

Australian coal  
equal to Welsh  
and strata  
thicker.

\* The Government Director of the Indian Railway Companies, in his report to the Secretary of State for India (1868-9), thus speaks of the quality of Australian coal:—"It has been tried on some of the lines of Western India, and has been well reported on; the experience of the Locomotive Superintendent of the Scinde Company is that 'it is equal to Welsh coal in all respects; its evaporation power is nearly equal to Welsh coal, and the consumption per mile is less.' The price hitherto has been under that of English or Welsh coal."

As to the thickness of the strata, Mr. Curthvell, C.E., mining engineer, in a letter which appeared in the *Echo*, on 11th May 1876, says:—"The thickness of workable coal in this area appears to be very great, no less than 48 feet in 436 feet of explored strata, whilst in South Wales the average is 95 feet coal in a thickness of 3,210 feet of strata, or about 13 feet as compared with this Country's 48 feet."

The following table will show the tonnage and value of coal raised at our mines, and exported during the four years ending December 1874:—

Output of coal and its value.

Year.	Output.		Exported.	
	Tons.	Value.	Tons.	Value.
1871	898,784	£ 316,340	565,429	£ 256,690
1872	1,012,426	396,198	669,110	307,861
1873	1,192,862	665,747	773,079	526,089
1874	1,304,567	790,225	872,980	632,247

showing a considerable increase during each year in the quantity raised and exported, and the importance to the Colony of this valuable mineral.

But only a portion of the total output is carried on our railways, as large quantities are sea-borne. In the Newcastle District the following is the quantity shipped by Government appliances, and the amount received for haulage during the last four years:—

Newcastle coal carried by railway. Appendix No. 39, p. 86.

Year.	Tonnage.	Amount.		
		£	s.	d.
1872 ... ..	613,049	27,939	19	6
1873 ... ..	645,735	30,394	8	11
1874 ... ..	751,472	38,368	14	1
1875 ... ..	789,573	41,441	7	11

being an increase of 28.79 per cent. on the quantity shipped, and of 48.39 per cent. on the amount received in 1872.

The price of coal at the mines has been considerably increased since the date of my last report. 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. Before the close of 1872 the coal miners in the Newcastle District had begun to protest against the rate of pay, and to combine for an increase. In the early part of 1873 they went out on strike for six weeks. The strike terminated on 10th February, the demands of the miners having been met by the establishment of the "Sliding scale"—an arrangement between the Associated Masters and the Miners' Delegates, which fixes the rate of wages according to the selling price of coal. Upon signing this agreement, the market price of coal was fixed at 12s. per ton for best, and 6s. per ton for small, for a period of five months. On 14 July 1873, the market price was raised to 14s. and 7s. per ton for best and small respectively, at which price it has remained to the present time.

Increase in price of coal.

"Sliding scale" established.

It is beyond the province of this report to speculate on the effects of this sudden rise in the price of coal. That it has hitherto been beneficial to

Doubtful effects of sudden rise in price.

the district appears evident from the steady increase in the output, from the absence of strikes, and from the new collieries that are starting into existence; but its effect in the competition with English coal in the foreign markets has still to be ascertained. If coal can be obtained at cheaper rates in other ports, the price will probably have to be reduced at Newcastle, or our foreign customers will look to England or elsewhere for their supplies.

Collieries of Newcastle. Appendix Nos. 38, 39, pp. 84, 86. Wallsend. A. A. Co. Co-operative. Lambton. New Lambton. Waratah.

From the appended returns it will be seen that fifteen Collieries have been working in connexion with the Great Northern railway during the period embraced in this report. Of these, the *Wallsend*, the *Australian Agricultural Company*, the *Co-operative*, the *Lambton*, and the *New Lambton* have been in full operation. The *Waratah* has been working with fewer hands, as the proprietors are opening a new mine  $4\frac{1}{2}$  miles from the Waratah Junction.

*Anvil Creek.* The *Anvil Creek* has been doing an increasing business, from 4,744 tons in 1872, to 29,162 in 1875.

*Greta.* The *Greta* Company commenced in 1873 with an output of 1,492 tons, which was increased during 1875 to 36,589; but in November of that year operations at this colliery were stopped.

*Minmi.* At the *Minmi* or *Duckenfield* Colliery a new tunnel has been opened; operations were recommenced in September 1874, with an output of 4,258 tons, which was increased to 14,018 tons in 1875. A large portion of the coal from Minmi is shipped from the Company's shoots at Hexham.

*Woodford.* *Woodford* Colliery was re-opened in 1875, and 3,389 tons of the coal from this mine were sent to Newcastle by railway.

*Burwood.* *Burwood* coal is chiefly used for household purposes in the neighbourhood, and does not contribute much to the railway receipts.

*Stony Creek.* Small quantities have been received from *Stony Creek*, from *East and West Maitland*, and from *Wingen*.

The principal collieries are taking measures for increasing their output. The new tunnels at the *Wallsend* and *Lambton* are nearly completed, and the tunnel at *Minmi* will probably be finished before the end of the year. The *A. A. Company* have opened their new pit. The *Anvil Creek* Company are preparing to sink another shaft. The *New Lambton* are boring, and the *Co-operative* improving their appliances for a large increase in their supply.

*Australian Alliance.*

Extent of land tested for coal.

The *Australian Alliance* and *Australasian Coal* Company are making arrangements for commencing operations, and several parties are boring for coal in the district. The land being thus tested extends from the Wallsend Company's south and west boundary to the northern shores of Lake Macquarie, and from the southern boundary of Mr. Merewether's land to Redhead. A schedule is annexed of the alterations in the rates for haulage of coal from the different collieries, from 1871 to 1875, and their distance from the port of Newcastle.

Appendix No. 44, p. 91.

#### *Facilities for Shipping.*

Appliances for shipping coal.

The shipment of coal from the port of Newcastle at the end of 1874 was carried on by the following appliances:—

- 8 steam cranes and 4 shoots belonging to Government,
- 5 shoots of the A. A. Company,
- 2 shoots of the Waratah Company,

and their estimated shipping capabilities were as under :—

Steam cranes	...	...	...	...	6,800 tons per day	
Government shoots	...	...	...	...	2,400	” ”
Private shoots	...	...	...	...	2,200	” ”

Their estimated capabilities.

making a total of 11,400 tons per day, but they are never taxed to this extent. Within the last few years a great change has taken place in the class of vessels frequenting the port of Newcastle. Ships of the largest class have usurped the place of the old colliers. Time is wasted in trimming, and delays occasionally take place from the state of the harbour and the difficulty of putting to sea. From these and other causes a considerable deduction must be made from the theoretical capabilities of the cranes and shoots, and 9,000 tons per day may be estimated as the shipping capacity of the present appliances at Newcastle. In addition to these there are the Minmi Company's staiths at Hexham, and the Government shoots at Morpeth.

Additional appliances.

During 1875, four of the old cranes were removed and replaced with three 15-ton cranes of colonial manufacture, which occupy the same length of wharf as the four removed, and thus give facilities for the largest vessels being loaded. This reduced the number to seven, but one of the old cranes is about to be repaired and re-erected and used as a subsidiary one. The depth of the berths at low water ranges from 16 to 22 feet.

New cranes substituted for old.

As the whole frontage of the Queen's Wharf is now occupied by cranes, shoots, cargo-berths, and steamer-wharfs, the further expansion of appliances to meet the increasing demands of the coal-trade at Newcastle will be made along the Bullock Island Dyke, which has a frontage of a mile and a half on the western side of the harbour. Along the dyke eighteen sections of timber-wharf, each 300 feet apart, have been constructed. On four of these sections are to be erected 15-ton hydraulic cranes, which have been manufactured under contract by Sir William G. Armstrong and Company, and are now on their way from England. The dyke will be connected by a branch line with the Great Northern Railway, and it is expected that the works will be finished and in operation in time for the winter trade of 1877. A plan of Newcastle harbour, showing the position of the cranes and shoots, the branch line to Bullock Island and the sites for the hydraulic cranes, is appended.

Further appliances on Bullock Island.

Hydraulic cranes to be erected.

In addition to the monthly returns for the last four years, I have compiled from former reports tabular statements of the tonnage and amount received from the different collieries from the commencement of delivery by railway in 1861 to the end of last year. The total amount received for the fifteen years was £324,361, or an average of £21,624 per annum; but in consequence of the short distance of the principal collieries from Newcastle (about 8 miles on an average); and the cost of shipping by the cranes, this traffic is not so remunerative as the traffic on lines of greater length.

Tonnage and amount of coal carried since 1861.

Appendix Nos. 38, 40, 41, 42, pp. 84, 86, 87, 88.

*The Lithgow Valley Mines.*

At the date of my last report, the transactions at the Lithgow Valley Collieries were not of sufficient importance to demand special notice; but it will be seen from the return of the quantity of coal carried on the Great Western Railway during the last four years that it now forms a noticeable item in the railway receipts.

Coal from Lithgow Valley mines.

Appendix No. 45, p. 91.

No. of Collieries.  
Esk-bank,  
Vale of Clwydd,  
Lithgow Valley,  
Bowenfels.

There are four Companies at work in this district—the *Esk-bank*, the *Vale of Clwydd*, the *Lithgow Valley*, and the *Bowenfels*—all within half-a-mile of the Great Western Railway, 95 miles from Sydney.

Increase in  
out-put from  
1872 to 1875.

As far back as 1842, Mr. Brown had used coal from Esk-bank for heating the water used in sheep-washing; and in 1853 he obtained a medal for the exhibit of coal and other minerals; but it was not till the year 1872 that coal from the Esk-bank and other mines in this district began to be carried on the Western Railway. In that year the tonnage amounted to 5,168, and the freight to £975 19s. 7d. Since that period there has been a steady increase at most of these mines, sufficient at times to tax the capabilities of the Traffic Branch to meet their demands for rolling stock. The quantity carried in 1875 had advanced to 36,097 tons, and the trainage to £13,921 16s.

#### *Hartley Vale Company.*

Shale from  
Hartley Vale.  
Appendix  
No. 45,  
p. 91.

During the same period the *New South Wales Shale and Oil Company* have forwarded a large quantity of shale from Hartley Vale, commencing in 1872 with 7,676 tons, for which £3,452 3s. 8d. were received as freight, and increasing in 1875 to 9,776 tons, the trainage for which amounted to £4,319 13s. 3d.

#### *Buckley's and Rock Roof.*

Coal from  
Buckley's and  
Rock Roof.  
Appendix  
No. 43,  
p. 89.

Small consignments have also been sent from *Buckley's*, at Wallerawang, on the Western line, amounting in the aggregate to 755 tons, for which £156 were received for haulage; and from *Rock Roof*, near Sutton Forest, on the Southern line, amounting to 522 tons and £122 for haulage.

#### TARIFF.

Alterations in  
merchandise  
traffic rates.

Since January 1872, the merchandise traffic charges have undergone three revisions, the tendency of which has been to reduce the cost of carriage for country produce and other articles, with the view of attracting additional traffic, and thus creating a sufficient margin of profit to pay a reasonable return on the capital expended. The alterations appear to have found favour with the public, and the results of 1875 show that they have not on the whole been prejudicial to the interests of our railways.

Charges for  
up and down  
journeys  
abolished.

The rate-sheet issued on 1st August 1871 continued in force till 1st April 1873, when the separate charges for up and down journeys were abolished, and the rates for numerous articles reduced. In the rate-sheet of August 1871 the following charges were made for up and down journey:—

Class A. ....	1½d. Up.	2¼d. Down.
„ B. ....	2¼d. „	2½d. „
„ C. ....	2½d. „	2¾d. „

In the sheet for April 1873, most of the articles under B and C classes were transferred to A class for both up and down journey. A slight reduction was also made in the rates for live stock.

Reductions in  
rates.

But the rate-sheet of April 1873 continued in existence only a month, and merged into the sheet of 1st May, when the following among many other reductions took place:—Flour and preserved meats were removed from B (2¼d.) and colonial wine from third class (7d.), and all placed in A class (1½d.); oil-cake, green fodder, and tin ore, which were formerly either not

carried by railway at all, or only in small quantities, at third-class rates, were classified at special rates; and a further reduction was made in the charges for live stock.

On 9th November last another revision of the rate-sheet took place, when several articles which formerly came under third-class were specified and charged at lower rates. The charges for coal, iron, lime, bricks, salt, shale, posts, palings, road-metal, and many others were also reduced. And wool, which was formerly carried by weight or bale, at the option of the sender, is now charged at per bale only, not exceeding 5 cwt. If the practice of dumping, however, should become general, it will be necessary to revert to the charge by weight, when a small allowance per bale might be made for dumped wool.

Further reductions.

Wool carried per bale.

Many other alterations have been made in the rates, as may be seen on reference to the tables attached to my last and present reports, showing all the articles in the different rate-sheets alphabetically arranged, with class and rate placed opposite to each.

Merchandise traffic-rates. Appendix No. 32, p. 61.

A comparative statement is also annexed of the merchandise traffic-rates charged on the railways of our own and the neighbouring Colonies, compiled from the published rate-sheets, which will give a bird's-eye view of the difference in the rates which prevail on the different railways.

Compared with other Colonies. Appendix No. 33, p. 70.

#### PASSENGER-FARES.

With the exception of a slight reduction in the fares for suburban traffic, and in season-tickets, which are now issued for longer distances, and charged at fixed rates proportioned to the distance, no alterations have been made in passenger-fares; but some dissatisfaction has been expressed that the fares beyond Picton and Penrith are calculated on a somewhat higher scale than those on the suburban lines. The reason for this difference in rates is to be traced to the difference in the number of travellers, and the cost of construction and working, on the level and the mountain lines. Such a sliding scale of charges is not peculiar to this Colony, but prevails on other lines where similar circumstances occur.\*

Passenger fares.

Even at present rates, which for long distances are high, the passenger-traffic is much less remunerative than the goods; but now that we have reached the tableland, and can construct our railways at £7,000 instead of an average of £16,500 per mile, I consider that a reduction of the fares on the cheap lines would give satisfaction to the public, and probably not diminish the receipts. Another reason for this reduction arises from the fact that as we approach the Victorian border we shall have to compete with our neighbours for the traffic of our own territory. They have already made considerable reductions in goods rates, with the expressed object of attracting traffic from our Western interior, and intercepting the river

Fares on cheap lines might be reduced.

\* The following is an extract from the Report of the Committee on Corporations of the Assembly of the State of California upon railroad fares and freights, 1871 :—

“It appeared to be clearly proved that the cost of operating the mountain division of the Central Pacific Railroad was from five to six times that of the valley divisions. Trains of forty-five loaded freight-cars arriving at Rocklin, and drawn by one engine, require to be divided up into five trains of nine cars, each having an engine of larger power, before it can be lifted over the mountain from Rocklin to Trucsee. Here is at once five times the expense of handling a given number of cars over that incurred in the valleys,” besides the additional strain on the rolling stock and permanent way.

“If the actual charges therefore on the mountain line do not exceed six or seven times the charges on the plain, the public are served with strict justice, demanded by the special features of the case.”

Difference in cost of mountain and level lines in California.

Abolition of return tickets in Victoria a financial loss.

traffic with South Australia.\* They have also, by abolishing return-tickets, made a reduction of 33 per cent. in passenger-fares, but the experiment has not proved a financial success. It is estimated that we might, by abolishing return-tickets, make a reduction of 10 per cent. on passenger-fares without loss of revenue; but it is questionable whether the reduction would, in the opinion of the travelling public, counterbalance the convenience of the present system.

#### TIME-TABLES.

Alteration in time-table and number of trains.

Since the close of 1871, the alterations in the times of running trains and the number of the trains run have not been numerous. In my last report I referred to the inconvenience to which the public were subjected by having a through-train only thrice a week, instead of daily. This anomaly was removed by the establishment in February 1874 of a daily through-service, and the discontinuance of the night through-passenger-train. In place of the latter a night through-goods-train was substituted, to carry the mails and a limited number of mail-passengers; but this arrangement, so beneficial to the Department, continued in force only till December of the same year, when in consequence of pressure from without, the night through-passenger-train was restored, without discontinuing the daily passenger one.

Discontinuance of night through passenger train.

Increase of suburban trains.

The suburban service has been increased during the same period by several additional trains; and arrangements have been made for the complete separation of the through and the suburban traffic, and as far as possible for the abolition of mixed traffic, or of passengers and goods being carried by the same train, which will add materially to the expense of working.

Alterations on Northern line.

On the Northern line, the time-table issued in April 1871 remained in force till the following April, when the opening to Murrurundi occasioned a slight change. It was again altered in June 1872 and April 1873; but the principal change that has taken place occurred in May last, when, at the unanimous request of the Steam Company proprietors, the time for leaving Newcastle was altered from morning to evening, and a corresponding change was necessary to meet the arrangements of the Postal service. The only other change was occasioned by the Wallsend Company discontinuing the running of the train to Wallsend from 1st September to 10th November of the same year, in consequence of a misunderstanding between the Company and the Railway Department as to the proper division of the traffic receipts on this line.

#### PUBLIC DEBT FOR RAILWAYS.

Appropriations for railway purposes.

In the Appendix will be found a Return prepared at the Treasury of the amounts appropriated for railway purposes, the amount of Debentures issued, the balances retained or written off, and the Interest on the money

Allowance made in Victoria for wool river-borne to Echuca.

\* The rates charged on the Victorian railways in 1876 for wool river-borne to Echuca from any station on the Murray below Wentworth, New South Wales, and from any station on the Darling or its tributaries, is 5s. 6d. per bale, not over 4 cwt.; and from any station on the Murray between Wentworth and the Wakool Junction, and from any station on the Murrumbidgee or its tributaries, 6s. 3d. The following note is appended to the advertisement by the Commissioner for Railways:—"Consignments under this head amounting in the aggregate, for the year ending 30 June 1877, to 5,000 bales or upwards, and forwarded by one and the same consignor, will be allowed 6d. per bale. Until further notice, a deduction of 6d. per bale will be made on the above rates for wool the clip of stations in New South Wales. An allowance of 1s. per bale will be made upon dumped wool carried by railway over 150 miles."

borrowed, from the commencement to 31st December last. The appropriations up to 31 December 1871 amounted to... £6,701,051 Appendix Nos. 20, 21, pp. 36, 39.

The following have since been sanctioned by Parliament:—

Under 36 Victoria, No. 2. ... ..	£137,257
„ 36 Victoria, No. 17. ... ..	1,901,500
„ 38 Victoria, No. 2. ... ..	317,000
„ 39 Victoria, No. 18. ... ..	75,000
	£2,430,757
Making an addition of ... ..	
And a total of ... ..	£9,131,808

appropriated up to the close of last year.

To raise the money authorized to be borrowed for railway purposes, Debentures have been issued to the extent of £8,110,800. Of this sum Debenture capital. £7,110,800 were in securities bearing interest at the rate of five per cent. per annum, and £1,000,000 at four per cent. per annum. In addition to the Debentures thus negotiated up to 31st December last, Loans have still to be raised to the amount of £1,293,500, which will bring the Railway Debt up to £9,404,300.

During the construction of a large extent of our railway lines through an unproductive country, from which no returns could be expected until the barrier of the Blue Mountains had been crossed, the interest on the Loans paid from the Consolidated Revenue Fund was accumulating from year to year, without being sensibly reduced by the net railway earnings paid into the Treasury. Thus, from 1855, when the line was opened to Parramatta, to 1871, a period of seventeen years, the total net earnings amounted to only £809,519, or an average of £47,618 per annum, while from 1872 to 1875—the four years embraced in this report—they amounted to £1,060,618, or an average of £265,154 per annum. It will also be observed in the return from Accumulation of interest paid on loans. which these figures are taken, that the last year of the series is the most satisfactory of the whole, showing a profit of £318,474, or £4 7s. 11d. per Rapid increase of net earnings during last four years. cent. on the capital expended on lines open for traffic.

From the passing of the Loan Act, 16 Vict. No. 39, in 1852, to Excess of interest over net earnings. the close of 1875, a period of twenty-three years, the interest paid on the Loans raised for railway purposes amounted in the aggregate to £4,536,073, which is equal to an average charge of £197,220 per annum; and as the net earnings paid into the Consolidated Revenue Fund amounted in the gross to only £1,870,137, there remains a balance of £2,665,936 of interest still to be recouped. As a matter of account this balance must be added to the railway Indirect benefits of our railways. liabilities, but we might fairly place to the credit of the account the indirect benefits which the Colony has derived from the introduction of railways, and regard the balance of interest as an addition to the sum of upwards of £3,000,000 which has been appropriated from the Consolidated Revenue since 1865, and so beneficially expended for the construction and maintenance of the public roads of the Colony.

It would be difficult to enumerate all the benefits which the Colony Advantages of improvements in roads. has derived from the introduction of railways. In my last report I showed that the improvements in the public thoroughfares from 1857 to 1864 had shortened the time of transit for merchandise traffic between Sydney and

Reduction in  
merchandise  
traffic rates.

Goulburn from  $17\frac{1}{2}$  to  $7\frac{1}{2}$  days, and reduced the freight from £12 5s. to £3 15s. per ton; but when the road was superseded by the railway, the time of transit was reduced from  $7\frac{1}{2}$  days to 14 hours, and the freight from £3 15s. to £2 8s. 7d. on the Southern, and from £6 10s. to £2 12s. 5d. and £2 3s. 7d. per ton on the Western and Northern lines respectively.

Reduction in  
passenger  
fares.

I showed also that for passenger-traffic the railway is incomparably the better and cheaper mode of conveyance; that on the Southern line the rate per mile by stage-coach was more than thrice the amount of second-class railway fares, and twice the amount of first-class; and that, in addition to this, the reduction in the time of transit, and in the cost of refreshments on the road, and the advantage of return and excursion tickets at a fare and a half, and a single fare for the double journey, must all be taken into account. A comparative statement is annexed of the rates at present charged by stage-coach on the Southern and Western roads, and the rates charged by railway for similar distances.

Appendix  
No. 62,  
p. 123.

Reduction in  
votes for  
roads parallel  
to railways.

It should also be remembered that the expenditure on our railways effects a reduction in the annual outlay on roads that run parallel to them. It is estimated that, since the opening of the line to Parramatta to 31st December last, a gross sum of upwards of £200,000 has thus been saved to the Country, to which must be added an annual saving for the future of £50 per mile on the lines now open for traffic, and on every additional mile still to be completed. If the reductions in the cost of transport were multiplied by the mileage of tons and passengers, and added to the savings in the road votes, they would express a sum very much in excess of the whole cost of our railways and the gross amount of interest paid from the Consolidated Revenue.

Benefits from  
Railways in  
other  
Countries.

Similar benefits have resulted from the introduction of Railways in other Countries. During the two years ending June 1848, the fares for passenger traffic on the railways of the United Kingdom amounted to £10,868,385; while by stage-coach they would have been £27,890,461, or £17,022,076 more than the railway charges.\* And in 1874 it is estimated, on reliable authority,† that the reduction in the cost of transportation by the railroads in California is a saving to the people of about \$15,000,000 (£3,125,000) annually.

Profits from  
Railway will  
ultimately  
extinguish  
the interest  
paid by  
Government.

It will be observed from what has been stated that, if the annual net earnings during the twenty-one years since the opening of our railways had averaged the same amount as for the last four years, they would have shown an aggregate of £5,568,234, or £1,032,161 more than the gross sum paid for interest from the commencement. And from the steady increase of profits during the latter period, we may reasonably infer that the time anticipated in my first report is not distant when our railways will be self-supporting, and that further extensions will tend still more to increase the profits on existing lines, and thus gradually diminish and ultimately extinguish the annual payment of interest from the Consolidated Revenue Fund.

#### COMPARATIVE RESULTS OF WORKING ON DIFFERENT RAILWAYS.

Annual reports are convenient for recording the transactions of a single year; but the traffic varies so much at different periods, that it is only

\* Lardner's Railway Economy, p. 181.

† Report of Committee of Chamber of Commerce, San Francisco, 11 Nov., 1873.

by comparing the transactions of a series of years, and contrasting them with those of other railways, that a correct estimate can be formed of the progress of our own. I have, accordingly, prepared and appended a comparative synopsis of the length of line open, the capital expended, the cost of construction per mile, the cost of working, the gross and net earnings, the interest on capital, and other particulars, on the railways of New South Wales, Victoria, South Australia, and Queensland, to the latest dates for which I could find materials.

Comparison  
of Railways in  
Australian  
Colonies.  
Appendix No.  
57, p. 116.

It is difficult to extend this comparison to the gigantic undertakings in railroad construction of the United Kingdom or the United States, where we have to deal with such figures as 16,449, and 71,875 miles of open lines, a capital expenditure of over £600,000,000 in the one case, and £800,000,000 sterling in the other—an annual train mileage of upwards of 200,000,000, with 478,000,000 passengers, and 188,000,000 tons of goods carried annually; but we get rid of these startling amounts when we turn to the results per mile open and per train mile, and the percentage proportion of working expenses to gross earnings, which form reliable tests in contrasting the economical working of different lines. On this principle I have compiled the following comparative statement with reference to the railways of the United Kingdom and the United States, of New South Wales and Victoria.\*

Comparison  
with United  
Kingdom and  
United States.

		United Kingdom, 1874.	New South Wales, 1874.	Victoria, 1874-5.	United States, 1875.
Area in square miles.....	No.	119,924	325,000	88,198	2,492,324
Population .....	No.	31,817,108	584,278	813,588	42,229,000
Miles open .....	No.	16,449	403	587	71,875
Average cost per mile .....	£	37,078	16,984	21,143	12,527
Earnings per mile open .....	£	3,459	1,331	1,567	1,530
Expenditure per mile open .....	£	1,924	639	821	954
Net earnings per mile open.....	£	1,535	692	746	576
Earnings per train mile .....	d.	68.11	103.09	107.50	81.50
Expenditure per train mile .....	d.	37.89	49.51	56.35	54.50
Net earnings per train mile .....	d.	30.22	53.58	51.15	27.00
Percentage from Passengers. ....	%	44.00	35.15	38.06	33.13
Percentage from Goods .....	%	56.00	64.85	61.94	66.87
Percentage, Expenditure to Earnings	%	55.60	48.03	52.36	63.6
Percentage, Interest on Capital .....	%	4.14	4.07	3.53	3.37

\* The figures relating to the United Kingdom are taken from Captain Tyler's report to the Board of Trade Sources from 1874, those to the United States from a table published in "Engineering," of 7 January 1876; those relating to which figures this Colony from our own records; and those to Victoria from the Report of the Board of Land and Works, dated are taken. 21 December 1875.

With reference to the American Railways, as the train mileage is not given in the Return for all the States, I have calculated the Earnings and Working Expenses per train mile for the States of New England alone. The percentage of the receipts from Passengers and Goods appears in the Table as 27.1 and 64.8 respectively. The latter is an evident misprint for 66.8, and there is an additional item of \$39,960,299 received from other sources, or 5.97 per cent of the whole Earnings, which I have added to Passengers.

Comparative results on different lines.

In the foregoing statement it will be seen that the net earnings per mile open are highest in the United Kingdom and lowest in the United States. The net earnings per train mile are also lowest in the United States, but highest in New South Wales. The percentage proportion of passenger to goods-traffic, as might be expected from the denser and more concentrated population, is higher in the Mother Country than in the Colonies or the United States, and higher in Victoria than in New South Wales. The proportion per cent. of working expenses to gross earnings is highest in the United States and lowest in New South Wales; while the interest on capital expended on lines open for traffic is about  $4\frac{1}{4}$  per cent. in the United Kingdom, 4 per cent. in our own Colony, and  $3\frac{1}{2}$  per cent. in the United States and Victoria.

Length of railway lines in British Empire. Appendix No. 63, p. 123.

As an item of interest in connection with this comparison, I have annexed a statement of the total number of miles of railway open and working in the British Empire on 31st December 1874. The number of miles open on the Australian railways I have taken from the appended comparative synopsis compiled from official records. For the other figures I am indebted to the able report of Captain Tyler, already referred to. The totals are as follows:—

United Kingdom ... ..	16,449 miles.
Australia ... ..	1,434 $\frac{1}{2}$ "
Other Colonies ... ..	10,820 "
Total in British Empire ... ..	<u>28,703<math>\frac{1}{2}</math> "</u>

#### REFRESHMENT-ROOMS.

Refreshment-rooms.

As I anticipated in my last report, Refreshment-Rooms have been fitted up, of suitable dimensions, and with proper appliances for the convenience of railway travellers, at Sydney and Mittagong on the Southern line, at Mount Victoria on the Western, and at Singleton on the Northern. But the whole of my anticipations have not been realized; for, contrary to the practice on other railways, our lessees are not permitted to sell fermented or spirituous liquors at the refreshment-rooms, and consequently are unable to supply the same style of refreshments to their customers as they might otherwise have done. A publican's license may be unnecessary at the Metropolitan Station, but I believe that by a majority of the travelling public it would be appreciated at the other stations. The present arrangement, however, cannot be altered without the sanction of Parliament.

#### MILEAGE OF TRAINS.

Train Mileage. Appendix Nos. 46, 47, 48, 49, pp. 92, 93, 94, 95.

Average daily mileage of engines.

As the train-mileage forms an important part of railway economy, I have appended returns in detail of the total annual mileage of the goods and passenger-engines, in running, and in shunting and ballasting, on the different lines, the annual mileage of each engine, and the average daily mileage of the whole, during the last four years. But, as little work is performed on Sundays, they may fairly be excluded from the calculation. On this principle the following tabular statement is constructed, showing the average daily mileage of the whole, and of each individual engine, per mile run, exclusive, and inclusive of shunting, ballasting, &c.

REPORT OF COMMISSIONER FOR RAILWAYS, 1872-1875.

DAILY MILEAGE. (EXCLUSIVE OF SUNDAYS.)	1872.	1873.	1874.	1875.	Average daily mileage of each engine.
Passenger-Engines ... ..	1,897.28	1,970.88	1,846.41	2,500.04	
Goods-Engines ... ..	1,413.44	1,575.06	2,144.75	2,203.49	
Total Train Miles... ..	3,310.72	3,545.94	3,991.16	4,703.53	
Shunting, Ballasting, &c. ...	901.79	1,032.88	1,207.94	1,366.27	
Total ... ..	4,212.51	4,578.82	5,199.10	6,069.80	
Number of Engines ... ..	67	73	83	100	
Average Daily Mileage of each Engine per Train Mile ...	49.42	48.58	48.09	47.04	
Do Shunting, ballasting, &c. ...	13.46	14.14	14.55	13.66	
Total, including Shunting	62.88	62.72	62.64	60.70	

At first sight nothing is more surprising than the small amount of useful work performed by each engine per day; but we must remember that the iron-horse, like the horse of flesh and blood and bone, requires food, or fuel, and water and rest; that much time is wasted in getting up and standing in steam, in cleaning and repairing; and the average here given is higher than on many of the English and Continental railways.

The following table shows the proportion of the total earnings contributed by the different heads of traffic; of the working expenses, and the net earnings per train-mile:—

EARNINGS.	1872.	1873.	1874.	1875.
	d.	d.	d.	d.
Passengers, 1st and 2nd ... ..	31.40	31.63	29.76	27.54
Season-Tickets ... ..	.71	.77	.92	.97
Horses, Carriages, &c. ... ..	5.06	5.14	4.67	4.30
Mails ... ..	1.01	1.00	.89	.77
Total Coaching ... ..	38.18	38.54	36.24	33.58
Live Stock ... ..	1.91	2.30	2.26	2.21
Minerals ... ..	8.82	11.18	12.62	11.40
Wool ... ..	4.18	6.35	5.51	6.22
General Merchandise ... ..	45.34	46.34	46.46	46.79
Total Goods ... ..	60.25	66.17	66.85	66.62
Gross Earnings ... ..	98.43	104.71	103.09	100.20

Apparent small amount of useful work by engines.

Earnings and working expenses per train mile. Appendix No. 51, 52, pp. 107, 109.

See Diagram L., 1, 2, 3.

## PER TRAIN-MILE.

See Diagram  
L. 1, 2, 3.

WORKING EXPENSES.	1872.	1873.	1874.	1875.
	d.	d.	d.	d.
Locomotive ... ..	13·36	15·27	16·56	17·40
Carriage Repairs ... ..	2·52	2·93	2·75	3·20
Maintenance ... ..	14·35	15·01	13·01	10·85
Traffic Charges ... ..	14·80	15·71	14·84	14·38
Compensation, Personal ... ..	·05	·03	·17	·26
Compensation, Goods ... ..	·07	·13	·03	·04
Miscellaneous ... ..	3·00	2·39	2·15	2·15
Total Expenditure ... ..	48·15	51·47	49·51	48·28
Net Earnings ... ..	50·28	53·24	53·58	51·92

Compared  
with results  
per mile open.

Comparing this table with the one under the head of Working Expenses (page 21), it will be seen that in the gross and net earnings per open mile, there is a steady annual increase from 1872 to 1875, amounting to £395·27 in the former, and £212·94 in the latter. But the result per train mile is different, for the gross earnings and working expenses are highest in 1873, and fall off in 1874 and 1875. In the net earnings there is a small annual increase to 1874, but a decrease in 1875. This may have arisen from the reduction in the rates; it at least shows that there has been more unprofitable train-mileage last year than formerly, and indicates the necessity of securing fuller loads, and running no more trains than the traffic requires.

Expense of  
working night  
mail train.

One of the unprofitable trains that largely increases the working expenses, without adding much to the earnings of the railway, is the night-mail-train. I have not changed the opinion I formerly expressed, that one through up and down passenger-train daily would be amply sufficient for our wants, since the introduction of cheap telegrams has given such facilities for rapid intercommunication. The discontinuance of the night-train and the employment of the day-train for postal purposes would effect a great reduction in the cost of working, and a corresponding increase in the earnings per train-mile; but as the Government consider that the discontinuance of the night-train would unduly interfere with established postal arrangements, the expense of running this train, which is not required for the conduct of the railway-traffic, should in justice be borne by the Postal Department. Instead of this, we are carrying Her Majesty's mails for £11·47 per mile per annum, while our neighbours in Victoria receive £25·65, the United Kingdom an average of £39·84, and other railways much higher amounts per mile per annum for the same service.

Should be  
borne by  
Postal De-  
partment.  
Appendix  
No. 34, p. 81.Mileage of  
passengers  
and tons.

In addition to the tables showing the annual and daily mileage of the engines, a return is appended of the mileage of passengers and tonnage of goods carried on our railways from 1872 to 1875 inclusive, from which it appears

that the average distance travelled, and the average amount received from each passenger and each ton of goods, per mile, were as under :—

Appendix  
No. 53, p. 111.

Year.	Average Distance travelled.		Average Amount received.	
	Passenger.	Goods.	Passenger.	Goods.
	Miles.	Miles.	d.	d.
1872 ... ..	20·63	18·38	2·05	3·61
1873 ... ..	20·48	21·32	1·92	3·28
1874 ... ..	18·95	23·12	1·77	3·00
1875 ... ..	17·67	23·95	1·75	3·07

### CASUALTIES.

In comparison with other railways, our chapter of accidents, during the last four years, is short and satisfactory. No passengers were killed from causes beyond their own control, but several were injured; one on the Western line, by an engine backing too suddenly on a train, and several on the Northern, from a collision between a passenger and a goods-train at Newcastle. Three passengers were killed and three injured from their own carelessness—two of the former in attempting to cross the line, and one supposed to have fallen asleep on the rails, all in the neighbourhood of Newcastle. Of the latter, one on the South was injured by attempting to get out of a train, one on the West by endeavouring to get into a train while in motion, and one on the North in attempting to cross the line.

Casualties comparatively few.  
Passengers—None killed from causes beyond their own control.

In the case of Railway officials, the casualties have been more numerous. Four on the Southern line were injured, but none were killed, from causes beyond their own control. Four on the Southern, two on the Western, and four on the Northern, were killed, and thirteen on the Southern, three on the Western, and seven on the Northern, were injured, from their own misconduct or want of caution. One trespasser was killed on the Southern line, while attempting to pass between the buffers of trucks in motion, and one on the Northern, supposed to have been asleep on the line; and two on the Southern, two on the Western, and two on the Northern lines were more or less injured from their own carelessness.

Railway servants. Casualties more numerous.

Properly speaking, there were but two railway accidents, and neither of them of a serious kind, during the last four years; one on the North, a slight collision between a passenger and a coal-train; and one on the South, where a goods-train ran too violently against a ballast-train while attempting to push it up an incline. But not a single passenger was killed by these accidents, and the Railway officials are not responsible for casualties that happen from misconduct or want of caution on the part of trespassers or others, heedlessly exposing themselves to danger.

Only two slight Railway accidents during four years.

From the enormous amount of the traffic, and the numbers and speed of the trains on English railways, they are naturally more subject to accidents than our own, where the circumstances are so different; and when we read of such a terrible catastrophe as that on the Northern Railway, at Abbot's Ripton, where thirteen persons were killed and many seriously injured, on 21st January last, by a Scotch Express train running into a coal train, and

Accidents on English Railways.

before the dead and wounded could be removed, by another Express dashing into the ruin and completing the work of destruction,—we may congratulate ourselves that we have not advanced to the luxury and danger of Express-trains, but are content with the slower but safer speed of twenty-six miles an hour. But without drawing comparisons with English lines, and looking merely to the number of passenger-journeys, and the total mileage of our trains, the casualties have been few and slight, owing to the vigilance and zeal with which the officers in the various branches of the department carry out their responsible duties.

Accidents few compared with number of passengers and mileage.

Abstract of casualties. Appendix No. 54, p. 112.

A return of the number and nature of the accidents and the injuries to life and limb is annexed. The casualties for the four years may be thus summarised :—

Year.	Passengers.				Servants.				Trespassers.	
	Beyond their own control.		From their own misconduct.		Beyond their own control.		From their own misconduct.		From their own misconduct.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1872 .....	...	...	...	...	...	...	1	...	...	...
1873 .....	...	...	...	...	...	2	4	...	...	3
1874 .....	...	several	3	1	...	4	5	11	2	...
1875 .....	...	1	...	2	...	...	3	7	...	3
Total .....	...	several	3	3	...	4	10	23	2	6

Compared with mileage and earnings.

To show the insignificance of these casualties, compared with the mileage and the total earnings, the following figures will be sufficient :—The number of first and second-class passengers during the four years was 4,003,238, and of season-ticket-holders 13,248. Estimating the latter at one journey daily up and down, the total number of passenger-journeys amounted to 13,674,278, and the proportion of killed was accordingly 1 in 911,618, and of persons injured 1 in 325,578 journeys. The gross earnings amounted to £2,060,448, and the total amount paid for compensation for personal injuries was £2,847, or 2s. 9d. per cent. on the earnings, while the train-mileage was 4,867,571, and the total sum paid for personal injury during the four years was 51d. or one half-penny per train mile.

Cost of accidents in the United Kingdom and New South Wales.

The amounts paid for accidents to person and property, on the railways of the United Kingdom, and of New South Wales, during 1874, were, respectively, as under :—

		United Kingdom.		New South Wales.	
		Personal.	Goods.	Personal.	Goods.
Percentage to Gross Earnings	£	·60	·42	·17	·12
Per mile open	£	21·63	15·27	2·24	·43
Per train-mile	d.	·43	·30	·17	·03

## RETURN ON CAPITAL INVESTED, &amp;c.

A return is appended, showing the number of passengers, the earnings and working expenses, the net earnings, the capital invested on open lines, and the interest on the same, from 1855 to 1875 inclusive.

Appendix  
No. 56, p. 115.  
Diagrams  
A. to H.

In addition to the tables already referred to, the following will be found in the Appendix:—A return showing in detail the tonnage, and class, and value of merchandise traffic, exclusive of live stock, &c., from April 1873, to December 1875.—A return of the traffic at each station for the last four years, exclusive of mails, &c., the names of the stations, their height above high water-mark at Sydney and Newcastle, and their distance from these ports respectively.—A tabular synopsis of the cost of construction and working, and other particulars, from 1871 to 1875 inclusive.—A statement of the number and classification of railway employés.—And a description of the appended diagrams.

Appendix  
Nos. 30, 31,  
pp. 51, 60.

Appendix No.  
50, p. 96.

Appendix No.  
55, p. 113.

Appendix No.  
59, p. 120.

Appendix Nos.  
64, 65, 66, pp.  
124, 125, 128.

## DESCRIPTION OF WAY AND WORKS.

As a supplement to this report, I have annexed a full description of the routes followed by the different lines, completed and in progress, the extent of excavations and embankments, the quality of the ballast, rails, chairs, and sleepers, the nature of the curves and gradients, and of the bridges, tunnels, viaducts, and principal works of construction on our Railways, by Mr. Whitton, Engineer-in-chief, under whose direction the whole of the Railways of New South Wales have been constructed, with the exception of the portions from Sydney to Liverpool (22 miles), from Blacktown to Richmond (16 miles), and from Honeysuckle Point to East Maitland (17 miles).

Description of  
Railways.  
Supplement,  
p. 45.

## RECAPITULATION.

The following is a summary of the results of Railway progress in this Colony to the close of 1875:—A total length of 437 miles has been opened for traffic, and an additional length of 251½ miles is in progress. On the lines open, including rolling stock, machinery, workshops, station and other buildings, an expenditure has been incurred of £7,245,379, or an average of £16,579 per mile. The rolling stock on hand consists of 100 locomotives, 344 passenger-carriages, and 1,610 goods-waggons, and there are now under construction 24 locomotives, and 1,100 waggons and trucks. Our railways give employment to 2,064 officers and servants, and the wages of men in the locomotive, permanent way, and traffic branches, amounted in 1875 to £203,072 10s. 10d. During the last four years, 174 vessels have been employed in the transport of railway materials, for which the freight and English charges were £54,393.

Summary of  
Railway  
progress to  
end of last  
year.

The number of passengers who travelled on our railways during 1875 amounted to 1,288,225, besides 4,676 season-ticket-holders. In merchandise traffic there were 374,864 live stock, 118,815 bales of wool, and 1,171,354 tons of merchandise. For the trainage of this traffic over 1,472,204 miles of railway £614,648 were received, of which £296,174, or 48·18 per cent. of the earnings, were expended in maintenance and working, leaving a profit of £318,474, equal to £4 7s. 11d. per cent. interest on the capital expended. For every mile of railway open, the earnings were £1,499; the expenditure

Amount of  
traffic in 1875.

was £722, and the net earnings were £777. For each train mile run, the average earnings were 8s. 4d., the average expenditure was 4s., and the average profit 4s. 4d.

Increase of  
traffic during  
last four years.

During the four years embraced in this report there has been a considerable advance in every description of traffic. Thus, comparing the last with the first year of the series, there was an increase of 121 per cent. in the number of first-class passengers, of 62 per cent. of second-class, and 70 per cent. of season-ticket-holders; of 92 per cent. in the number of horned cattle, 198 per cent. in the number of sheep, 22 per cent. in the number of bales of wool, and 58 per cent. in the tonnage of merchandise. In earnings, there was an increase of 63 per cent. from passengers, of 50 per cent. from wool, of 118 per cent. from minerals, and 79 per cent. from general merchandise. With the extension of the lines there was an increase of 50 per cent. in the expense of working, but the net earnings show a higher increase of 101 per cent., or more than double the amount of 1871.

Economy of  
our Railway  
management,  
and vigilance  
of officers.

These significant facts are sufficient to show the economy of our Railway management, and the care and vigilance of the officers in all branches of the Railway Department. They show also that the expenditure for the construction of our railways is a wise and profitable investment of the public funds on reproductive works, which, besides yielding a direct return on the capital expended almost equal to the interest on the money borrowed, confer on the Colony indirect benefits which cannot be estimated in money; while our comparative freedom from serious accidents must give assurance to the public that transport by our railway is not only the swiftest, but the safest of all methods of locomotion.

Results  
encouraging.

On the whole, the results are encouraging, as they clearly prove that the farther our railways have been extended the more profitable they have become. It is a question of policy for the Government to suggest, and for Parliament to decide, in what direction and within what period further extensions shall be made; but it is almost a truism to assert, that our Railway system will be incomplete till our lines shall reach the borders of the neighbouring Colonies. Sooner or later this desirable object will be accomplished, and every step in the progress will be attended with beneficial results. The tendency of railway extension is to reduce the price of commodities to the consumer, and enhance the value of land; to stimulate production, by widening the area within which agricultural and garden produce, and animal and vegetable substances can be brought to market; to accelerate the development of our own resources, and by rapid and constant inter-communication and interchange of commodities with our neighbours, to extend and strengthen our commercial relations, to cement the bond of union between the Australian Colonies, and to advance the general prosperity of the Country.

The tendency  
of Railway  
extension.

I have the honor to be,

Sir,

Your most obedient servant;

The Honorable JOHN LACKEY,  
Secretary for Public Works,  
&c., &c., &c.

JOHN RAE.

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SUPPLEMENT

TO THE

REPORT ON THE RAILWAYS OF NEW SOUTH WALES, FROM  
1872 TO 1875 INCLUSIVE.

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DESCRIPTION

OF THE

LINES AND WORKS OF CONSTRUCTION,

BY

JOHN WHITTON,  
ENGINEER-IN-CHIEF.

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## DESCRIPTION OF THE RAILWAYS OF NEW SOUTH WALES,

BY

## THE ENGINEER-IN-CHIEF.

THERE are three main trunk lines in this Colony, which are called the GREAT SOUTHERN, the GREAT WESTERN, and the GREAT NORTHERN Railways.

In connection with the above are the following branches: the DARLING HARBOUR, the HASLEM'S CREEK, and the COLLINGWOOD, on the Great Southern Line; the RICHMOND on the Great Western Line, and the BULLOCK ISLAND and MORPETH on the Great Northern Line.

The gauge throughout is 4 feet 8½ inches.\*

## GREAT SOUTHERN RAILWAY.

This line commences at Sydney, 64 feet above sea-level, and passing near to Parramatta through Liverpool and Campbelltown, crosses the Nepean River at Menangle, 259 feet, and Stone-quarry Creek, 549 feet above the sea-level, and intersects the Southern Road a short distance south of Lower Picton; thence through the Redbank Range by a tunnel to the eastward of the Government village of Redbank, it ascends to the table-land between Redbank and Myrtle Creek on the east, and the lagoons and Cedar Creek on the west. The range dividing the Bargo River tributaries from those of the Nattai River and chain of lagoons is then followed to a point 16 miles from Picton, at an elevation of 2,027 feet, where the line passes through the range to the westward, and after crossing several tributaries of the Bargo River, and passing near to the Prince Albert Inn, crosses the Southern Road where it is intersected by the Nattai Creek; thence to the eastward of the Fitzroy Iron Mines, crossing the Mittagong Range at Gibraltar Gap by a tunnel 2,222 feet above sea-level; it is continued through the Wingecarribee Estate, crossing the Wingecarribee River about two miles west of Bong Bong.

From this point the line passes to the eastward of Gillinambullam Range, crossing the Old Southern Road where it is intersected by White's Creek; thence to the eastward of Sutton Forest and the western foot of Mount Broughton, it rises gradually to the summit of Paddy's River Range, 2,357 feet above sea-level, near Vine Lodge, the residence of A. Badgery, Esq. The range dividing the tributaries of the Shoalhaven River from the sources of Paddy's River is then followed to the Old Southern Road, about a mile and a half south of Paddy's River; thence passing Bombala Swamp, it follows generally the course of Barber's Creek to near Glen Rock, crossing the Southern Road about two miles north of Marulan, and passing Lockyersleigh, crosses Narrambulla Creek and the Wollondilly River; thence skirting the spurs of the Cookbundoon Ranges, it reaches a point about a mile distant from and to the westward of Towrang, where it again crosses the Wollondilly, and follows the valley of that river generally to Goulburn, at an elevation of 2,071 feet above the sea.

From Goulburn the line follows the direction of the Mulwarree Creek, and after crossing and recrossing the Southern Road, and the first, second, and third Breadalbane Plains, it continues to the Cullerin Range, at an elevation of 2,392 feet; thence descending the Cullerin Range, on the south side it crosses Lerida Creek or Fish River, and passing Gunning, crosses Jerriwa Creek, 1,806 feet above sea-level, and ascends gradually to the summit-level of the Muntoonen Range, 2,229 feet; thence passing Yass, Bowning, Binalong, Murrumburrah, Cootamundra, Berthungra and Junee, the river Murrumbidgee is crossed by a viaduct nearly 2 miles in length, close to the town of Wagga Wagga, the rails at this point being 606 feet above the sea. The line from this point is continued in a southerly direction to Albury, 531 feet above sea-level, on the river Murray, the boundary between New South Wales and Victoria. The total length of the line from Sydney to Albury when completed will be 386 miles.

\* Diagram sections of all the main lines, to a horizontal scale of 1 mile to 1 inch, and a vertical scale of 200 feet to 1 inch, have been prepared, and are now in the hands of the Lithographer.

This line is now opened to Gunning, a distance of 165 miles from Sydney, but by the end of 1876 a further length of 63 miles will probably be opened to Murrumburrah, and by the end of 1877 a further length of 76 miles to near Wagga Wagga, making a total distance of 304 miles from Sydney. This is the extent to which contracts have been entered into, but the working surveys are completed and the drawings prepared for the whole length to Albury.

From Sydney to Parramatta Junction, a distance of 13 miles, the railway is a double line, but the remaining distance to Albury, 373 miles, will be a single line only.

#### EXCAVATIONS AND EMBANKMENTS.

Upon the double line, Sydney to Parramatta Junction, 13 miles, the formation width is 30 feet, with slopes of 1 to 1. The slopes of the embankments are  $1\frac{1}{2}$  to 1, and the width at the top 30 feet. From the Junction to Liverpool, 9 miles, the earthworks and bridges have been constructed for a double line, but only a single line of rails has been laid down.

From Liverpool to Goulburn, 112 miles, the formation width of cuttings and embankments is 18 feet, with slopes for cuttings varying with the character of the material passed through. In ordinary earthwork they are 1 to 1. In rock the sides are left perpendicular, or with a slope of  $\frac{1}{2}$  or  $\frac{3}{4}$  to 1.

All the embankments have slopes of  $1\frac{1}{2}$  to 1 throughout.

From Goulburn to near Wagga Wagga, 304 miles from Sydney, the whole of the cuttings have a formation width of 15 feet only, with slopes similar to those between Liverpool and Goulburn. The embankments have generally a formation width of 18 feet, although the width specified is 15 feet, with slopes in all cases of not less than  $1\frac{1}{2}$  to 1.

#### WORKS.\*

The first important work upon this line is the bridge over the river Nepean at Menangle, about 40 miles from Sydney, which consists of wrought-iron continuous box girders for a double line, 498 feet in length, extending over three openings of 150 feet clear span each, resting on stone piers, the masonry being set in Portland cement. The height of the bridge from the level of the water in the river to under side of the girders is 65 feet. The approach on the Sydney or northern side is 978 feet long, in spans of 26 feet each, of timber, constructed for a single line. The approach on the southern side is of timber, 432 feet in length, in spans of 26 feet.

The viaduct at Picton over the Stonequarry Creek, 53 miles from Sydney, is built in masonry, 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 Picton Tunnel through Redbank Range (54 miles from Sydney) 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 Gibraltar tunnel, 79 miles from Sydney, the excavation for which was through hard shale and sandstone, is 572 yards in length. It has been lined throughout with brickwork and masonry in cement, and is of the same form and dimensions as the tunnel through the Redbank Range at Picton.

The viaduct over Barber's Creek, 111 miles from Sydney, is 340 feet in length, and consists of five spans of 60 feet each, having two wrought-iron plate girders 13 feet apart, 4' 7" deep, resting on stone piers set in Portland cement; the railway being carried on cross girders 13 inches deep and 3 feet apart.

The viaduct over the first crossing of the Wollondilly River, 122 miles from Sydney, is 616 feet long, and consists of one span of 130 feet, having wrought-iron box girders 13 feet 6 inches apart, and 10 feet deep, and cross girders 13 inches deep, and seven spans of 60 feet, of wrought-iron plate girders similar to those over Barber's Creek. The girders rest on brick piers set in Portland cement.

The viaduct over the second crossing of the same river at 127 miles from Sydney is 614 feet in length, having one span of 130 feet, and six spans of 60 feet, precisely similar in construction to the first crossing.

The height of the rails above ordinary water level is 46 feet.

Boxer's Creek Viaduct, 133 miles from Sydney, is 206 feet in length, and consists of two spans of 60 feet each, of wrought-iron plate girders, similar to those at Barber's Creek, resting on brick piers set in Portland cement. The height from rails to water-level is 46 feet.

Mulwarree Creek Viaduct, which is close to the town of Goulburn, and 133 miles from Sydney, is 358 feet in length, and consists of twelve spans of 60 feet each of wrought-iron plate girders, similar in construction to those at Barber's Creek, and resting upon brick piers set in Portland cement.

\* For details of small bridges and culverts see Appendix No. 1, p. 1.

## PERMANENT WAY, RAILS, &amp;c.

The rails on the length from Sydney to Goulburn, 134 miles, are of wrought-iron, double-headed and fish-jointed throughout, and weigh 75 lbs. per yard. The chairs are 25 lbs. each, and are secured to the sleepers with wrought-iron spikes.

From Goulburn to Wagga Wagga, a distance of 170 miles, the permanent way is of a lighter description. The rails, which are single-headed and fish-jointed, in lengths of 18 and 21 feet, weigh 70 lbs. per yard, and are secured to the sleepers by spikes and screws alternately.

## SLEEPERS.

From Sydney to Goulburn, the sleepers are of ironbark, pure box, blue gum and red gum timbers, rectangular in shape, 9 feet long, 10 x 5, and are placed 3 feet apart from centre to centre throughout.

From Goulburn to Wagga Wagga, the sleepers are of ironbark, grey gum, black-butt, and other colonial hardwood, 8 feet long, 9" x 4½", and rectangular in form. They are placed 2' 8½" apart from centre to centre for 21-foot rails, and 2' 3" at the joints. For the 18-foot rails the sleepers are 2' 7½" apart from centre to centre, and 2' 3" at the joints. The bed for the rails is planed by machinery at an angle of 1 in 20 inclining towards the centre of the roadway. To keep the road in gauge the rails are notched into the sleepers to the full thickness of the bottom flange on the outside of the rail. (*See drawing.*)

## BALLAST.

From Sydney to Picton, 53 miles, the ballast consists of broken sandstone, 12 inches in depth from the under side of the sleepers, and of a gauge of 3 inches, boxed up with a similar kind of stone 8 inches in depth, broken to a gauge of 2 inches.

From Picton to Goulburn the ballast is also of sandstone, broken to a cube of 3 inches, for a depth of 6 inches under the sleepers in the centre of the roadway, and 8 inches in depth at the back of the border stones, and of a width of 11 feet. Border stones (*see drawing*), 8 inches in thickness and 12 inches wide, are laid on each side of the ballasting, their extreme edges being 6 feet 6 inches from the centre of the roadway, and laid parallel with the centre line throughout. The rails and sleepers are laid upon the bottom ballast, and boxed up with broken stone of a gauge of 2 inches for a depth of 8 inches from the under side of the sleepers between the rails, and for a depth of 9 inches on the outside of the rails, the width at the top being 9 feet 8 inches, and the bottom width 11 feet 7 inches.

The ballast on that portion of the line between Goulburn and Wagga Wagga is of stone broken to a gauge of 3 inches, and 6 inches in depth under the sleepers, 11 feet 9 inches in width at the bottom of the slope, boxed up with similar stone to within one inch and a half of the level of the rails on the outside, and 3 inches below the rails in the centre of the roadway.

## CURVES.

With the exception of three curves of 16 chains radius, and one of 20 chains when entering the Picton Station, and four of 16 chains and four of 20 chains radius when leaving the Picton Station for Goulburn, there is no curve on the portion of the line from Sydney to Goulburn, 134 miles, of a less radius than 30 chains.

On the line from Goulburn to Wagga Wagga, 174 miles, in descending the Cullerin Range, 22 miles from Goulburn, there is one curve of 19 chains radius. With this exception the smallest radius of a curve is 20 chains.

From Wagga Wagga to Albury, 78 miles, the smallest radius of a curve is 30 chains.

## GRADIENTS.

The steepest incline on the line from Sydney to Picton, 53 miles, is 1 in 66.

From Picton to Mittagong, 24 miles, there is one continuous incline of 1 in 33 for 67 chains in length, and 1 in 30 for a length of 2 miles and 2 chains. There are also inclines of 1 in 33 for 17 chains, 45 chains, 42 chains, and 9 chains, and 1 in 30 for 70 chains.

From Mittagong to Goulburn, 57 miles, there is no incline steeper than 1 in 40.

The steepest incline on the length from Goulburn to Wagga Wagga, 174 miles, is 1 in 40 for a distance of 1 mile 58 chains.

The steepest incline from Wagga Wagga to Albury, 78 miles, is 1 in 60 for a distance of 1 mile 64 chains.

## BRANCHES.

The Darling Harbour Branch, 1 mile in length, has been constructed for a double line, and connects the main line with the waters of Port Jackson.

The Haslem's Creek Cemetery Branch, single line, one quarter of a mile in length, leaves the main line at Haslem's Creek, 10 miles from Sydney, and runs to the Necropolis.

Collingwood Branch, single line, half a mile in length, connects the Liverpool Station, 22 miles from Sydney, with a large wool-washing establishment, and the Liverpool Paper Mills.

The rails, sleepers, and ballast on all these branches are the same as on the main line to Goulburn.

## GREAT WESTERN RAILWAY.

## SINGLE LINE THROUGHOUT.

This railway commences near to Parramatta by a junction, called the Parramatta Junction, with the Southern Railway, and passing through Parramatta, St. Mary's, South Creek, and Penrith, crosses the Nepean River, 94 feet above sea-level, to the township of Emu; thence ascending by a spur or inferior range, the line intersects the Western Road 155 feet above the level of Emu Plains, and crosses Knapsack Gully at an elevation of 245 feet above Emu Plains, and reaches the lower points of the first Zig-zag at an elevation of 414 feet above sea-level. From this point the trains are pushed up the Zig-zag for a length of 30 chains until an elevation of 470 feet is attained. The line is then continued to the summit of Lapstone Hill, near the Old Pilgrim Inn, on the Western Road. It then follows the main range which divides the tributaries of the Nepean and the Cox from those of the Grose River, passing Springwood, Blue Mountain, Weatherboard, Pulpit Hill, Blackheath, 3,494 feet, to near Shepherd's Toll-bar and Mount Victoria, 3,422 feet above the sea. At this point the line diverges to the north along Darling's causeway, which divides the waters of the river Lett from the sources of the Grose River to Bell's line of road, or the range dividing the river Lett and Grose River tributaries from those of the river Colo. Following this range to Dargan's Creek it passes through Mount Clarence by a tunnel, the rails at the entrance of which are 3,658 feet above sea-level. This is the summit level of the line, 88 miles from Sydney, and 52 miles from the commencement of the ascent of the Blue Mountain Ranges at Emu Plains. The line then descends on a gradient of 1 in 42 towards Lithgow Valley, reaching the upper points of the Zig-zag 91 miles from Sydney, at an elevation of 3,362 feet.

To reach Lithgow Valley, the line descends from the upper points of the Zig-zag, on an incline of 1 in 42, and runs nearly parallel with the main line, but in an opposite direction, for a distance of sixty-seven chains. After passing over two viaducts and through a short tunnel it reaches the lower points of the Zig-zag at an elevation of 3,261 feet.

The line then continues down Lithgow Valley to a point on the Mudgee Road, near Coerwill, where it crosses Brown's River; thence passing the range between Brown's River and the Middle River, it proceeds through the Middle River Range, which is pierced with a tunnel; thence skirting Wallerawang or Piper's Flat, to the north, it crosses Cox's River, and follows the Horse Gully to the lowest point in the main dividing range, between the eastern and western waters, a short distance north of the township of Rydal. From this point the line crosses the Western Road, and follows generally the course of Solitary Creek to within half-a-mile of its confluence with the Fish River; thence running round the foot of Tarana Mountain, and crossing an undulating country, it reaches Dirty Swamp, Tindall's Hollow, and Bathurst Plains. After passing Raglan and Kelso, it crosses the river Macquarie and enters the town of Bathurst, 145 miles from Sydney, or 132 from Parramatta Junction, at an elevation of 2,153 feet. From Bathurst the line proceeds along the Vale Creek Road, George's Plains, Blayney, and Spring Hill, to Orange, 192 miles from Sydney, at an elevation of 2,843 feet. The highest point on this portion of the line is 3,138 feet at Spring Grove, 179 miles from Sydney. The length from Bathurst to Orange is not yet open for public traffic, but will probably be completed in January next.

## EXCAVATIONS AND EMBANKMENTS.

The formation width of both cuttings and embankments between the Parramatta Junction and Bathurst is 18 feet, the slopes being the same as those described for the Southern line. /

After commencing the ascent of Lapstone Hill at about 37 miles from Sydney, until the line reaches Rydal, 111 miles from Sydney, the cuttings are principally through hard shale or compact sandstone rock, and the sides of the excavations are, therefore, left almost perpendicular.

From Rydal to near Bathurst the excavations are to a considerable extent through granite, and the sides are treated the same as those through sandstone.

From Bathurst to Orange the formation width of excavations and embankments has been reduced to 15 feet, the sides of the excavations being the same as those above described where the formation width is 18 feet.

The total quantity of excavation, principally in rock, on the line between Penrith and Bathurst, a distance of 111 miles, is five and a half millions of cubic yards.

#### WORKS.

The Bridge over the river Nepean, at Penrith, 35 miles from Sydney, is constructed for a double line, and carries the Main Western Road and a single line of railway. It consists of three openings of 186 feet clear span each, and one span of 127 feet. The larger openings have two main girders of the box form, each 594 feet in length, of an extreme depth of 13 feet, and placed 25 feet 6 inches apart in the clear. The roadway is carried on wrought-iron cross girders 18 inches deep, and placed 3 feet apart centre and centre, and covered with 3-inch planking throughout. The span of 127 feet has also wrought-iron girders of the box form, 135 feet in length and 10 feet in depth. The rails are 49 feet above the ordinary level of the river.

There are also three spans of 26 feet, of timber framing, on the eastern side of the bridge, and three similar spans on the western side, and a timber viaduct between the Penrith Station and the river Nepean, consisting of 64 spans of 26 feet each.

The Knapsack Gully Viaduct, 38 miles from Sydney, consists of five spans of 50 feet each and two spans of 20 feet each. It is built for a single line of railway, in masonry set in Portland cement, and 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.

Mount Clarence Tunnel, which pierces through the Mount Clarence Range, 88½ miles from Sydney, is 539 yards in length, and lined throughout with masonry set in cement.

Between this point and Wallerawang Station, 105 miles from Sydney, there are seven viaducts, all built in masonry set in Portland cement, of an aggregate length of 2,225 feet, varying in height from 10 to 70 feet, and consisting of the following spans:—

Four openings, each 10 feet span.	Two openings, each 27 feet span.
Two openings, each 15 feet span.	Thirty-seven openings, each 30 feet span.
Three openings, each 20 feet span.	One opening, 54 feet span.
Fourteen openings, each 25 feet span.	

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.

Beyond Wallerawang the line passes through Rydal and down the valley of Solitary Creek, over which stream the following Bridges have been erected in a distance of nine miles:—

No. 1.	One 30 feet span, built in brickwork.
„ 2.	One 30 „ „
„ 3.	One 30 „ „
„ 4.	Two 30 „ „
„ 5.	Two 30 „ „
„ 6.	Four 30 „ „
„ 7.	One 60 „ (skew) iron plate girder with brick abutments.
„ 8.	One 60 „ „
„ 9.	One 50 „ built in brickwork.
„ 10.	One 60 „ (skew) iron girder with brick abutments.
„ 11.	One 50 „ built in brickwork.
„ 12.	One 50 „ „
„ 13.	One 60 „ (skew) iron girder with brick abutments.
„ 14.	Two 50 „ built in brickwork.
„ 15.	One 66 „ (skew) iron plate girders with brick abutments.
„ 16.	One 50 „ built in brickwork.
„ 17.	Two 60 „ (skew) iron plate girders with brick piers and abutments.

The Bridge over the river Macquarie at Bathurst, 144 miles from Sydney, is constructed for a single line with two continuous wrought-iron lattice girders of 480 feet each in total length, 12 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 to a solid foundation of an average depth of 14 feet below the ordinary level of the water in the river. These cylinders are filled with concrete composed of gravel and cement, in the proportion of six of gravel to one of cement. The height of the rails on this bridge above sea-level is 2,152 feet.

From this point to Orange there are no bridges or other works requiring special notice.

#### PERMANENT WAY.—RAILS, &c.

From Parramatta Junction to Bathurst, a distance of 132 miles, the rails are of wrought-iron, double-headed and fish-jointed throughout, and weigh 75 lbs. per yard.

The chairs, of cast-iron, 25 lbs. each, are secured to the sleepers with wrought-iron spikes.

From Bathurst to Orange, a distance of 47 miles, the permanent way is of a lighter description. The rails are single-headed and fish-jointed throughout, and weigh 70 lbs. to the yard; they are in lengths of 21 and 18 feet, and are secured to the sleepers by spikes and screws alternately.

#### SLEEPERS.

The sleepers between Parramatta Junction and Bathurst are principally of ironbark timber, 9 feet long, 10" × 5" and rectangular in shape. They are placed 3 feet apart from centre to centre on straight portions of the road, and on curves of a larger radius than 30 chains, but on all curves from 15 chains to 30 chains radius inclusive the distance apart is 2 feet 9 inches from centre to centre, and upon all curves under 15 chains radius they are laid 2 feet 3 inches apart from centre to centre.

From Bathurst to Orange the sleepers are of ironbark, stringybark, grey and blue gum, and other colonial hardwoods, 8 feet long, 9" × 4½", and rectangular in form. For 21-foot rails they are placed 3' 1" apart from centre to centre, and 2 feet 6 inches at the joints, and for 18-foot rails 3' 1" apart from centre to centre, and 2' 7" at the joints.

The beds for the sleepers are planed by machinery inclined from the inside at an angle of 1 in 20. To keep the road in gauge the rails are notched into the sleepers to the full thickness of the bottom flange on the outside of the rail. (*See drawing.*)

#### BALLAST.

From Parramatta Junction to Penrith, a distance of 21 miles, the ballast consists of broken stone 12 inches in depth from the under side of the sleepers, and of a gauge of 3 inches, and boxed up with broken stone of a gauge of 2 inches for a depth of 8 inches.

From Penrith to Bathurst, a distance of 111 miles, the ballast is of stone broken to a cube of 3 inches, but 6 inches only in depth under the sleepers in the centre of the roadway, and 8 inches in depth, and of a width of 11 feet at the back of the border stones (*see drawing*), which are 8 inches in thickness and 12 inches wide, and are laid on each side of the ballasting, their extreme edges being 6 feet 6 inches from the centre of the roadway and laid parallel with the centre line throughout.

The rails and sleepers are laid upon the bottom ballast and boxed up with broken stone of a gauge of 2 inches for a depth of 10 inches from the under side of the sleepers between the rails, and for a depth of 10½ inches on the outside of the rails, the width at the top being 9 feet 8 inches and the bottom width 11 feet 7 inches.

On the line from Bathurst to Orange the ballast is clean gravel, from the river Macquarie at Bathurst as far as Blayney, a distance of 27 miles, and the remainder of the distance to Orange will be principally broken stone of a gauge of 3 inches under the sleepers, and boxed up with stone broken to a gauge of 2 inches to within 1 inch and a half of the level of the rails on the outside; and 3 inches below the rails in the centre of the roadway.

The ballast throughout will be 6 inches in thickness under the sleepers, and 11 feet 9 inches in width at the foot of the slope, and 8 feet 7 inches at the top.

#### CURVES.

The smallest radius of a curve on the portion of the line from Parramatta Junction to Penrith (21 miles) is 30 chains. Between Penrith and Bathurst, a distance of 111 miles, the smallest radius of a curve is 528 feet, the total length of such curves being 5 miles, including those upon the two Zig-zags. There are also on this length 20 miles of curves, ranging from 8 chains to 12 chains radius. Between Bathurst and Orange the smallest radius of a curve is 12 chains.

## GRADIENTS.

From Parramatta Junction to Penrith the steepest gradient is 1 in 66 for a length of 74 chains ; from Penrith to Bathurst the total lengths of the steepest inclines are as under :—

1	in 30	for 1 mile and 63 chains
1	„ 33	„ 16 miles and 53 chains
1	„ 40	„ 6 „ 20 „
1	„ 42	„ 4 „ 2 „
1	„ 46	„ „ 31 „
1	„ 47.89	for 70 „
1	„ 48	for 48 „
1	„ 50	„ 4 „ 77 „

making  $35\frac{1}{2}$  miles of inclines, ranging from 1 in 30 to 1 in 50. The longest continuous incline of 1 in 33 is 1 mile and 66 chains. From Bathurst to Orange, 47 miles, the steepest incline is 1 in 40, and the longest continuous incline 2 miles and 70 chains.

## RICHMOND BRANCH.

This branch, which is 16 miles in length, is a single line, and joins the main line at Blacktown, 22 miles from Sydney, and was originally constructed for a horse tramway, but before the rails (40 lbs. per yard) were laid down, it was decided, on my recommendation, to work it with locomotive engines, and rails 55 lbs. to the yard were adopted.

This branch was carried out under the direction of the late Mr. Weaver.

## GREAT NORTHERN RAILWAY.

This line commences at the Port of Newcastle, on the river Hunter, about 70 miles from Sydney, 2 feet above sea-level at high-water, and following the valley of that river passes Honeysuckle Point, Waratah, Hexham, East Maitland, and West Maitland—20 miles from Newcastle. At this point the line leaves the valley of the Hunter, and taking a north-westerly course passes Wollombi, Lochinvar, Branxton, and intersecting the Old Northern Road near to New Freugh, again reaches the valley of the Hunter at Singleton, 49 miles from Newcastle ; thence crossing the river Hunter, at an elevation of 150 feet above sea-level, the line ascends a range on the north side of the river to a height of 451 feet, and descends rapidly to Glennie's Creek, 231 feet above the sea ; thence passing Camberwell and Liddell it intersects the Northern Road at  $69\frac{1}{2}$  miles from Newcastle ; then ascending the Grass-tree Hill, at  $73\frac{1}{2}$  miles from Newcastle, and at an elevation of 688 feet above the sea, it gradually descends to Musclebrook ; here the Northern Road is again crossed, and on reaching Aberdeen the river Hunter is a second time crossed, at 88 miles from Newcastle, and 560 feet above the sea ; thence passing Scone and Wingen the line ascends to Warland Range, 1,400 feet above sea-level, and passing Murulla and Haydonton it reaches Murrurundi, 120 miles from Newcastle, at an elevation of 1,546 feet. This length has been opened for public traffic, and a contract entered into for the length from Murrurundi to Tamworth, a further distance of 62 miles.

After leaving Murrurundi the line runs nearly south-west up the valley of the river Page for about 3 miles, then crosses that river and returns almost due north, crossing spurs of the Liverpool Range dividing the waters of the Hunter from those of the Peel River and the Namoi ; thence crossing the Liverpool Range by a tunnel, 2,113 feet above sea-level, it descends rapidly on gradients of 1 in 40, 1 in 44, and 1 in 50 for nearly  $4\frac{1}{2}$  miles, and crosses Chillcott Creek at an elevation of 1,525 feet ; thence crossing the Northern Road on the level at  $133\frac{3}{4}$  miles, it passes Quirindi and Currabubula, reaching Tamworth at a distance of 182 miles from Newcastle, and an elevation of 1,240 feet above the sea.

From this point the direction of the line to the Queensland Border has not been determined.

## EXCAVATIONS AND EMBANKMENTS.

From Newcastle to near East Maitland, 17 miles, the formation widths of both cuttings and embankments are for a double line of way, and 30 feet wide at formation level, with slopes in cuttings of 1 to 1 in ordinary earthwork, but through rock the sides are left perpendicular, or with a very slight batter of from  $\frac{1}{2}$  to  $\frac{1}{4}$  to 1. The slopes to embankments are throughout  $1\frac{1}{2}$  to 1.

From near East Maitland to Murrurundi, 103 miles of single line, the formation width of both cuttings and embankments is 18 feet, the slopes being the same as those above described.

From Murrurundi to Tamworth, 62 miles, the formation width for excavations and embankments has been reduced to 15 feet, the sides of the cuttings and slopes of the embankments being the same as those described for other portions of the line.

#### WORKS.

The bridge over the river Hunter at Singleton,  $49\frac{1}{2}$  miles from Newcastle, has five timber openings of 80 feet span each, and two arches of 15 feet each in masonry. The piers and abutments are built in ashlar masonry set in Portland cement. The superstructure is of timber, and designed to carry the Main Northern Road in addition to a single line of railway.

Each span consists of four laminated timber arches under the roadway, having a rise of 12 feet 3 inches. They are each formed of planks 3 inches in thickness, and bent by steaming, and fastened together with wrought-iron bolts. These main ribs are 3 feet deep at the springing, diminishing to 2 feet at the crown of the arch, and are 15 inches in thickness. Resting on the top of each arch is a longitudinal beam of ironbark timber 12" by 12" extending the full length of the bridge, supported over the spandrels by open timber bracing. Joists 10" by 7", and 30 feet long are then laid across the roadway 3 feet apart from centre to centre, and covered with 3-inch planking throughout the full length of the bridge. The width between the parapets is 27 feet 6 inches.

The Bridge over the river Hunter at Aberdeen, 88 miles from Newcastle, is of the same construction as the lattice girder bridge over the river Macquarie at Bathurst, on the Western Railway, with the exception of the depth of the cylinders, which for this bridge are sunk an average depth of 20 feet below the ordinary level of the water in the river.

The Tunnel through the Liverpool Range, 126 miles from Newcastle, is 528 yards in length, and is lined throughout with brickwork set in Portland cement. It is of the same dimensions and form as the tunnels previously described.

#### PERMANENT WAY.—RAILS, &c.

From Newcastle to the Wallsend Junction, a distance of  $4\frac{1}{2}$  miles, the railway is a double line; from that point to Murrurundi it is a single line. The rails are of wrought-iron, double-headed, and fish-jointed throughout, and weigh 75 lbs. per yard. The chairs are of cast-iron, 25 lbs. each, and are secured to the sleepers with wrought-iron spikes.

From Murrurundi to Tamworth the rails are single-headed and fish-jointed throughout, and weigh 70 lbs. to the yard; they are in lengths of 21 feet and 18 feet, and are secured to the sleepers by spikes and screws alternately.

#### SLEEPERS.

From Newcastle to Murrurundi the sleepers are principally of ironbark timber, 9 feet long, 10" x 5", and rectangular in shape. They are placed 3 feet apart from centre to centre.

From Murrurundi to Tamworth the sleepers are of ironbark, stringybark, tallow-wood, and other colonial hardwoods, 8 feet long, 9" x  $4\frac{1}{2}$ " and rectangular in form. For 21-foot rails they are placed 3 feet 1 inch apart from centre to centre, and 2 feet 6 inches at the joints; and for 18-foot rails 3 feet 1 inch, and 2 feet 7 inches at the joints. The bed for the rails is planed by machinery, and inclined from the inside at an angle of 1 in 20.

To keep the road in gauge the rails are notched into the sleepers to the full thickness of the bottom flange on the outside of the rail. (*See drawing.*)

#### BALLAST.

From Newcastle to Singleton, a distance of 49 miles, the ballast consists either of broken stone or gravel from the river Hunter, 12 inches in thickness to the under side of the sleepers for a width of 13 feet, and boxed up for an average width of 10 feet 7 inches, and an average depth of 8 inches.

From Singleton to Murrurundi the ballast consists of clean gravel 6 inches in thickness in the centre of the roadway, and 7 inches in thickness under the ends of the sleepers, and of a width of 15 feet at the bottom of the slope, and 10 feet 6 inches at the top, boxed up to within 2 inches of the level of the rails in the centre of the roadway, and one inch and a half on the outside.

From Murrurundi to Tamworth the ballast is clean gravel of similar dimensions, except that the boxing-up is 3 inches below the level of rails in the centre of the roadway.

## CURVES.

On the line from Newcastle to Murrurundi, with the exception of one curve of 20 chains radius through the town of Musclebrook, there is no curve of a smaller radius than 30 chains.

From Murrurundi to Tamworth the smallest radius of a curve is 12 chains on ascending and descending the Liverpool Range.

## GRADIENTS.

Between Newcastle and West Maitland, 20 miles, the steepest gradient for a very short distance is 1 in 63; and from West Maitland to Singleton 1 in 80.

From Singleton to Muscleebrook there are four short inclines of 1 in 33, and from Muscleebrook to Murrurundi the steepest gradient is 1 in 50.

Between Murrurundi and Tamworth the steepest incline is 1 in 40.

## BRANCHES.

The Bullock Island Branch, now under construction, is a double line, one mile and a half in length, exclusive of sidings, and joins the main line 2 miles from Newcastle. It is intended for a mineral line exclusively. When completed it will connect the main line with the extensive wharfs now being carried out by the Department of Harbours and Rivers.

The rails are of steel throughout, and of the same weight and section as the main line. The smallest radius of a curve is 12 chains, and the steepest gradient 1 in 200.

The Morpeth Branch, which is a single line, is nearly 4 miles in length, and leaves the main line at the East Maitland Junction, 18 miles from Newcastle, terminating at the town of Morpeth, the head of the navigable waters of the Hunter River.

The works and permanent way are similar to those for the main line.

The smallest radius of a curve is 20 chains, and the steepest gradient is 1 in 100.

## SUMMARY OF THE TOTAL LENGTH OF LINES OPENED AND IN PROGRESS.

	Open for traffic. miles.	Under construction. miles.
Great Southern Railway	165	139
Darling Harbour Branch	1	...
Branch to Cemetery, Haslem's Creek	$\frac{1}{2}$	...
Collingwood Branch	$\frac{1}{3}$	...
Great Western Railway (to Kelso)	130	49
Richmond Branch	16	...
Great Northern Railway	120	62
Bullock Island Branch	...	$1\frac{1}{2}$
Morpeth Branch	4	...
Total	437	$251\frac{1}{2}$

JOHN WHITTON.

Railway Department,  
Sydney, March 1876.

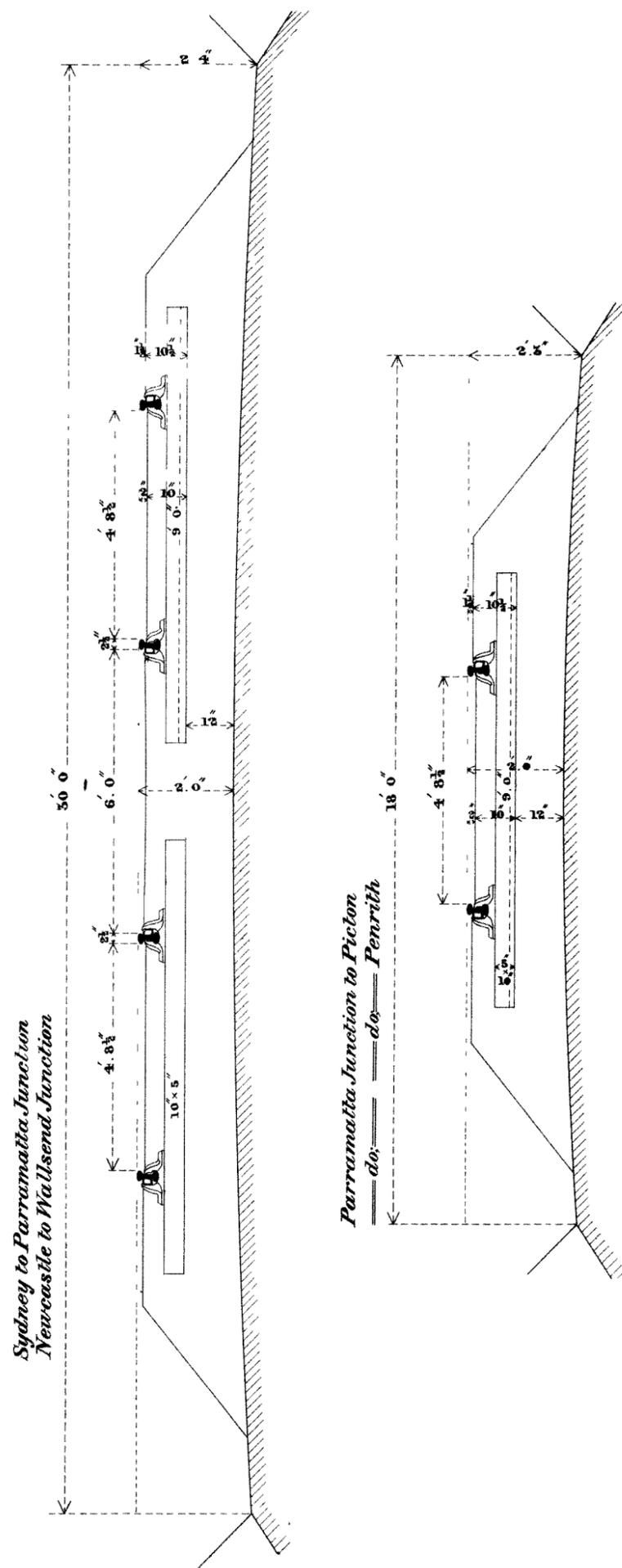
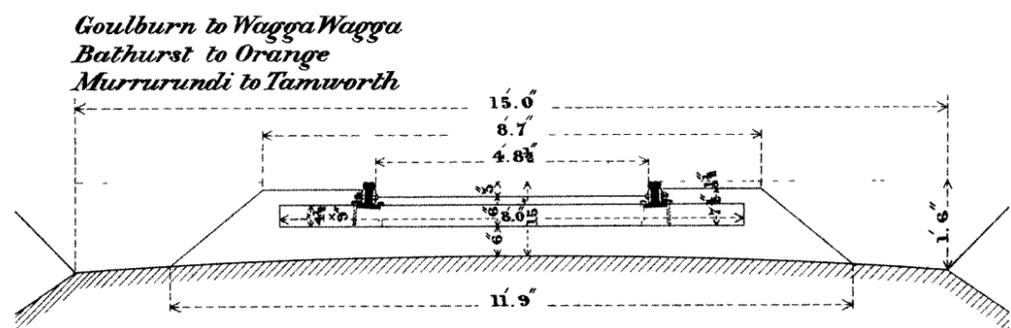
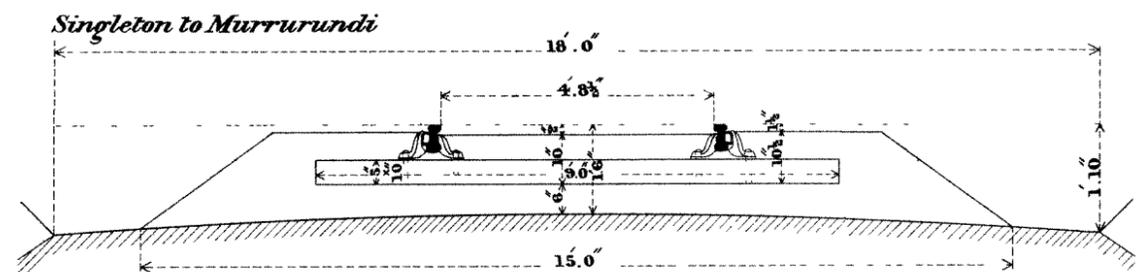
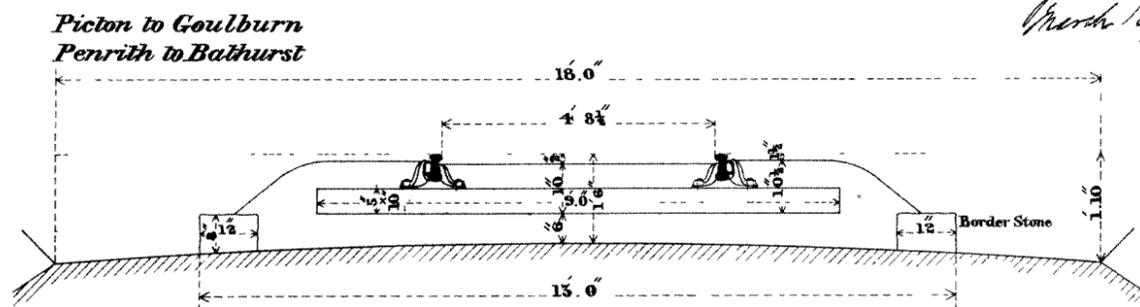


# NEW SOUTH WALES RAILWAYS

## SECTIONS OF PERMANENT WAY

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

*James H. Halliday*  
*Engineer-in-Chief*  
*March 1876.*



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APPENDIX

TO THE

REPORT ON THE RAILWAYS OF NEW SOUTH WALES,

FROM 1872 TO 1875 INCLUSIVE.

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APPENDIX TO THE REPORT ON THE RAILWAYS OF NEW SOUTH WALES, 1872-1875.

No. 1.

*REPORT from the Engineer-in-Chief for Railways on the progress of the Extensions.*

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

Department of Public Works,  
Railway Branch,  
Sydney, 5 April, 1876.

Sir,

In accordance with your request, I have the honor to submit the following Report on the progress of the Railway Works on the different Extensions, and on the state of the Permanent Way and Rolling Stock, from 1872 to 1875 inclusive.

GREAT SOUTHERN RAILWAY.

EXTENSION GOULBURN TO WAGGA WAGGA.

*Section No. 1.—Length, 54 miles 21 chains. Goulburn to Yass.*

This contract was let to Mr. D. Williams on the 16th July, 1873, the time for completion being the 31st December, 1875. A portion of this distance, 31 miles, from Goulburn to Yass, was so far completed in November last that it was opened for public traffic on the 9th of that month.

The works on the remaining portion of the line from Gunning to Yass will not be completed at the time stated in the contract, Mr. Williams demanding an extension of time equivalent to the time lost by him in waiting for the decision of the Government as to whether the main line recommended by me; or the deviation through North Yass suggested by the inhabitants of that district, should be constructed.

Although the decision of Parliament was in favour of my recommendation, five months were lost to the contractor, and he gave notice at the time to the Commissioner that he claimed his right to have five months added to the time originally stipulated for completion.

From the then state of the labour market I did not think Mr. Williams would require this extra time, but having made a written application for an extension of five months I did not see how his request could be refused. I have no doubt that the whole of the works on this extension will be completed by the 31st May, 1876.

The total amount expended under this contract up to the 31st December, 1875, was £198,643 4s. 3d.

The steepest gradient is 1 in 40 for a length of 111 chains, and the smallest radius of a curve 19 chains.

*Section No. 2.—Length, 64 miles 47 chains. Yass to Cootamundra.*

The tender of Messrs. A. & R. Amos & Co. for the works on this section was accepted on the 20th May, 1874, the time for completion being to Murrumburrah, a length of 39 miles 51 chains, on the 31st December, 1875, and to Cootamundra on the 30th June, 1876. The works on this length will not be completed at the times above stated, and the contractors have asked for and obtained an extension of time to Murrumburrah to the 30th November, 1876, and to Cootamundra to the 30th April, 1877.

The great scarcity of labour is the principal reason set forth by the contractors in asking to have the time for completion extended.

The amount expended on this contract up to 31st December, 1875, was £87,388 10s. 1d.

The steepest incline is 1 in 40 for 138 chains, and the smallest radius of a curve 20 chains.

*Section No. 3.—Length, 51 miles 42 chains. Cootamundra to Wagga Wagga.*

The tender of Messrs. A. & R. Amos & Co. for the works on this length was accepted on the 30th September, 1874, the time for completion being the 31st December, 1876.

The works on this length are being carried out most unsatisfactorily, and it is impossible for me to say when they will be completed. The contractors have asked for and obtained an extension of time up to 31st December, 1877.

The total estimated cost of this contract was £172,299 3s. 4d., and up to the 31st December, 1875, only £21,799 3s. 8d. had been expended.

The steepest gradient is 1 in 40 for a length of 114 chains, and the smallest radius of a curve is 20 chains.

GREAT WESTERN RAILWAY.

EXTENSION PENRITH TO BATHURST.

*Section No. 7.—Length, 16 miles 66 chains.*

This section, which commences at Rydal, was let to Mr. D. Williams on the 14th August, 1868, the time for completion being the 31st December, 1870, which was afterwards extended to the 31st January, 1872.

The whole of the works have been satisfactorily completed.

The total quantity of excavation removed, including excavation to foundations of bridges, culverts, and retaining walls, is 978,893 cubic yards.

There are seventeen large bridges over Solitary Creek in a distance of 9 miles, the particulars of which are given in my Report of 8th January, 1872. There are in these bridges 20,730 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 six bridges over the railway, viz.:—

	m.	chs.
No. 1, at	113	51
„ 2, „	118	06
„ 3, „	120	25
„ 4, „	121	34
„ 5, „	123	29
„ 6, „	127	60

Nos. 1, 2, and 3 are occupation bridges, having brick piers and timber superstructure, each 18 feet span. Nos. 3, 4, and 6 are each of 18 feet span, and built entirely in brickwork.

The quantity of brickwork and masonry in these bridges, including the bridge and retaining walls at Tarana Mountain and other small retaining walls, is 2,539 cubic yards, making a total of 23,269 cubic yards for the whole of the bridges and retaining walls on this contract.

Sixty-nine culverts have been constructed, of an aggregate length of 3,895 feet, particulars of which are given in my Report dated 8th January, 1872.

The quantity of brickwork and masonry in these culverts is 8,214 cubic yards, which added to the quantity of brickwork in the bridges under and over the railway, &c., amounting to 23,269 cubic yards, make a total quantity of brickwork and masonry of 31,483 cubic yards on this length.

The total amount paid for all works on this contract, exclusive of station buildings, rails, and other ironwork for permanent way, but including fencing, ballasting, sleepers, and road-laying, has been £264,525 14s. 6d.

The steepest gradient is 1 in 55 for a length of 1 mile 77 chains, and the smallest radius of a curve 10 chains.

*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 the 14th of August, 1868. The time for completion was the 31st December, 1870, which has since been extended to 1st May, 1873. The whole of the works have been satisfactorily completed.

The total quantity of excavation removed, including excavation to foundations of bridges, culverts, and retaining walls, has been 861,213 cubic yards.

Thirty-eight culverts have been constructed, of an aggregate length of 2,778 feet, the particulars of which were given in my report of 8th January, 1872.

The quantity of brickwork in these culverts is 6,523 cubic yards. Three bridges have been constructed over the railway, containing 1,965 cubic yards of brickwork.

The total amount paid for all works on this contract, including fencing, ballasting, sleepers, and laying permanent-way, sidings, &c., but exclusive of station-buildings, rails, and other ironwork for permanent-way, has been £145,613 5s. 4d.

The steepest gradient is 1 in 33 for a length of 1 mile 26 chains, and the smallest radius of a curve is 10 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, which was afterwards extended to 31st December, 1872.

Mr. Cummings, failing to proceed with the works at the rate required, the contract was taken out of his hands in June, 1873, and a new contract was entered into on the 17th October, 1873, by public tender, with Mr. Mason, junr., for the completion of the works on No. 9 Contract and the Extension into Bathurst, including the bridge over the river Macquarie.

The works on these contracts Nos. 9 and 10, being a length of 3 miles 24 chains, are completed.

The total amount expended up to 31st December, 1875, was £53,450 16s. 8d.

The wrought iron superstructure of the bridge over the Macquarie was imported from England by Mr. D. Williams, under contract with the Commissioner, but the fixing of the work in its place, and the cast-iron cylinders for supporting the superstructure have been completed by Mr. Mason, junr.

The estimated average cost per mile from Penrith to Bathurst was £15,691, but the actual cost cannot be given until the works on contracts Nos. 9 and 10 have been finally measured.

That this amount will be slightly exceeded it is only fair to assume, as it was never contemplated by me that siding accommodation for the whole of the Western traffic would have to be provided at the Weatherboard, Mount Victoria, Bowenfels, Wallerawang, Rydal, Macquarie Plains, and at Raglan. These temporary terminal stations have added greatly to the cost of the line, but under the circumstances which then existed they were unavoidable.

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 Bowenfels .....	20 „
1st March, 1870.—Bowenfels to Wallerawang .....	8 „
1st July, 1870.—Wallerawang to Rydal .....	6 „
22nd April, 1872.—Rydal to Locke's Platform .....	19 „
1st July, 1872.—Locke's Platform to Macquarie Plains .....	5 „
4th March, 1873.—Macquarie Plains to Raglan .....	5 „
4th February, 1875.—Raglan to Kelso .....	3 „
4th April, 1876.—Kelso to Bathurst .....	2 „

GREAT WESTERN RAILWAY.

EXTENSION FROM BATHURST TO ORANGE.

Section No. 1.—Length, 47 miles 64 chains.

The tender of Messrs. William Mason & Co. was accepted for this extension on the 29th July, 1874; the time fixed for completion being the 1st August, 1876.

These works will not, however, be finished in the contract time, and probably six months extension of time will be required.

The total amount expended up to the 31st December, 1875, was £73,737 14s. 6d.

The steepest gradient is 1 in 40 for a length of 2 miles and 70 chains, and the smallest radius of a curve is 12 chains.

GREAT NORTHERN RAILWAY.

EXTENSION—SINGLETON TO MURRURUNDI.

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, which was extended to the 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 the 31st March, 1872, at which date the whole of the works and permanent way were satisfactorily completed.

The total quantity of excavation has been 809,083 cubic yards.

Six timber bridges have been erected, of an aggregate length of 593 feet, and consist of—

Twenty-three .....	18 feet spans.
Three .....	20 "
Three .....	26 "

Sixty-nine culverts have been constructed, of a total 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, was opened for passenger traffic in August, 1871.

The total cost of this section, including fencing, ballasting, sleepers, and laying the permanent way, but exclusive of station buildings, rails, chairs, &c., has been £140,251 0s. 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 dates on which the several sections of this extension were opened for traffic, and their lengths in round numbers, are as follow:—

19th May, 1869.—Singleton to Muswellbrook.....	31 miles.
20th October, 1870.—Musclebrook to Aberdeen...	7 "
17th April, 1871.—Aberdeen to Scone.....	9 "
1st August, 1871.—Scone to Wingen .....	10 "
4th April, 1872.—Wingen to Murrurundi .....	14 "

The total cost from Singleton to Murrurundi, 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 flood repairs during construction, has been £724,264 0s. 4d., or at the rate of £10,200 per mile.

EXTENSION—MURRURUNDI TO TAMWORTH.

Length, 62 miles 25 chains.

The tender of Mr. W. Wakeford was accepted for the works on this section on the 4th March, 1874; the time for completion being the 31st March, 1876.

The progress has not been satisfactory, principally, the contractor states, on account of the deficiency of labour, and there is no possibility of the line being opened at the time fixed in the contract.

The total amount expended up to the 31st December, 1875, was £96,115 6s. 6d.

The steepest gradient is 1 in 40 for a length of 1 mile and 64 chains, and the smallest radius of a curve 12 chains.

PERMANENT WAY BRANCH.

The whole of the Government Railways in this Colony have been maintained during the years 1872, 1873, 1874, and 1875, in thoroughly good working order and condition, and the cost has been charged to the votes for working expenses.

During the above years many very important works have been carried out in alterations and additions to station buildings, erecting new platforms, repairs to bridges and viaducts, renewals to permanent way, sleepers, and ballasting, taking out slips, siding accommodation and signals for the greatly increasing traffic and general improvements on all the lines. A portion of the Western line for a length of 2,604 feet was renewed during 1875 with steel rails, and I recommend that all rails in future either for construction or maintenance be of steel. On the Northern line in 1872, near to Newcastle, where the traffic is exceptionally heavy, 100 tons of steel rails were laid down, and on the 31st December, 1875, not one rail had been either renewed or turned, having been in use for nearly four years.

The total mileage open for traffic on the 31st December, 1875, was 437 miles; the length from Goulburn to Gunning (31 miles) having been opened on the 9th November, 1875.

Under

Under the head of schedule G "improvements and additions to works and buildings," the sum of £50,926 Os. 8d. has been expended since 1870. The particulars of this expenditure are appended hereto.

In 1873 the new carriage repairing shed and sidings connected therewith at Redfern were completed.

In 1874 the new passenger station was opened for public traffic at Redfern, the Darling Harbour branch was relaid and made a double line, and extensive sidings were constructed at the head of the harbour.

These works were carried out from special votes sanctioned by Parliament.

### LOCOMOTIVE BRANCH.

#### GREAT SOUTHERN AND WESTERN LINES.

The whole of the rolling stock, engines, carriages and waggons, and all fixed machinery, have been kept during the years 1872, 1873, 1874, and 1875, in thoroughly good order and condition, and the whole cost has been charged to the vote for working expenses.

On the 31st December, 1871, there were forty-seven locomotive engines on the Southern and Western lines. In 1874, ten additional engines were supplied, and in 1875, seventeen extra engines were purchased, making the total number of engines on the 31st December, 1875, seventy-four. Fourteen additional passenger engines have been ordered, but the whole of these will not be delivered in the Colony and available for the traffic in less than about 18 months from the present time.

Notwithstanding the large increase in the number of locomotive engines since 1871, there is still a deficiency of locomotive power, and additional goods engines are urgently required so as to allow of the old engines being taken into the shops for thorough repairs and renewals.

I may be permitted again to call the attention of the Commissioner to the very imperfect accommodation in the Redfern Station-yard for the repairs and renewals of locomotives, and to impress upon him the absolute necessity of proper provision being made, not only for the locomotive department, but also for the general traffic.

The cost of repairs to engines is greatly increased by the present imperfect appliances at the disposal of the Locomotive Overseer (Mr. Scott), and the Traffic Branch must have great difficulties to contend with in consequence of the very small accommodation available in the Redfern yard. I strongly urge the carrying out at once of my suggestion, dated 22 November, 1875, to remove the locomotive shops entirely from the Redfern yard, and lay it out solely for the use of the Traffic Branch. I am aware the proposal is a costly one, but sooner or later it must be carried out.

I am satisfied that it will be a wasteful expenditure to erect any more temporary buildings for locomotive purposes at Redfern, which must be shortly abandoned for more convenient buildings elsewhere.

#### NORTHERN LINE.

All the rolling stock on this line has been kept during the years 1872, 1873, 1874, and 1875, in thoroughly good order and condition, and the entire cost has been charged to the vote for working expenses.

At the end of 1871 there were nineteen locomotive engines employed in the general traffic, and on the 31st December, 1875, the number had been increased to twenty-six.

Ten (10) additional engines have been ordered for this line, viz., four passenger engines and six goods engines, to be built by Messrs. Beyer, Peacock, & Co., of Manchester. Some of these engines will probably be delivered by the end of the present year.

During this period a large carriage shed 200 feet by 55 feet, a painting shop 103 feet by 38 feet, a machine shop 119 feet by 44 feet, running shed 157 feet by 52 feet, engine-house, and a new engine for driving the machinery in the workshops, have been provided at Honeysuckle Point, in addition to relaying and re-arranging of the whole of the station yard.

These works have been charged to special votes obtained from Parliament.

I have, &c.,

JOHN WHITTON,  
Engineer-in-Chief for Railways.



## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

1873.

	£	s.	d.		£	s.	d.
Carriage, dock, &c., Newcastle	28	8	6	New Sidings, goods shed, Sydney	76	6	9
Lamp-room, gates, and coal-yard, Newcastle	2	14	10	Improvements, Glenfield	0	18	0
Level crossing Woolfe-street, Newcastle	42	6	11	Through road, Sydney yard	52	16	5
Beilby and Scott's siding	14	1	0	Distant signal, Petersham	15	2	7
Coal siding and weighbridge, Newcastle	429	7	6	Siding, &c., Mount Victoria	126	10	7
Water Supply for ballast engine, do.	5	10	4	Siding for P. Higgins	54	13	6
Waiting shed, Allandale	83	18	11	Additions, Blacktown	296	9	10
Station house, Newcastle	425	0	0	Signals, Smith's Creek	2	4	0
Stock-yard, Aberdeen	15	17	10	Quarter-mile posts	1	15	11
Wool stage, &c., Murrurundi	8	14	0	Siding, Mr. Mort's	63	14	3
Additions, Waratah Station	217	7	8	Distant signal, South Creek	168	16	9
Goods Office, Newcastle	9	18	1	Siding, Tarana	494	8	3
Fencing approach Coal Staiths	18	17	0	Mr. Lucas'	43	8	5
Water supply, Darling Harbour	648	4	9	Clarence tunnel	533	15	8
Waiting shed, Cabramatta	35	1	9	Dock and siding, Wallerawang	181	2	10
Tank, Campbelltown	1	13	1	Pump, Emu Plains	1	2	10
Furnace, boiler, shop, Sydney	193	1	11	Pump, tank, Seven Hills	0	1	3
Turning shop	160	17	4	Refreshment room, Mount Victoria	976	6	7
Turn-tables, loco. branch	38	6	11	Office and weighbridge, Bowenfels	281	14	0
Carriage turn-table	8	4	1	Siding, Springwood	548	11	2
Siding, Homebush	0	12	6	Carriage dock, &c., Rydal	0	14	11
Derrick crane	283	8	8	Siding, Lithgow	111	0	0
Addition, Audit Office	71	18	2	Additions, Mulgrave Station	163	10	10
Pile driving for flood openings, Macquarie Fields	383	19	5	Platform, Ham Common	19	17	3
Cattle pen, Mittagong	14	18	3				
Refreshment room, Mittagong	863	14	5				
					£8,171	6	5

1874.

	£	s.	d.		£	s.	d.
Goods Office, Newcastle	17	3	4	Additions, Mittagong	338	11	7
Additions, Waratah	8	8	9	Water supply, carriage shed	0	7	0
Additional flood openings	466	16	6	Alterations, Mount Victoria Station	232	1	9
Coal sidings, Newcastle	850	11	4	Water supply, &c., Mount Victoria	138	13	2
Weigh Clerk's cottage, Hamilton	79	12	11	Distant signal, Lapstone Hill	18	12	3
Waiting shed, Hamilton	118	19	11	Dempsey's siding	61	9	8
Ladies' waiting-room, Waratah	211	3	4	Siding, Springwood	5	1	8
Sheep wharf, West Maitland	16	4	4	Lengthening platform, Rooty Hill	86	19	6
Permanent way office and store, Murrurundi	37	10	10	Additional pumping engine, Blue Mountains	219	6	8
Goods shed, Honeysuckle Point	446	11	1	Additional siding, Penrith	520	19	1
Engine weighbridge, Newcastle	66	8	0	Vale of Clwydd Siding	152	15	8
Gatehouse, Scone	112	14	4	Alterations, South Creek Station	2	18	6
Alterations, Mittagong Station	280	13	7	Kitchen, Emu Plains	30	14	3
Distant signal, Petersham	18	8	8	Improving curves, Western Line	145	8	9
Pile-driving flood openings, Macquarie Fields	529	9	2	Platform, Brown's siding, Eskbank	100	6	9
Additions, Audit Office	36	5	8	Station-house, Seven Hills	103	5	3
New through road, Sydney yard	4	15	1	Platform, Clarence Tunnel	71	1	2
New crossing, Haslem's Creek	96	5	3	Siding, Parramatta	143	8	8
Derrick cranes	2	0	10	Lengthening Wascoe's siding	48	19	0
Office for storekeeper	38	12	9	Platform 17-mile Hollow	62	19	0
Additional loop siding at 68½ miles	71	3	3	Additional signal, &c., Penrith	48	15	10
Signal box, Parramatta Junction	19	15	9	Waiting-room, Macquarie Plains	47	11	7
Platform, Campbell Fields	57	5	7	Drainage, Penrith Station	74	0	7
Culvert, Salt Water Creek, Parramatta Junction	417	17	5	Goods shed, Rydal	19	0	1
Kitchen, Station-house, Campbelltown	81	10	0	Goods shed, Raglan	11	8	10
Ladies' waiting-room, Parramatta Junction	58	13	2	Platform at Zig-zag, Lapstone	26	16	7
Verandah, Marulan	17	13	7	Landing stage, Riverstone	22	7	7
Refreshment-room, Sydney	281	3	8	Platform, Hawkesbury Racecourse	156	15	8
Platform, Edwin Station, Ashfield	254	12	4	Improvements, Richmond Line	7	14	0
Verandah, &c., Liverpool Station	55	9	6	Additions, Richmond Station	39	2	7
Water supply, &c., Darling Harbour	82	1	6				
Parcels office, Sydney	4	11	4				
					£7,778	0	5

## ABSTRACT.

	£	s.	d.
1870	4,311	7	4
1871	5,779	12	7
1872	5,146	2	0
1873	8,171	6	5
1874	7,778	0	5

Charged to Revenue... £31,186 8 9

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

7

		1875.					£ s. d.		
Platform, Edwin-street, Ashfield	...	108	0	3	New goods siding, Newcastle	...	834	11	7
Refreshment Room, Sydney	...	93	1	0	Goods shed, Fairfield	...	144	11	3
Carriage dock, Bowral	...	3	11	7	Engine-pit, Homebush	...	89	8	0
Additions, Liverpool Station	...	6	19	6	Platform, Lapstone, Zigzag	...	49	0	10
New dock-wall, Liverpool Station	...	214	11	3	Lamp-room, Blacktown	...	64	14	5
Engine-men's house, Gunning	...	166	3	8	Lamp-room and goods shed, Rydal	...	196	2	9
Refreshment Room, Mittagong	...	780	6	11	Ladies' waiting room, Macquarie Plains	...	0	18	0
Level crossing gate-house, near Liverpool	...	210	8	0	Refreshment room, Mt. Victoria	...	713	2	9
Lamp-room, Petersham	...	6	4	7	Signals, &c., Clarence tunnel siding	...	114	17	2
Siding, Campbellfields	...	22	3	9	Distant signal, Kerosene siding, Bowenfels	...	11	10	1
New Station, Ashfield	...	2,980	18	7	Waiting shed, Eskbank	...	54	8	0
Morrice's siding, Barber's Creek	...	107	10	11	Waiting shed, platform, &c., Lithgow	...	99	16	6
Water supply, Darling Harbour	...	24	18	6	Cattle yard and pointsman's box, Wallerawang	...	237	2	0
Carriage dock, Parramatta Junction	...	44	9	6	Platform, Seven Hills	...	96	1	5
Carriage dock and extending loop, Campbelltown	...	592	0	10	Siding, &c., Bell's line, Mt. Wilson	...	347	12	9
Funeral accommodation, Newtown	...	16	5	6	Bagar's platform	...	70	17	4
Waiting shed, &c., Haslem Creek	...	71	8	7	Lengthening siding, Locke's platform	...	451	18	6
Laying water to carriage shed, Sydney	...	47	6	1	Waiting shed, South Creek	...	230	7	7
Waiting shed, Douglas Park	...	62	7	0	Lengthening siding, Raglan	...	23	2	0
New coal stage, Sydney yard	...	845	1	5	New goods shed, Tarana	...	278	2	11
Road to do., Sydney yard	...	585	10	6	New siding and dock, Rooty Hill	...	148	3	9
Cattle stage, Sydney yard	...	7	17	8	Water supply, Lithgow	...	5	13	6
Extending siding, &c., Sydney yard	...	154	18	5	" Blue Mountain	...	24	4	3
Enclosing signal box	...	83	1	0	Extending siding, Mt. Victoria	...	82	7	11
Station Master's house, Mittagong	...	1,006	10	11	Laying on water, Penrith	...	45	11	7
Do. Parramatta Junction	...	667	15	4	Booking office, Penrith	...	8	16	3
Carriage dock do.	...	61	11	3	Sidings at Penrith	...	1,186	7	6
Sand furnace, Goulburn	...	272	18	4	Extending engine shed, road, Penrith	...	1	3	2
Engineers' house, Goulburn	...	276	0	11	Refreshment room, Parramatta	...	112	2	2
Siding, Carrick	...	219	5	2	Gas fittings	...	52	3	0
Siding, Jordan's Crossing	...	231	11	8	Lengthening platform "	...	188	8	8
Siding, &c., Mulgrave	...	102	16	5	Ash pits	...	65	19	3
Station Master's house, Richmond	...	190	12	11	House for weigh clerk, Hamilton	...	320	0	2
Alterations, Windsor Station	...	453	10	9	Refreshment room, Singleton	...	57	9	3
Engine weigh-bridge, Newcastle	...	32	7	1	Waiting "	...	9	15	8
Locomotive Foreman's Office, Newcastle	...	33	2	1	Lamp "	...	9	17	5
New goods shed, Honeysuckle Point	...	485	19	5	Stock-yard, Singleton	...	33	15	0
Waggon repairing shed, Murrurundi	...	35	18	9	Weigh-bridge, East Maitland	...	69	5	4
Gate-house, Scone	...	157	1	1	Extending wharf "	...	9	6	6
Foot-bridge, Newcastle	...	651	3	5	Siding, West Maitland and Lochinvar	...	363	15	9
Waggon repairing shed, Honeysuckle Point	...	1	14	0	Goods shed, Lochinvar	...	12	6	9
Sheep wharf, Honeysuckle Point	...	7	2	6	Goods shed and siding, Waratah	...	314	14	0
Gas fittings at Stations	...	76	17	0	Loading stage, Waratah	...	31	19	1
Temporary platform, Murrurundi	...	7	19	6	Pointsman's house, Wallsend Junction	...	41	1	4
Waiting shed, Greta	...	10	7	0					
Booking office, Northumberland-street, Murrumbidgee	...	25	0	2					
Junction to Greta Coal Line	...	194	8	2	Charged to Capital	...	£19,739	11	11

## No. 2.

RETURN of the quantity and cost of Lands taken for Railway purposes from 1872 to 1875 inclusive.

	SOUTHERN LINE.	WESTERN LINE.	NORTHERN LINE.	ALL LINES.
Length	174 m. 31 ch.	49 m. 65 ch.	63 m. 10 ch.	287 m. 26 ch.
Quantity taken	2,421 acres	751 acres	878½ acres	4,050½ acres
Amount claimed	£47,152	£37,803	£22,642	£107,597
Valuer's estimate	£19,476	£12,944	£10,554	£42,974
Arbitrators' award	£1,892	£1,435	.....	£3,327
Amount recommended { paid	£8,519	£6,083	£336	£14,938
{ outstanding	£12,858	£5,726	£10,218	£28,802
Rate per mile	£122 11s. 8d.	£237 1s. 4d.	£167 3s. 10d.	£152 4s. 7d.
Rate per acre	£8 16s. 7d.	£23 5s. 10d.	£12 0s. 3d.	£10 15s. 11d.

No. 3.

ABSTRACT of the total Quantity and Cost of Lands taken for Railway purposes, from the commencement to the 31st December, 1875.

Railway Lines.	Length.	Quantity taken.	Amount claimed.	Estimated by Valuators.	Awarded by Arbitrators.	Amount recommended.		Rate per mile.	Rate per acre.
						Paid.	Outstanding.		
<b>GREAT SOUTHERN LINE.</b>									
	miles chains.	acres.	£	£	£	£	£	£ s. d.	£ s. d.
Sydney to Darling Harbour .....	1 11½	16	38,540	29,579	4,769	32,843	.....	28,715 3 9½	2,052 13 9
Sydney to Parramatta Junction .....	13 50	185½	28,535	8,909	8,219	17,161	.....	1,259 10 5½	92 10 2½
Parramatta Junction to Goulburn .....	120 51	1,986½	74,837	38,563	4,961	40,229	3,295	360 15 8	21 18 2½
Goulburn to Yass .....	54 21	761	36,152	11,300	1,892	8,236	4,956	243 2 3½	17 6 8½
Yass to Cootamundra .....	64 55	917	11,000	4,518	.....	283	4,244	69 19 7½	4 18 8½
Cootamundra to Wagga Wagga.....	55 35	743	.....	3,658	.....	.....	3,658	65 19 8	4 18 5½
<b>TOTAL GREAT SOUTHERN .....</b>	<b>309 63½</b>	<b>4,609</b>	<b>189,064</b>	<b>96,527</b>	<b>19,841</b>	<b>98,752</b>	<b>16,153</b>	<b>370 18 1</b>	<b>24 18 7</b>
<b>GREAT WESTERN LINE.</b>									
Parramatta Junction to Bathurst .....	131 30	2,906½	78,633	34,845	7,865	43,178	468	332 4 5½	15 0 4½
Bathurst to Orange.....	47 75	714	27,705	11,170	.....	107	11,063	233 0 2½	15 12 10½
Richmond Branch .....	16 11½	140	7,303	5,303	.....	5,025	278	328 9 8½	37 17 6½
<b>TOTAL GREAT WESTERN .....</b>	<b>195 36½</b>	<b>3,760½</b>	<b>113,641</b>	<b>51,318</b>	<b>7,865</b>	<b>48,310</b>	<b>11,809</b>	<b>307 12 3½</b>	<b>15 19 8½</b>
<b>GREAT NORTHERN LINE.</b>									
Newcastle to Murrurundi .....	119 44	1,846	160,856	43,114	21,737	63,899	952	342 9 2	35 2 7½
Murrurundi to Tamworth .....	62 36	861½	11,562	5,871	.....	336	5,535	94 0 2½	6 16 2½
Morpeth Branch .....	3 35½	35½	32,368	12,687	8,103	20,408	381	6,036 14 7½	585 12 1½
Bullock Island Branch .....	0 54	16½	11,080	4,683	.....	.....	4,683	6,937 15 6½	279 11 7
<b>TOTAL GREAT NORTHERN .....</b>	<b>186 9½</b>	<b>2,760</b>	<b>215,866</b>	<b>66,355</b>	<b>29,840</b>	<b>84,643</b>	<b>11,551</b>	<b>516 16 10</b>	<b>34 17 0½</b>
<b>TOTAL ON ALL LINES TO 31ST DECEMBER, 1875 .....</b>	<b>691 29½</b>	<b>11,129½</b>	<b>518,571</b>	<b>214,200</b>	<b>57,546</b>	<b>231,705</b>	<b>39,513</b>	<b>392 5 9</b>	<b>24 7 4</b>

## No. 4.

DATES of opening, and the length in miles of the different sections of Railway Lines, from the commencement to 31 December, 1875.

Date of opening.	To where opened.	Southern Line.	Western Line.	Northern Line.	All Lines.
26 Sept., 1855	Parramatta	14			14
26 Sept., 1856	Liverpool	9			9
	Total, 1856	23			23
5 April, 1857	East Maitland			17	17
	Total, 1857	23		17	40
19 Mar., 1858	Newcastle			1	1
17 May, 1858	Campbelltown	12			12
27 July, 1858	West Maitland			2	2
	Total, 1858, 1859	35		20	55
2 July, 1860	Lochinvar			7	7
4 July, 1860	Blacktown		8		8
	Total, 1860	35	8	27	70
12 Dec., 1861	Rooty Hill		3		3
	Total, 1861	35	11	27	73
24 Mar., 1862	Branxton			8	8
1 May, 1862	South Creek				
7 July, 1862	Penrith		5		5
1 Sept., 1862	Menangle	6	5		5
	Total, 1862	41	21	35	97
7 May, 1863	Singleton			14	14
1 July, 1863	Picton	13			13
	Total, 1863	54	21	49	124
2 May, 1864	Morpeth			3	3
1 Dec., 1864	Richmond		16		16
	Total, 1864, 1865, 1866	54	37	52	143
1 Mar., 1867	Mittagong	24			24
11 July, 1867	Weatherboard		28		28
2 Dec., 1867	Sutton Forest	9			9
	Total, 1867	87	65	52	204
1 May, 1868	Mount Victoria		15		15
6 Aug., 1868	Marulan	28			28
	Total, 1868	115	80	52	247
19 May, 1869	Musselbrook			31	31
27 May, 1869	Goulburn	20			20
18 Oct., 1869	Bowenfels		20		20
	Total, 1869	135	100	83	318
1 Mar., 1870	Wallerawang		8		8
1 July, 1870	Rydal		6		6
20 Oct., 1870	Aberdeen			7	7
	Total, 1870	135	114	90	339
17 April, 1871	Scone			9	9
1 Aug., 1871	Wingen			10	10
	Total, 1871	135	114	109	358
1 Jan., 1872	Sidings, Collingwood, &c.	1		1	2
5 April, 1872	Murrurundi			14	14
22 April, 1872	Locke's Platform		19		19
1 July, 1872	Macquarie Plains		5		5
	Total, 1872	136	138	124	398
4 Mar., 1873	Raglan		5		5
	Total, 1873, 1874	136	143	124	403
4 Feb., 1875	Kelso		3		3
9 Nov., 1875	Gunning	31			31
	Total, 1875	167	146	124	437

No. 5.

RETURN OF PERMANENT WAY AND OTHER MATERIALS IMPORTED FROM ENGLAND.

GREAT WESTERN RAILWAY—EXTENSION BATHURST TO ORANGE.

INDENT for 5,390 tons Rails, 260½ tons Fishplates, 60½ tons Bolts and Nuts, 92½ tons Wood Screws, 52½ tons Spikes.

Date of Invoice.	Name of Ship.	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per Ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date of Arrival.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.									
1875.			tons cwt. qrs. lbs.		tons cwt. qrs. lbs.		tons cwt. qrs. lbs.		tons cwt. qrs. lbs.		tons cwt. qrs. lbs.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1875.
29 Ap il.	St. Osyth .....	1,383	300 3 0 14	...	...	...	...	...	...	...	...	Bolckow, Vaughan, & Co.	7 17 6	2,363 14 7	330 3 5	51 8 6	30 0 3	2,775 6 9	9 4 11	3 July.
19 Mar...	Oberon .....	688	150 0 0 0	...	...	...	...	...	...	...	...	"	7 17 6	1,181 5 0	157 10 0	20 6 10	27 10 0	1,386 11 10	9 4 10	" "
8 "	Abergeldie .....	693	150 3 3 0	...	...	...	...	...	...	...	...	"	7 17 6	1,182 14 6	157 13 11	20 9 4	15 0 5	1,375 18 2	9 3 3	" "
3 Feb...	Ethiopian .....	934	200 8 0 14	...	...	...	...	...	...	...	...	"	7 17 6	1,578 4 0	210 8 6	27 3 11	25 1 0	1,840 17 5	9 3 3	" "
8 Mar...	Thomas Bell .....	464	100 2 2 0	...	...	...	...	...	...	...	...	"	7 17 6	788 9 9	105 2 8	13 14 7	20 17 1	928 4 1	9 3 3	17 "
20 April...	Surrey .....	1,384	300 10 2 14	...	...	...	...	...	...	...	...	"	7 17 6	2,366 13 9	315 11 3	40 4 11	37 11 3	2,760 1 2	9 3 3	24 "
9 "	Harlaw .....	690	150 3 3 0	...	...	...	...	...	...	...	...	"	7 17 6	1,182 14 6	157 13 11	20 6 11	31 5 9	1,392 1 1	9 3 3	28 "
18 Mar...	British Sceptre .....	995	215 4 1 14	...	...	...	...	...	...	...	...	"	7 17 6	1,716 7 5	197 14 8	39 5 9	44 16 8	1,998 4 6	9 3 3	31 "
29 April...	Leander .....	460	100 3 0 14	...	...	...	...	...	...	...	...	"	7 17 6	788 14 7	92 0 5	13 14 7	20 17 4	915 6 11	9 3 3	Aug.
20 "	Harkaway .....	460	100 5 2 14	...	...	...	...	...	...	...	...	"	7 17 6	789 14 3	105 6 0	13 14 9	20 17 10	929 12 10	9 3 3	8 "
29 "	Queen of Nations .....	465	99 5 0 0	...	...	...	...	...	...	...	...	"	7 17 6	781 11 10	104 4 3	13 11 9	9 18 6	909 6 4	9 3 3	21 "
14 "	Autofogasta .....	698	150 8 0 14	...	...	...	...	...	...	...	...	"	7 14 0	1,158 2 7	1179 0 9	229 9 10	131 18 4	8,178 12 10	9 6 7	24 Sept.
8 "	" .....	3,346	726 8 3 0	...	...	...	...	...	...	...	...	"	7 10 0	5,480 1 4	155 5 1	30 4 5	17 6 3	1,253 11 1	10 17 1	" "
19 July...	Whampoa .....	1,294	279 15 2 14	11,730	115 9 0 26	...	...	...	...	...	...	"	9 0 0	1,050 15 4	230 16 5	39 17 8	27 19 7	2,501 19 3	8 18 10	11 "
25 May...	Tyburnia .....	461	100 4 1 14	...	...	...	...	...	...	...	...	"	7 17 6	2,203 5 7	92 1 6	13 14 8	20 17 7	915 18 2	9 2 9	11 "
19 "	Tweed .....	1,152	250 3 3 0	...	...	...	...	...	...	...	...	"	7 17 6	1,976 4 6	229 17 3	33 13 10	25 0 5	2,258 16 0	9 0 7	" "
1 June...	Lake Leman .....	618	120 5 0 0	...	...	...	...	...	...	...	...	"	7 17 6	946 19 5	110, 9	16 7 3	26 0 7	1,909 16 11	9 3 0	14 "
31 May...	" .....	924	200 16 1 0	...	...	...	...	...	...	...	...	"	7 17 6	1,581 7 11	184 10 0	27 7 0	40 17 0	1,833 16 11	9 1 9	" "
10 June...	Per Ardua .....	623	131 11 3 14	...	...	...	...	...	...	...	...	"	7 17 6	1,036 6 0	120 18 2	17 17 0	16 9 0	1,191 10 11	9 1 1	2 Oct.
29 "	Centurion .....	1,106	220 5 0 0	...	...	...	...	...	...	...	...	"	7 17 6	1,734 9 4	231 5 3	23 11 11	22 0 6	2,017 7 0	9 3 3	5 "
10 "	Sir J. Lawrence .....	463	100 6 1 0	...	...	...	...	...	...	...	...	"	7 17 6	789 19 2	91 19 10	13 4 9	20 17 11	916 5 0	9 2 9	4 "
8 "	John Duthie .....	462	100 2 2 0	...	...	...	...	...	...	...	...	"	7 17 6	788 9 9	91 15 0	13 13 3	4 8 2	388 15 4	8 16 3	23 "
9 "	Samuel Plimsoll .....	204	44 2 2 0	...	...	...	...	...	...	...	...	"	7 17 6	347 9 11	34 15 0	23 4 1	12 8 0	1,116 9 1	9 0 1	20 Nov.
21 "	Duntrunc .....	584	124 0 2 14	...	...	...	...	...	...	...	...	"	7 17 6	989 3 0	91 14 0	20 7 0	15 0 6	1,336 12 10	8 18 0	" "
29 "	Mistley Hall .....	700	150 4 1 14	...	...	...	...	...	...	...	...	"	7 17 6	1,182 19 3	118 5 11	18 12 0	10 11 8	946 0 10	8 18 9	" "
9 July...	Damascus .....	488	105 16 3 14	...	...	...	...	...	...	...	...	"	9 10 6	833 10 2	83 7 0	52 4 11	14 12 1	1,526 12 0	10 17 3	20 "
21 Jan...	Duntrunc .....	1,681	365 5 0 0	29,550	146 0 1 11	...	...	...	...	...	...	"	9 10 6	1,390 16 3	128 18 9	66 3 9	76 14 2	3,391 6 9	...	15 Oct.
5 April...	British Commodore .....	469	101 16 3 14	...	...	...	...	...	...	...	...	"	7 17 6	2,912 17 4	335 11 6	13 18 0	10 3 8	919 13 7	...	30 "
29 "	ChristianaThompson .....	469	101 16 3 14	...	...	...	...	...	...	...	...	"	7 17 6	802 0 5	93 11 6	13 18 0	10 3 8	919 13 7	...	" "
	Total .....	24,589	5,137 18 3 0	41,280	261 9 2 9	...	...	...	...	...	...			42,708 6 0	5,537 19 9	935 11 7	787 1 8	49,968 19 0		

No. 5 continued—GREAT SOUTHERN RAILWAY—EXTENSION GOULBURN TO YASS.

INDENT for 6,600 tons Rails, 314½ tons Fish-plates, 74½ tons Bolts and Nuts, 64 tons Spikes, 113 tons Wood-screws

Date of Invoice	Name of Ship	Rails			Fishplates			Bolts and Nuts			Spikes			Screws			Name of Contractor	Rate per Ton	Invoice Cost	Freight	English Charges	Colonial Charges	Total Cost	Per Ton	Date of Arrival
		No	Tonnage		No	Tonnage		No	Tonnage		No	Tonnage		No	Tonnage										
1874-27 Dec	Duke of Abercorn		tons cwt qrs lbs		4080	tons cwt qrs lbs		tons cwt qrs lbs		tons cwt qrs lbs		tons cwt qrs lbs		Darlington Iron Co	£ 13 0 0	262 0 10	10 14 3	£ 8 15 9	£ 3 5 6	£ 284 16 4	£ 14 2 7	1874 27 April			
14 Feb	Glencarn	570	124 7 1 0											Park Gate Co	12 12 6	1,570 1 6	97 18 6	30 19 11	18 13 1	1,717 13 0	13 16 3	24 May			
14 "	Wave of Life	800	172 6 1 0											"	12 12 6	2,175 8 11	90 9 2	37 4 0	25 17 0	2,328 19 1	13 10 4	22 "			
14 "	John Gambles	930	204 5 1 0											"	12 12 6	2,568 12 0	149 7 4	48 17 10	30 12 9	4,797 9 11	3 13 11	2 June			
15 Jan	Madame Demorest				24186	13 1 0 0								Nut & Bolt Co	24 5 0	316 9 3	9 9 0	10 6 6	2 3 3	338 8 0	25 18 1	10 "			
	"													"	29 15 0	62 9 6	1 10 5	2 0 9	0 6 10	66 7 6	31 12 2	10 "			
28 Jan	Tethys				14160	69 19 0 16				80028	35 2 0 0			"	21 10 0	763 8 6	25 8 5	24 18 4	5 16 4	819 11 7	23 7 0	10 "			
20 Feb	Halloween													Darlington Iron Co	12 9 0	870 19 4	45 18 9	28 4 8	10 9 10	955 12 7	13 3 3	29 May			
	"													Nut & Bolt Co	29 15 0	687 4 6	26 15 9	22 10 9	3 16 6	740 7 2	32 1 0	23 June			
20 "	Jerusalem									27800	15 0 0 0			"	24 5 0	363 15 0	17 7 7	11 16 8	2 9 8	395 8 11	26 7 3	23 "			
	"									35028	18 18 0 0			"	24 5 0	458 6 6	14 15 10	3 2 7	498 6 0	26 7 0	23 "				
	"													"	29 15 0	468 11 3	18 5 7	15 2 3	2 12 2	504 11 3	32 0 9	23 "			
7 Mar	St Filans	705	154 16 3 0							110440	48 0 0 0			"	21 15 0	1,044 0 0	56 0 1	33 13 6	7 19 0	1,141 12 7	23 15 8	23 "			
18 "	Mermerus				22260	109 19 2 0								Park Gate Co	12 12 6	1,954 16 6	162 11 7	32 15 8	23 4 5	2,173 8 2	14 0 8	24 "			
13 April	Centurion	1294	284 4 0 3											Darlington Iron Co	13 0 0	1,429 13 6	123 9 1	46 5 4	16 10 0	1,615 17 11	14 13 10	28 "			
19 Feb	Gysbertus Hermanus	1391	305 4 2 0											Park Gate Iron Co	12 12 6	3,588 0 10	298 7 2	61 11 4	54 2 11	4,002 2 3	14 1 8	6 July			
7 Mar	Duke of Athol	480	105 11 0 0											"	12 12 6	3,853 9 4	320 9 9	65 12 0	45 15 7	4,285 6 8	14 0 9	12 "			
23 "	Prince Oscar	1174	257 15 1 0											"	12 12 6	1,332 11 4	110 16 7	23 11 2	15 16 6	1,482 15 7	14 1 0	15 "			
16 April	British Consul	480	105 14 0 0											"	12 12 6	3,254 5 1	270 11 8	55 11 6	38 13 3	3,610 1 6	14 0 10	16 "			
16 "	"	918	201 15 2 0											"	12 11 6	1,329 3 6	105 14 0	25 6 2	15 17 1	1,476 0 9	13 19 3	28 "			
13 "	Ethiopian	950	208 10 0 0											"	12 12 6	2,537 6 5	201 15 6	45 8 8	30 5 3	2,814 15 10	13 19 0	28 "			
21 Mar	Per Ardua	672	145 19 3 0											"	12 12 6	2,632 13 9	218 13 3	44 17 11	47 19 6	2,944 4 5	14 2 5	3 Aug			
13 "	Duke of Sutherland	200	44 3 0 0											"	12 12 6	1,843 1 10	153 5 0	32 4 5	33 0 6	2,061 11 9	14 2 5	12 Aug			
7 "	"	587	128 13 3 0											"	12 12 6	557 7 11	40 8 6	9 18 7	6 12 5	614 7 5	13 18 4	16 "			
4 May	Patriarch	930	203 4 2 0											"	12 12 6	1,624 13 7	118 3 11	27 19 3	19 5 11	1,790 2 8	13 18 3	16 "			
1 June	Benmore	620	136 5 0 0											"	12 12 6	2,565 14 4	106 13 8	44 0 7	30 9 7	2,746 18 2	13 10 3	24 "			
23 April	Border Chief	441	92 5 3 14											"	12 12 6	1,720 3 2	71 10 8	29 10 4	20 8 9	1,841 12 11	13 10 4	24 "			
25 "	Commissary	757	165 12 2 6		23700	117 1 3 4								Darlington Iron Co	12 12 6	1,165 4 2	84 15 11	20 5 2	13 16 11	1,284 2 2	13 18 3	27 "			
4 May	Knight Commander	2,271	498 17 2 0											"	12 12 6	1,773 19 5	147 0 0	30 17 5	21 1 6	1,972 18 4	14 0 9	1 Sept			
17 April	Ben Lomond	750	165 1 2 0											"	13 0 0	1,522 3 2	131 9 2	49 4 0	17 11 3	1,720 7 7	14 14 1	1 "			
28 "	Inverness													"	12 12 6	2,091 1 0	173 17 7	35 14 0	24 16 11	2,325 9 6	14 0 10	7 "			
	"													"	12 11 6	6,273 7 1	498 17 6	118 8 11	74 16 8	6,965 10 2	13 19 3	7 "			
	"													"	12 12 6	2,084 1 5	173 5 0	36 14 11	24 15 3	2,318 16 7	14 0 11	9 "			
	"													"	29 15 0	1,709 2 9	66 15 3	54 18 9	9 10 4	1,840 7 1	32 0 8	17 "			
18 May	Tyburnia													"	24 5 0	662 0 6	32 2 9	21 5 7	4 10 4	719 19 2	26 7 5	17 "			
1 June	"													"	29 15 0	437 6 6	17 0 9	13 19 2	2 8 7	470 15 0	32 0 6	6 Oct			
16 "	Cape Clear	1,121	244 8 3 21											Park Gate Iron Co	12 12 6	3,086 2 10	250 12 5	52 11 4	57 0 9	3,452 7 4	14 2 5	6 "			
1 "	St Kilda	1,164	250 9 3 0											"	12 11 6	3,149 17 7	250 9 9	37 11 4	59 9 8	3,497 8 4	13 19 3	13 "			
1 "	Sir W Wallace	380	83 5 1 14											"	12 12 6	1,051 5 4	76 8 10	18 12 1	12 0 9	1,158 16 0	13 19 0	15 "			
4 May	Christ Thompson	429	93 19 2 22											"	12 12 6	1,173 18 8	85 7 11	26 4 7	13 18 11	1,293 10 1	13 15 3	23 "			
8 July	Arey Force	1,101	239 18 2 7											"	12 12 6	813 10 6	67 13 2	14 3 6	9 13 4	905 0 6	14 0 11	23 "			
	"	654	133 17 0 0											"	12 12 6	3,020 1 10	251 8 5	51 15 0	35 19 10	3,268 5 1	14 0 9	24 "			
	"													"	12 12 6	1,689 17 2	122 19 7	29 7 5	20 1 7	1,862 5 9	13 18 3	30 "			
	"													"	28 0 0	1,397 11 3	58 1 3	44 18 1	8 5 10	1,508 16 5	30 2 3	30 "			
13 Feb	Glengarn													"	21 15 0	261 0 0	13 18 3	8 16 10	1 19 9	285 14 10	23 16 3	24 May			
8 July	Arey Force				70226	40 1 0 0				27360	12 0 0 0			"	23 17 6	950 19 3	46 8 3	30 11 1	6 12 8	1,034 11 3	25 16 8	30 Oct			
	Loch Doon	508	101 4 0 0											Park Gate Iron Co	12 11 6	1,272 11 9	96 2 10	25 4 9	15 3 7	1,408 2 11	13 16 6	12 Dec			
16 June	Bruckley Castle	690	150 14 1 0											"	12 12 6	1,902 14 11	138 9 1	32 11 11	35 3 3	2,108 19 2	13 10 10	23 Nov			
28 July	Black Adder	222	42 4 0 25											"	12 12 6	532 18 4	38 15 5	9 10 7	8 8 10	580 13 2	13 19 4	7 "			
8 "	Damascus	1,094	230 15 1 3											"	12 12 6	2,913 7 10	242 5 9	49 10 11	34 12 3	3,239 16 9	14 0 10	11 "			
20 June	Ditpassund	675	147 19 0 0											"	12 12 6	1,867 17 5	135 18 8	32 8 7	34 8 10	2,070 13 6	13 10 11	22 "			
8 July	Parramatta	1,270	272 0 2 0											"	12 12 6	3,434 6 4	214 4 4	58 12 8	42 17 8	3,750 1 0	13 15 9	27 "			
13 Aug	Samuel Plimsoll	993	177 7 0 0											"	12 12 6	2,239 0 11	186 4 5	38 6 9	26 12 0	2,490 4 1	14 0 9	16 Dec			
5 "	William Duthe	710	139 15 2 0											"	12 12 6	1,764 13 3	128 8 0	30 5 9	20 19 4	1,944 6 4	13 18 2	28 "			
19 Feb	Jerusalem	600	132 1 1 0											"	12 12 6	1,667 5 9	69 6 8	28 14 5	19 16 3	1,785 3 1	13 10 4	15 July 1875			
23 June 1875	Darling Downs	1,317	286 11 0 0											"	12 12 6	3,617 13 11	225 13 2	87 7 3	42 19 8	3,973 14 0	13 17 4	3 Jan			
18 Jan	Kamehameha													"	29 15 0	710 7 3	34 11 8	23 1 6	4 7 9	772 8 2	32 7 1	18 May			
	Total	30689	6616 3 2 3		64200	317 3 2 8		207836	114 6 0 0	190460	83 2 0 0		416556	187 1 2 6		98078 16 3	6,938 7 8	1,961 12 3	1,197 17 1						

No. 5 continued—GREAT SOUTHERN RAILWAY—EXTENSION YASS TO WAGGA WAGGA.  
 INDENT for 13,860 tons Rails, 660 tons Fishplates, 156 tons Bolts and Nuts, 237 tons Wood Screws, 134 tons Spikes.

Date of Invoice.	Name of Ship.	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per Ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date of Arrival.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.									
1874. 28 April..	Inverness .....	...	...	...	...	...	...	195130	77 5 0 0	...	...	Patent Nut & B. Co.	£ 21 0 0	1622 5 0	89 8 3	51 17 7	13 3 10	1776 14 8	23 0 0	17 Dec.
18 May..	Tyburnia .....	...	...	...	...	47260	25 10 0 0	...	...	114562	51 9 0 0	...	23 9 6	608 16 3	29 10 9	19 9 5	3 16 6	661 12 11	25 18 11	17 "
18 "	Samuel Plimsoil .....	926	200 3 0 14	...	...	37252	20 2 0 0	...	...	...	...	Conssett Iron Co.	11 0 0	2261 14 5	210 3 4	37 12 4	30 0 6	2479 10 7	12 7 10	16 Dec.
8 "	Cairnbulg .....	709	150 0 0 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1650 0 0	137 16 3	28 7 4	30 0 0	1846 3 7	12 6 2	18 "
8 "	Khanduish .....	553	120 0 2 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1320 6 10	110 5 6	22 13 3	24 0 0	1477 5 7	12 6 2	20 "
8 "	Windsor Castle .....	690	150 10 0 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1655 10 0	138 5 5	28 7 10	22 11 6	1844 14 9	12 5 2	25 "
19 Sept..	Nineveh .....	1158	250 2 2 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2751 7 6	262 12 8	46 17 0	37 10 4	3698 7 6	12 7 9	8 Jan.
19 Sept..	Nvsea .....	463	100 0 0 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1100 0 0	91 17 6	18 19 4	20 0 0	1230 16 10	12 6 2	16 "
26 Oct..	Avimoro .....	1150	250 3 0 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2751 14 5	262 13 3	40 13 1	25 0 4	3086 6 1	12 6 9	26 "
26 "	Duchess of Argyle .....	11077	2400 1 1 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 10 0	25200 13 2	3585 1 11	89 19 5	136 7 7	2984 2 1	12 8 6	"
25 "	Indus .....	937	200 3 3 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2202 1 3	157 13 0	47 19 9	30 0 5	2437 14 5	12 3 7	9 Feb.
3 Nov..	Wave of Life .....	636	150 2 2 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1651 7 6	157 12 8	28 6 5	15 0 3	1852 6 10	12 6 10	6 Mar.
3 "	Arozona .....	7403	1600 0 0 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 10 0	16800 0 1	2390 0 0	538 4 9	199 10 0	19927 14 10	12 9 1	9 "
1875. 15 Mar..	Yosemite .....	242	51 18 0 14	...	...	...	...	...	...	...	...	Ebbw Vale Co.	10 17 6	564 9 7	51 18 1	11 0 2	9 10 4	636 18 2	12 5 5	15 "
13 "	Whampoa .....	...	...	94 15 0 25	...	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	1125 5 9	173 9 3	42 16 1	9 9 6	1351 0 7	14 5 1	27 April
1874. 31 Dec..	Wallacetown .....	10064	2172 3 3 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 10 0	22807 19 4	2986 15 2	949 9 6	217 4 4	5661 8 4	12 8 3	1 May.
1875. 22 Jan..	Ann Duthie .....	...	...	11280	55 12 0 6	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	660 5 7	80 18 4	21 8 7	10 17 4	773 9 10	13 18 2	27 April.
21 "	Wylo .....	689	147 17 2 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1626 12 6	155 5 4	34 15 11	14 15 9	1831 9 6	12 7 9	13 May.
1874. 11 Nov..	Mary Scott .....	...	...	5 15 3 21	...	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	68 16 9	9 5 9	1 15 0	3 1 7	82 19 1	14 6 1	"
1875. 14 Jan..	British Envoy .....	...	...	145 10 1 2	...	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	1727 19 4	211 17 9	55 9 7	38 13 9	2034 0 5	13 19 7	18 "
1874. 16 Dec..	Talisman .....	703	150 3 3 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	1633 5 10	150 3 9	31 10 2	31 5 9	1846 5 6	12 5 10	"
1875. 13 Jan..	Dunbar Castle .....	930	200 3 3 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2202 1 3	210 3 2	35 17 9	41 14 0	2489 16 2	12 8 9	19 "
1874. 7 Dec..	Angerona .....	686	148 3 0 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	1611 4 0	148 3 1	31 1 7	30 17 0	1821 5 8	12 5 10	24 "
1875. 28 Jan..	Lock Fleet .....	472	100 1 1 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	1088 3 7	100 1 3	21 0 10	20 16 10	1230 2 6	12 5 10	4 June.
29 "	Kosciusko .....	1173	252 3 3 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2774 1 3	264 15 11	40 6 3	25 4 4	3104 7 9	12 6 2	5 "
30 "	Lauderdale .....	463	100 1 0 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1100 13 9	105 1 4	23 17 6	18 6 10	1247 19 5	12 9 5	10 "
13 "	Dartmouth .....	472	100 3 0 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1101 14 5	105 3 2	18 19 6	20 17 1	1246 14 2	12 9 0	12 "
30 Feb..	Norham Castle .....	...	...	66720	36 0 0 0	...	...	...	...	...	...	Patent Nut & B. Co.	23 17 6	850 10 0	52 3 0	27 9 7	7 19 6	947 2 1	26 6 2	8 "
26 "	Argonaut .....	464	99 19 1 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1099 13 2	104 19 3	18 19 5	10 0 0	1233 11 10	12 6 8	12 "
Mar..	Bowden .....	5889	1272 18 0 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 10 0	13365 10 4	1722 11 1	636 9 5	196 15 9	15911 6 7	12 9 11	22 "
2 "	George Thompson .....	915	191 5 2 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	2080 3 8	191 5 7	35 5 5	39 16 11	2346 11 7	12 5 4	26 "
2 "	Alexander Duthie .....	679	143 11 3 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1579 10 8	150 3 0	26 19 10	29 18 4	1786 11 10	12 7 2	1 July.
2 "	Borealis .....	464	100 6 3 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	1103 15 8	105 7 1	18 13 5	10 0 8	1237 16 10	12 6 8	23 "
7 "	Baton Hall .....	2359	500 1 1 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	5438 3 8	500 1 3	104 13 10	104 3 5	6147 2 2	12 5 10	24 "
7 "	La Hogue .....	1201	257 0 2 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2822 3 9	269 17 8	48 2 6	25 14 0	3165 17 11	12 6 4	"
7 "	Woolhara .....	929	199 18 0 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2198 19 5	209 18 1	37 11 0	41 13 1	2488 1 7	12 8 11	29 "
7 "	British Sceptro .....	...	...	2920	112 19 2 11	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	1341 12 9	131 12 3	43 3 3	31 11 8	1547 19 11	13 13 11	1 Aug.
7 "	Francis Thorpo .....	923	199 16 1 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2197 18 9	209 16 1	37 9 10	24 19 6	2470 4 2	12 7 9	8 "
11 "	Benmore .....	...	...	37932	20 9 1 9	...	...	...	...	...	...	Patent Nut & B. Co.	23 17 6	488 12 9	23 14 5	15 13 2	2 16 6	530 16 10	25 18 9	19 "
11 "	" .....	...	...	...	...	...	...	...	...	...	...	Conssett Iron Co.	28 0 0	3385 17 6	140 3 5	108 9 7	29 5 10	3663 16 4	30 5 11	"
11 "	" .....	...	...	...	...	...	...	...	...	...	...	Conssett Iron Co.	21 0 0	542 14 0	29 19 10	17 7 9	9 11 3	599 12 10	23 4 1	"
27 "	" .....	...	...	13680	67 18 2 18	...	...	58922	25 16 3 12	...	...	Ebbw Vale Co.	11 17 6	800 15 4	78 11 1	25 13 2	18 17 0	923 16 7	13 12 0	"
27 "	Andes .....	5612	1184 0 2 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 10 0	12432 6 7	1607 13 10	389 3 11	150 18 0	14580 2 4	13 6 3	22 "
23 Feb..	Patriarch .....	...	...	36600	180 8 1 1	...	...	...	...	...	...	Ebbw Vale Co.	11 17 6	2142 8 1	210 3 2	68 14 11	20 0 3	2441 6 5	12 10 8	10 Sept.
30 Jan..	Norham Castle .....	...	...	...	...	...	...	123120	54 0 0 0	...	...	Conssett Iron Co.	21 0 0	1134 0 0	78 5 0	36 5 2	7 19 3	1256 9 5	23 4 4	8 June.
30 "	" .....	...	...	...	...	...	...	...	...	...	...	Conssett Iron Co.	28 0 0	1831 4 0	94 15 2	58 10 10	15 4 5	1909 14 5	30 5 6	4 "
4 "	Lothair .....	930	200 7 2 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	11 0 0	2204 2 6	210 7 4	37 12 6	29 15 8	2481 18 0	...	27 May.
4 Feb..	British Viceroy .....	1004	217 2 2 0	...	...	...	...	...	...	...	...	Conssett Iron Co.	10 17 6	2361 4 8	212 0 0	67 4 4	21 14 3	2562 3 3	...	...
Junc..	Philomee .....	2391	517 6 3 14	...	...	...	...	...	...	...	...	Conssett Iron Co.	7 7 6	3815 8 2	543 4 2	86 10 10	107 15 1	4552 18 3	...	...
Total.....		65423	14078 1 2 14	64480	663 0 0 0	189164	102 1 1 9	378172	157 1 3 12	539444	237 15 1 26	...	...	168754 14 6	19335 12 1	5124 18 3	2038 6 3	195253 11 1	...	...

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No 5 continued—GREAT NORTHERN RAILWAY—EXTENSION MURRURUNDI TO TAMWORTH.  
 INDEXT for 7,370 tons Rails, 352 tons Fishplates, 63 tons Bolts and Nuts, 126 tons Wood Screws, 71 tons Spikes.

Date of Invoice	Name of Ship	Rails			Fishplates			Nuts and Bolts			Spikes			Screws			Name of Contractor	Rate per Ton	Invoice Cost	Freight	English Charges	Colonial Charges	Total Cost	Cost per Ton	Date of Arrival
		No	Tonnage		No	Tonnage		No	Tonnage		No	Tonnage		No	Tonnage										
1874 10 Oct	Baron Blantyre	1385	300 7 2 0												North Yorkshire Iron Co	7 19 9	£ 2399 4 11	£ 315 7 11	£ 52 18 6	£ 148 16 6	£ 2916 7 10	£ 9 14 2	1875 12 Feb		
21 "	Cully Sark	693	150 2 2 0												"	"	1199 2 6	157 12 8	26 13 1	67 17 6	1451 5 9	9 13 4	12 "		
9 "	Selene	923	201 1 3 2												"	"	1606 4 8	211 2 10	27 11 0	35 2 10	1880 1 4	9 7 0	16 "		
9 "	Ebluna	1385	300 5 0 0												"	"	2398 4 11	315 5 3	46 11 3		2760 1 5	9 3 10			
14 Nov 22 Oct	Ravenstonedale	5749	1248 2 2 0	12030	118 14 3 8										"	"	9719 15 6	1587 0 3	414 2 8	109 1 10	11830 0 3	9 9 7	1 April		
	"					68774	35 15 0 20								West Stockton Iron Co	7 15 9	9719 15 6	1587 0 3	414 2 8	109 1 10	11830 0 3	9 9 7	"		
24 "	Clara "	1150	249 1 1 0												Nut & Bolt Co	22 0 0	786 13 11	45 3 0	7 19 1		839 16 0	23 9 5	"		
4 Nov	Moneta	459	100 1 3 4												North Yorkshire Iron Co	7 19 9	1989 7 9	261 10 4	47 13 5	31 2 6	2329 14 0	9 7 1	19 "		
13/5	"														"	"	799 10 0	105 1 11	13 19 11	50 2 2	968 14 0	9 13 0	5 May		
25 Jun	Usko	5123	1112 6 1 0	34500	140 7 3 22										"	"	7 15 9	8662 2 9	1543 5 5	398 4 11	117 16 2	10721 9 3	9 12 9	9 June	
	"														West Stockton Iron Co	9 10 0	1333 15 6	192 13 4	48 5 1	14 14 1	1589 8 0	11 6 5	12 "		
	Winifred	1289	280 3 0 14												North Yorkshire Iron Co	7 19 9	2237 15 0	294 3 4	54 0 8		2585 19 0	9 4 7	"		
1874 10 Nov	"														"	"	3424 3 3	569 15 9	98 14 2		4092 13 2	9 6 6	22 "		
11 Dec	Carpathian	2004	434 2 2 0												"	"	7 15 3	3881 5 0	625 0 0	146 11 1	51 10 0	4704 6 1	9 8 2	"	
1875 1 March	Bowdon	2325	500 0 0 0												"	"	3944 9 10	645 5 7	137 3 0	0 15 0	4727 13 5	9 9 1	10 "		
14 Feb	Lionel	2298	500 1 3 14												"	"	3480 15 1	643 6 6	141 0 6	47 10 6	4292 12 7	9 11 5	"		
20 March	"	2069	448 8 0 14												"	"	3895 16 1	647 4 9	138 13 1	2 0 0	4683 13 11	9 6 8	"		
13	"	2344	501 17 2 0	18834	92 9 3 2										West Stockton Iron Co	9 10 0	878 12 9	131 19 0	47 11 7	9 14 3	1067 17 7	11 10 11	"		
17	"														North Yorkshire Iron Co	7 19 9	4268 7 8	675 18 2	117 17 3	1 19 6	5064 2 7	9 4 8	15 Sept		
April	Moun tuncer	2514	548 9 1 14												Patent Nut & Bolt Co	22 0 0	881 2 0	58 0 7	32 2 2		971 4 9	24 5 0	16 Feb		
17 Sept	Lblana					74226	40 1 0 0								"	"	26 10 0	1590 0 0	86 18 8	48 2 1	1725 0 9	28 15 0	"		
"	"							80028	35 2 0 0	133600	60 0 0 0				"	"	19 15 0	693 4 6	50 17 3	28 2 11	772 4 8	22 0 0	"		
22 Oct	Ravenstonedale														"	"	26 10 0	2262 16 1	108 11 6	96 8 3	2467 15 10	28 10 0	1 April		
7 Feby	Athena	2437	495 5 2 14					126972	51 10 2 22	207400	85 7 3 3				"	"	18 15 0	1017 16 3	65 10 7	43 7 4	1126 14 2	21 17 3	"		
	"														North Yorkshire Co	7 19 9	3956 1 2	520 0 9	109 5 7		4585 7 6	11 1 2	9 Aug		
	Total	34250	7369 16 2 20	55514	351 12 2 4	143000	75 16 0 20	207000	86 12 2 22	341000	145 7 3 3						58434 7 10	10007 15 0	2350 19 10	688 2 10	81481 5 6				

No. 5 continued—GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

RETURN of Miscellaneous Articles, imported during the year 1872.

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. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1871.														
19 Dec.	City of Madras	John Edmonson	12 dating presses			25 10 1/2	27 10 6	0 16 1	1 1 3	0 1 1	29 8 11		2 9 1	6/1/72
19 "	"	"	12 ticket cases			6 16 6	81 17 10	2 8 0	3 3 3	0 3 5	87 12 6		7 6 0 1/2	"
1872.														
9 April.	Duke of Argyle	Smith, Becock, & Tanatt	Wheel lathe			790 0 0	790 0 0	39 13 6	29 2 6	12 12 4	871 8 4		871 8 4	25/7/72
9 "	"	"	Punching and shearing machine			148 0 0	148 0 0	7 8 7	5 9 1	2 7 3	163 4 11		163 4 11	"
9 "	"	"	Shaping machine			110 0 0	110 0 0	5 10 5	4 1 1	1 15 1	121 6 7		121 6 7	"
13 April.	Peeress	Montefiore, Levy, & Co.	250 Nickel bearings			0 12 8 1/2	159 0 0	1 1 0	6 0 7	0 3 11	166 5 6		0 13 3	14/9/72
26 "	Borealis	Taylor Bros., & Co.	8 steel tyres	3 12 0 12	32 4 0	14 10 3	116 2 0	2 7 3	4 6 0	0 9 4	123 4 7	34 3 7	15 8 1	"
			100 axles	15 7 3 7	19 11 2	3 0 2 1/2	301 1 2	10 2 0	11 2 3	2 7 8	324 13 1	21 1 11	3 4 11	"
			Total				1,733 11 6	69 6 10	64 6 0	20 0 1	1,887 4 5			
RETURN of Miscellaneous Articles imported during the year 1873.														
1872.														
25 April.	Borealis	J. Cowdy & Co.	4 brass sigl. locks			1 11 6	6 6 0	0 10 6	0 4 0		7 0 6		1 15 1 1/2	12/8/73
28 Nov.	Argonaut	Dalton, Barber, & Co.	Curled hair	0 5 0 0	175 12 0		43 18 0	0 10 5	1 3 5	0 0 4	45 12 2	182 8 8		26/3/73
28 "	"	"	198 yards B.C. cloth			8/8 per yd.	86 15 0	1 0 8	2 6 4	0 0 9	90 2 9		9/1 per yd.	"
28 Dec.	Berkshire	Perkins & Sons	Seaming lace				11 9 2	0 4 2	0 7 6	0 0 1	12 5 11			31/5/73
28 "	"	"	Pasting lace				2 17 3	0 1 1	0 2 0	0 0 0 1/2	3 5 4 1/2			"
28 "	"	"	Silk cord				3 8 9	0 1 4	0 2 4	0 0 1	3 17 6			"
28 "	"	"	Silk webbing				1 14 2	0 0 7	0 1 1	0 0 0 1/2	1 15 10 1/2			"
28 "	"	"	Daisy tufts				9 8 4	0 3 4	0 6 0	0 0 1	9 17 9			"
7 "	Lord Ashburton	Patent Woollen Cloth Co.	Saddle cloth				36 11 6	1 11 6	1 19 1	0 0 5	40 2 6			18/6/73
1873.														
31 Jan.	Falcon	Stevens and Reynolds	Boiler plates	8 19 1 10	17 4 4		153 6 2	10 11 9	5 19 7	1 6 11	171 4 5	19 1 10		"
31 "	"	"	Angle iron	1 0 1 18	17 7 3		17 14 5	1 4 6	0 13 10	0 3 1	19 15 10	19 7 10		"
1872.														
20 Dec.	Zenobia	W. & T. Hendire & Co.	Patent packing				35 2 0	2 2 0	0 17 7	0 0 9	38 2 4			25/6/73
1873.														
10 Feb.	Essex	Manning, Wardle, & Co.	4 steel crank axles	1 6 0 20	153 5 1	50 3 0	200 12 0	2 0 6	7 4 11	0 3 11	210 1 4	160 9 9	52 10 4	26/6/73
	Glendower	"	54 steel tyres	13 18 0 22	35 1 9	9 0 9	488 1 6	21 7 1	15 12 2	2 1 9	527 2 6	37 17 11	9 15 3	31/5/73
1 Feb.	Zenobia	Haddock & Son	2 cks. middle green			4 0 0	16 0 0	2 2 0	1 0 0	0 2 7	19 4 7	24 0 9	4 16 2	11/7/73
18 Mar.	"	"	2 cks. purple brown	0 16 0 0	20 0 0		58 0 0	116 0 0	4 6 11	12 6 0	125 17 10		62 18 11	23/7/73
18 "	Merwangee Franjee	Byer, Peacock, & Co.	2 pair bogie wheels				0 17 6	87 10 0	1 7 4	0 4 4	92 6 0		0 18 5 1/2	28/7/72
18 "	"	"	100 springs				262 0 0	524 0 0	14 8 0	19 6 5	561 1 4		280 10 8	30/9/73
12 May	Eastern Light	Fairburn K. & Co.	2 drilling machines				166 0 0	166 0 0	2 5 5	7 14 4	176 3 6		176 3 6	"
2 April.	"	J. and J. Kershaw	1 screwing do. complete				139 13 0	139 13 0	1 13 0	8 15 10	150 7 5		150 7 5	"
30 "	"	J. McDowell and Sons	1 genl. joiner				32 13 0	32 13 0	0 7 9	2 1 1	35 3 1		35 3 1	"
23 "	"	"	1 scroll-cutg. machine				25 10 0	204 2 6	1 12 0	7 11 11	213 13 3	105 12 6	26 14 2	"
23 "	"	Pascoe, Granfell, & Sons	8 copper plates	2 0 1 22	102 10 0		110 13 2	43 4 6 1/2	0 7 0	2 4 7	89 5 9	114 5 8	44 12 10 1/2	"
8 May	"	Green's Patent Tube Co.	2 do. tube do.	0 15 2 14	30 10 11		127 11 10	3 4 10	4 14 3	0 12 8	136 3 7	32 12 0		"
7 "	"	Heard, Dawson, & Co.	Bar, bundle, and plate iron	4 3 2 5	30 10 11		39 11 5	1 0 2	1 9 4	0 4 0	42 4 11	33 10 7		"
7 "	"	"	Rivets.	1 5 0 22	31 8 2		77 11 0	1 13 10	2 12 10	0 6 5	82 4 1	38 6 3		"
7 "	"	"	Steel springs.	2 2 3 18	36 2 10		1 15 9 1/2	44 15 0	1 1 0	1 17 2	47 14 7		1 18 2	"
5 Mar.	"	Brown, Baley, & Son	25 pieces B.I. roofing cloth				58 19 8	353 18 0	10 3 5	15 6 6	380 1 5		63 6 11	7/11/73
22 May	Sir J. Lawrence	Ridley, Son, & Whitley	6 cast lamp posts, with lamps and spare globes				110 0 0	110 0 0	0 9 7	3 18 0	114 10 9		114 10 9	12/12/73
25 July	Dilbhur	J. J. Parkes	1 C.S. crank axle				1150 0 0	1,150 0 0	34 17 5	39 8 10	1,233 12 11		1,233 12 11	23/12/73
4 July	John Duthie	Buyer, Peacock, & Co.	1 loc. boiler				186 0 0	186 0 0	0 10 6	7 7 11	194 1 7		194 1 7	11/12/73
5 Aug.	Commissary	R. and W. Hawthorn	1 Vicker's crank axle				3 8 9	4 5 0	1 8 7	0 2 6	44 3 1		3 13 7	12/12/73
25 June	"	"	12 dating-presses complete											"
15 Sept.	"	J. B. Edmonson												"
			Total				4,600 19 1	124 8 2	171 18 11	21 0 3	4,918 6 5			

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No 5 continued—GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS

RETURN of Miscellaneous Articles imported during the year 1874

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
1873				tons cwt qrs lbs	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	
15 Aug	Parramatta	R Stephenson & Co	1 loco boiler		1025 0 0		1,025 0 0	50 12 3	55 16 0	9 8 3	1,140 16 6		1140 16 6	21/1/74
24 Sept	Sydenham	"	8 W I frame plates		90 5 0		722 0 0	4 4 9	29 7 0	0 19 6	756 11 3		94 11 5	9/3/74
"	"	"	6 Vickers S C axles		131 3 4		787 0 0	4 12 5	31 13 10	1 1 2	824 13 5		137 8 11	"
25 Aug	"	Fried Krupp	50 C S tyres	20 7 2 20	35 10 0		723 12 7	16 0 6	23 16 6	3 1 1	766 10 8		37 12 1	"
24 Sept	"	"	84 "	22 5 3 5	35 0 0		780 2 10	17 10 5	12 18 3	3 6 10	813 18 4		36 10 4	"
18 "	Samuel Plimsoll	Green's Patent Tube Co	Copper tube plates	1 19 3 16	97 19 8		195 9 0	1 11 1	6 19 8	0 6 5	204 6 2		102 8 7	18/2/74
29 Oct	"	Hird, Dawson, & Hardie	Lowmoor rivets	0 14 3 22	37 15 2		28 4 4	0 10 9	0 18 8	0 2 1	29 15 10		39 17 3	17/2/74
"	"	"	Lowmoor iron	15 11 1 8	39 10 5		615 3 11	11 14 1	20 7 0	2 7 0	649 12 0		41 14 7	"
1874	"	Fried Krupp	30 C S tyres	13 3 0 18	35 0 0		460 10 8	8 12 7	15 5 5	1 19 5	486 8 1		36 13 4	20/2/74
11 Oct	"	J Cowdy	49 G M litter locks				54 0 0	0 10 6	2 4 9	0 0 2	56 15 5		1 3 8	10/2/74
13 "	"	"	"											"
1874	British Statesman	Vickers, Sons, & Co	14 C S axles				157 6 10	3 10 10	3 2 11	0 11 6	164 12 1		11 15 2	9/5/74
11 Apl	"	"	Cast iron slide bars	1 0 1 13	32 0 0		32 11 9	1 2 0	0 15 0	0 3 1	34 11 10		33 17 5	"
28 Mar	Duke of Sutherland	J H Stewart & Co	1,000 lubricators				59 16 8	1 1 0	2 11 6	0 0 5	63 9 7		0 1 3 1/2	6/8/74
Total							5,640 18 7	121 13 2	206 2 6	23 6 11	5,992 1 2			
RETURN of Miscellaneous Articles imported during the year 1875														
1874														
19 Aug	Wm Duthie	Tuck & Co	Patent packing	1 0 0 0	161 8 0		161 8 0	1 19 4	8 11 10	0 3 3	172 2 5		172 2 5	28/1/75
19 "	Saml Plimsoll	Fried Krupp & Co	5 C S tyres	1 7 1 18	33 0 0		45 12 0	2 4 0	1 5 5	0 4 7	49 6 9		35 19 11 1/2	25/1/75
19 "	"	"	76 do	22 14 3 20	33 0 0		750 12 8	35 12 0	24 10 11	0 3 0	814 3 10		35 15 10 1/2	"
19 Sept	Fblana	Patent Woollen Cloth Co	100 yards saddle felt			7/0 p yd	35 1 6	0 16 11	0 0 9	0 0 3	37 18 4		7 7 p yd	23/2/75
27 Oct	Baron Blantyre	G Spencer & Co	836 V I R springs			0 17 1 1/2	714 17 6	3 9 1	24 7 2	0 5 2	742 18 11		0 17 9 1/2	27/4/75
30 Nov	Berwickshire	R Stevenson & Co	16 copper plates			30 15 0	492 0 0	8 11 6	15 18 6	0 4 6	516 14 6		32 5 10 1/2	June
11 "	"	Buyer, Peacock, & Co	4 domes with seats			40 0 0	160 0 0	2 1 5	5 3 10	0 2 7	167 7 10		4 15 11 1/2	"
11 "	"	"	16 copper plates				530 0 0	6 17 3	17 4 2	0 8 8	554 10 1		34 13 1 1/2	"
21 Dec	Jerusalem	Fried Krupp	1 C S tyre	0 6 2 8	33 0 0		10 16 10	1 1 0	0 14 8	0 0 10	12 13 4		38 11 0	21/4/75
5 "	"	Lundore Siemens, & Co	D H S rails	199 18 1 9	12 0 0		2,399 0 0	209 18 2	41 0 4	24 19 10	2,674 18 4		13 7 7	30/6/75
16 "	"	R Stevenson & Co	3 sets safety valves, with duplicate springs				100 0 0	0 8 3	3 8 9	0 0 6	103 17 6		1 1 4 1/2	15/8/75
29 "	Lothair	G Spencer & Co	300 V I R springs				307 7 6	2 3 3	10 18 0	0 4 2	320 12 11		1 1 4 1/2	12/5/75
1875	"	"	"											"
Jan	"	Taugye Bros	4 hydraulic jacks				15 7 6				65 11 2		16 7 9 1/2	27/5/75
1874	Alexandrona	J Roscoe	12 lubricators				2 17 0				36 11 3		3 0 11	15/6/75
4 Dec	"	Moser & Son	6 anvils	1 17 3 25	41 1 7		77 19 11	2 14 11	3 7 11	0 3 9	84 6 6		14 1 1	21/6/75
10 "	"	Hird, Dawson, & Hardie	Lowmoor rivets	4 0 0 0	29 11 0		118 4 0	6 5 8	4 4 0	0 8 0	129 1 8		32 5 5	"
1875	"	"	"											"
26 Jan	Halloween	S Grocott & Son	Boiler plates	11 14 2 26	14 12 6		171 12 6	15 15 9	5 16 3	1 4 0	194 8 6		16 11 4	"
26 "	"	"	Angle iron	2 16 0 12	12 15 0		35 15 4	3 5 10	1 4 3	0 5 1	40 10 6		14 8 11	"
2 "	Wyo	Hird, Dawson, & Hardie	Lowmoor rivets	4 0 0 0	29 11 0		118 4 0	5 8 7	3 18 6	0 8 2	127 19 3		31 19 7	25/6/75
2 "	"	"	Do B plate	3 13 0 23	29 2 5		106 11 10	4 17 11	3 10 11	0 7 4	115 8 0		31 10 7	"
2 "	"	"	Do angle iron	2 10 0 11	27 15 0		69 10 3	3 3 10	2 6 3	0 4 10	75 5 2		30 0 11	"
6 "	Dunbar Castle	G Salter & Co	12 loco balances			1 5 11	15 11 3	0 10 6	2 13 9	0 0 7	18 16 1		1 11 4	30/6/75
26 "	Kosciusko	G Drogen & Co	Patent suction hose, 345 1/2 yards			3/3 p yd	56 5 8	1 5 3	3 4 7	0 0 7	60 16 1		3 6 p yd	24/6/75
18 "	Hawkesbury	Ramsey, Winter, & Co	Ferule steel	0 10 0 0	40 0 0		20 0 0	1 1 0	1 4 1	0 1 0	22 6 1		44 12 2	30/6/75
10 "	"	Metropol R C & W Co	500 O lubricators			0 4 0	100 0 0	1 9 2	3 12 5	0 0 7	105 2 2		0 4 2 1/2	15/6/75
3 Feb	"	W Burrows & Sons	Angle iron	2 8 2 17	13 0 0		31 13 8	2 19 4	2 8 9	0 4 6	37 0 3		15 4 4	30/6/75
3 "	"	"	Plate do	12 9 0 27	14 4 4		177 3 8	16 11 6	11 19 5	1 5 4	206 19 11		16 12 2	"
1874	"	"	"											"
28 Dec	"	Wm Bird & Co	Cast steel	0 17 1 0	54 0 0		47 7 6	1 5 9	2 8 10	0 1 7	51 3 8		59 6 10	"
28 "	"	"	Crucible C steel	0 6 3 14	72 10 0		24 18 5	0 13 7	1 5 8	0 0 10	26 18 6		78-6 6 6	"
1875	"	"	"											"
9 Apl	Jno R Worcester	Jas H Stewart & Co	1 000 lubricators				62 10 0	0 11 2	1 14 0	0 0 6	64 15 8		0 1 3 1/2	23/8/75
5 "	West Riding	Westinghouse Continuous Bk Co	6 sets engine breaks				360 0 0	2 5 4	11 11 4	0 4 1	374 0 9		62 6 9 1/2	26/9/75
Total							7,395 18 9	347 5 4	225 15 5	35 6 5	8,004 5 11			

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 5 continued—GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

RETURN of Miscellaneous Articles imported during the year 1875—continued.

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. qrs. lbs.
1875.															
Apl. ..	West Riding .....	Westinghouse Continuous Bk. Co	56 sets carriage breaks .....			18 0 0	7,395 18 9	347 5 4	225 15 5	35 6 5	8,004 5 11		18 4 0½	25/9/75	
20 ..	British Commodore ..	Patent Shaft and Axletree Co.	100 pr. waggon wheels and axles .....			18/15 p. pr	1,875 0 0	98 17 0	65 3 1	7 10 0	2,041 10 1		20 8 3½	30/10/75	
2 June ..	Per Ardua .....	Hird, Dawson, & Hardie .....	Bar iron .....	2 0 1 25	22 15 0		46 0 9	1 8 4	1 10 9	0 3 9	49 3 7	24 6 0		27/10/75	
15 May ..	Centurion .....	Geo Spencer & Co. ....	600 V. I R. springs .....			1 0 8½	621 6 3	2 7 4	8 15 7	0 5 2	632 14 4		1 1 1	Nov.	
24 June ..	Saml Plimsoll .....	Patent Shaft and Axletree Co.	50 pr waggon wheels and axles .....			18/15 p. pr.	937 10 0	47 14 2	11 10 6	3 10 0	1,000 4 8		20/0/1 p pr	20/11/75	
21 ..	" ..	Brown, Daly, & Dixon .....	600 W. B. springs .....	20 13 1 8	22 10 0	0 15 6	404 19 9	18 19 10	15 4 1	2 1 3	501 4 11	24 5 1	0 16 8½	19/11/75	
20 ..	" ..	" ..	600 steel V springs .....			0 4 1½	124 10 0	2 19 1	3 19 9	0 6 5	121 15 3		0 4 4½	20/11/75	
19 ..	" ..	Chas Cammell & Co. ....	Cast spring steel .....	4 13 3 7	27 0 0		125 12 11	4 17 1	2 18 11	0 9 5	134 18 4	28 15 3		19/11/75	
21 ..	" ..	" ..	500 Carr's axle-boxes .....			1 9 0	987 10 0	38 5 4	15 18 8	3 13 9	1,045 7 9		2 1 10	24/12/75	
6 July ..	Duke of Sutherland .....	Britannia C. & W. Works ..	Cast steel .....				725 0 0	22 1 0	14 17 6	3 0 0	764 18 6			20/12/75	
21 May ..	" ..	Wm. Bird & Co. ....	Peruled .....	0 10 0 17	54 0 0		27 8 2	0 11 6	2 4 11	0 0 19	30 6 4	59 14 6			
21 ..	" ..	" ..	Cast steel .....	0 10 2 22	23 8 8		12 10 8	0 5 9	1 0 7	0 0 3	13 17 4	25 18 6			
9 July ..	" ..	" ..	Copper rivets .....	0 2 0 9	82 5 6		8 11 2	0 1 8	0 3 5	0 0 3	8 16 6	84 16 10			
23 ..	" ..	" ..	Copper fire-box plates .....	1 10 0 0	124 13 4		187 0 0	1 4 0	5 19 5	0 6 5	194 7 2	129 11 5		21/12/75	
11 Aug ..	Wm. Duthie .....	Vivian & Sons .....	200 yards B. S. saddle felt .....	3 3 3 26	94 1 9	5/11 p. yd.	300 19 11	2 2 1	9 19 6	0 6 5	313 7 11	97 19 3		24/12/75	
23 July ..	Duke of Sutherland .....	Patent Wool & Cloth Co. ....					59 2 0	1 1 0	3 4 10	0 0 6	63 8 4		6/4 p. yd.	2/12/75	
Total .....								14,908 0 4	596 6 11	415 14 8	57 11 2	15,977 13 1			

RETURN of Switches and Crossings imported for the Southern and Western Extension during the year 1875.

Date of Arrival.	Name of Ship.	From whom purchased.	Description.	Weight.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost each.	Date received.	
														£ s. d.
1874.													1875.	
17 September	Fiery Cross .....	Vickers, Sons, & Co. ....	143 Crossings .....			16 12 11	2,380 10 0	92 9 10	76 6 5	7 15 7	2,557 1 10	17 17 7	31 Mar.	
6 November	Berwickshire .....	" ..	67 ..			16 11 7	1,110 15 0	52 5 0	35 16 11	3 6 11	1,202 3 10	17 18 10	"	
29 December	Mary Scott .....	J. Armstrong & Co. ....	50 Sets Switches .....			21 15 0	1,087 10 0	85 1 1	35 2 0	25 17 0	1,233 10 1	24 13 5	11 June.	
1875.														
7 March ..	Bowden .....	" ..	100 ..			21 15 0	2,175 0 0	159 6 8	56 19 1	58 17 6	2,450 3 3	24 10 0	12 Aug.	
14 April .....	St. Osyth .....	" ..	60 ..			21 15 0	1,305 0 0	73 13 2	48 2 8	35 0 0	1,461 15 10	24 7 3	11 Aug.	
Total .....								8,058 15 0	462 15 9	252 7 1	130 17 0	8,904 14 10		

No. 5 continued—GREAT NORTHERN RAILWAY.  
RETURN of Miscellaneous Articles imported during the year 1873.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage.	Cost per ton.		Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.		Date received.
					£ s. d.	£ s. d.						£ s. d.	£ s. d.	
1872. 16 Oct.	Botanist	Towle, Teggin, & Co.	1 Lathe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1873. July.
	Lord Ashburton	" "	1 Drilling machine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
			1 Planing machine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	April.
			1 Lathe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
			Total	.....	.....	846 0 0	50 6 3	27 3 11	35 2 0	958 12 2	.....	.....	.....	"
Imported during the year 1874.														
1873. 3 Nov.	Red Riding Hood	Fried Krupp	10 C. S. tyres	.....	.....	9 3 2	91 11 3	1 14 2	3 6 6	1 12 10	98 4 9	.....	9 16 6	1874. 23 Mar.
1874. 2 May	Tyburnia	Kitson & Co.	1 Set engine wheels	.....	.....	370 0 0	370 0 0	6 9 11	12 7 7	7 0 0	395 17 6	.....	395 17 6	21 Oct.
			Total	.....	.....	461 11 3	8 4 1	15 14 1	8 12 10	494 2 3	.....	.....	.....	"
Imported during the year 1875.														
1875. 12 Feb.	Hawkesbury	R. Stephenson & Co.	4 Copper tube plates	.....	.....	45 2 6	180 10 0	1 6 3	6 3 11	0 12 0	188 12 2	.....	47 3 0	1875. 30 June.
12 April	B. Commodore	F. Krupp	16 1/2 S. tyres	.....	.....	12 9 8	199 14 7	7 15 2	6 15 1	4 0 9	218 5 7	.....	13 12 10	4 Oct.
2 June	Per Ardua	Hird, Dawson, & Hardie.	Rivets	2 10 0 0	.....	30 9 0	76 2 6	2 10 10	2 9 4	1 6 4	82 9 0	32 19 7	.....	3 Nov.
	"	"	Boiler plates	3 5 3 4	.....	37 17 2	124 10 6	3 6 10	4 0 8	2 3 0	134 1 0	49 15 1	.....	"
	"	"	Bar iron	0 12 3 0	.....	27 15 0	17 13 10	0 13 0	0 11 5	0 6 1	19 4 4	30 2 10	.....	"
22 July	S. Plimsoll	Elliott's Metal Co.	4 Copper plates	.....	.....	19 18 7	79 14 5	0 15 2	2 18 10	0 9 0	83 17 5	.....	20 19 4	25 "
22 June	"	W. Barrows & Son	Angle iron	0 12 0 14	.....	13 5 0	8 0 8	0 11 2	0 9 3	0 6 8	9 7 9	15 9 8	.....	"
1874. 30 Nov.	Berwickshire	R. Stephenson & Co.	1 Set wheels—engine	.....	.....	51 0 0	510 0 0	8 17 9	16 10 1	6 19 10	542 7 8	.....	542 7 8	6 May.
1875. 29 May	Wasdale	Fairbairn Eng. Co.	3 Loco. boilers	.....	.....	1134 16 8	3404 10 0	124 11 11	127 17 7	.....	3656 19 6	.....	1218 19 10	11 Nov.
			Total	.....	.....	4689 6 6	155 9 0	172 18 2	19 4 1	5036 17 9	.....	.....	.....	"

RETURN of Permanent Way Materials imported for the Bullock Island Railway for the year 1875.

Date of Invoice.	Name of Ship.	Rails.		Chairs.		Fishplates.		Bolts and Nuts.		Spikes.		Elm Keys.		Name of Contractor.	Rate per ton.	Invoice Cost.	Freight.	English Charge.	Colonial Charge.	Total Cost.	Cost per ton.	Date of Arrival.	
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.										
1875. Jan.	Director	3255	799 15 3 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Landon Siemens Steel Co	11 7 6	9077 11 9	1099 14 2	371 0 1	33 11 1	10581 17 1	13 5 1	16 July.	
"	"	14	31 18 3 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Warner & Co.	11 7 6	303 6 10	43 18 4	14 18 10	3 7 3	425 11 3	13 6 4	"	
22 Mar.	Rowden	.....	.....	25096	288 13 3 8	.....	.....	.....	.....	.....	.....	.....	.....	Bayles, Jones, & Baylis	5 1 6	1465 2 2	361 2 5	79 14 4	29 18 0	1935 16 11	6 14 2	24 May.	
26 Jan.	Athena	.....	.....	.....	.....	.....	14000	7 19 2 10	.....	.....	.....	.....	.....	"	21 0 0	167 11 5	10 11 6	7 5 3	1 0 0	186 8 2	23 6 0	8 Aug.	
6 Mar.	"	.....	.....	.....	.....	7000	35 6 1 0	.....	.....	46000	27 1 1 2	.....	.....	"	16 0 0	433 0 3	34 19 10	18 7 10	1 0 0	487 7 11	18 0 5	"	
29 Jan.	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30000	.....	Darlington Iron Co.	10 3 3	358 19 0	41 14 0	15 10 4	1 0 0	417 3 4	11 16 4	"	
														Ransomes and Rapier	.....	196 10 0	36 8 5	8 13 1	1 0 0	242 11 6	.....	"	
														Total	.....	12062 1 5	1628 8 8	515 9 9	70 16 4	14276 16 2	.....	.....	"
RETURN of Switches and Crossings imported for the Bullock Island Railway during 1875.																							
29 Feb.	Athena	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Vickers & Sons	15 15 0	173 5 0	16 11 7	10 17 11	0 10 0	282 9 6	17 13 1	1875. 8 Aug.	
		5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	16 5 0	81 5 0	.....	.....	.....	.....	.....	each.	
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	.....	.....	.....	.....	.....	.....	.....	"	
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	.....	.....	.....	.....	.....	.....	.....	"	
1874. Nov.	Director	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	.....	498 0 0	32 15 9	27 10 6	2 10 4	560 16 7	18 13 10	"	
	"	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	.....	27 10 0	24 16 5	2 2 0	505 13 5	18 1 2	"		
	"	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	"	.....	686 5 0	45 7 6	38 6 9	3 9 4	773 8 7	25 15 7	"	
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Total	.....	2118 15 0	134 4 10	111 8 3	9 1 8	2373 9 9	.....	"	

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APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

## No. 6.

ABSTRACT of the Number, Tonnage, and Amount paid for Permanent Way Materials imported for the Extensions to Yass, Wagga Wagga, Orange, and Tamworth.

Names of Articles.	Yass.		Wagga Wagga.		Orange.		Tamworth.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Rails .....	30,689	6,616	65,423	14,078	24,589	5,138	34,252	7,370	154,953	33,202
Fishplates .....	64,200	317	64,480	663	4,280	261	65,514	352	198,474	1,593
Bolts and nuts .....	207,836	114	189,164	102	.....	.....	143,000	76	540,000	292
Spikes .....	190,460	83	378,172	157	.....	.....	207,000	87	775,632	327
Screws .....	416,556	187	539,444	238	.....	.....	341,000	145	1,297,000	570
Total number & weight	909,741	7,317	1,236,683	15,238	28,869	5,399	790,766	8,030	2,966,059	35,984
Cost.	£		£		£		£		£	
Invoice cost .....	98,079		168,755		42,708		68,434		377,976	
Freight .....	6,938		19,336		5,538		10,008		41,820	
English charges .....	1,962		5,125		936		2,351		10,374	
Colonial do. ....	1,198		2,038		787		688		4,711	
Total cost .....	108,177		195,254		49,969		81,481		434,881	

## No. 7.

ABSTRACT of the Tonnage and Value of the Permanent Way Material imported yearly for the New South Wales Railway Extensions, the number of Vessels employed in the service, and the amount of Freight and charges paid in connection with the same, from 1st January, 1872, to 31st December, 1875.

Names of Articles.	1874.		1875.		Total.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Rails .....		tons cwt. qrs. lbs.		tons cwt. qrs. lbs.		tons cwt. qrs. lbs.
Fishplates .....	41	6,950 6 1 3	80	26,251 14 1 6	121	33,202 0 2 9
Bolts and nuts .....		317 3 2 8		1,276 2 0 13		1,593 5 2 21
Spikes .....		159 18 0 0		132 5 2 1		292 3 2 1
Screws .....		160 7 0 0		166 9 2 6		326 16 2 6
Total number and weight...		214 13 0 0		355 11 3 7		570 4 3 7
Total number and weight...	41	7,802 7 3 11	80	28,182 3 1 5	121	35,984 11 0 16
Cost and Charges.						
English cost .....	£ s. d.		£ s. d.		£ s. d.	
Freight .....	104,729 17 4		273,246 7 3		377,976 4 7	
English charges .....	7,476 10 10		34,343 3 8		41,819 14 6	
Colonial charges .....	2,101 4 11		8,271 17 0		10,373 1 11	
Total cost.....£	1,296 2 3		3,415 5 7		4,711 7 10	
Total cost.....£	115,603 15 4		319,276 13 6		434,880 8 10	

## No. 8.

ABSTRACT showing the value of the yearly Imports, exclusive of Permanent Way Materials, for the various Lines of the New South Wales Railways, the number of Vessels employed in this service, and the amount of Freight and charges paid in connection with the same, from 1872 to 1875 inclusive.

Number of Vessels.	1872.	1873.	1874.	1875.	Total.
		4	16	7	26
English cost .....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Freight .....	1,733 11 6	5,446 19 1	6,102 9 10	19,597 6 10	32,880 7 3
English charges .....	69 6 10	174 14 5	129 17 3	751 15 11	1,125 14 5
Colonial charges .....	64 6 0	199 2 10	221 16 7	588 12 10	1,073 18 3
Total cost.....£	20 0 1	56 2 3	31 19 9	76 15 3	184 17 4
Total cost.....£	1,887 4 5	5,876 18 7	6,486 3 5	21,014 10 10	35,264 17 3

No. 9.

GREAT SOUTHERN AND WESTERN RAILWAYS.

List of Locomotive Engines on the Railways of New South Wales.

No.	Class of Engine.	Diameter and position of Cylinders.	Diameter of Wheels.			Coupled or Single.	Length of Stroke.	Maker's Name.	Commenced to run.	Description of Engine.	Remarks.
			Leading.	Driving.	Trailing.						
		inches.	ft. in.	ft. in.	ft. in.		ft. in.				
1	Passenger and goods	16 inside	5 6	5 6	3 9	Coupled	2 0	R. Stephenson & Sons	May, 1855	Tender engine.	
2	Passenger and goods	16 inside	5 6	5 6	3 9	Coupled	2 0	R. Stephenson & Sons	Sept., 1855	Tender engine.	
3	Passenger and goods	16 inside	5 6	5 6	3 9	Coupled	2 0	R. Stephenson & Sons	Sept., 1855	Tender engine.	
4	Passenger and goods	16 inside	5 6	5 6	3 9	Coupled	2 0	R. Stephenson & Sons	Sept., 1855	Tender engine.	
5	Passenger	14 inside	4 6	4 6	3 6	Coupled	1 10	Hawthorne	Nov., 1856	Tender engine.	
6	Passenger	15 outside	3 6	5 6	3 6	Single	1 10	Fairbairn & Son	Mar., 1856	Tender engine.	
7	Passenger	15 outside	3 6	5 6	3 6	Single	1 10	Fairbairn & Son	April, 1856	Tender engine.	
8	Passenger	15 outside	3 6	5 6	3 6	Single	1 10	Railway Foundry	Jan., 1859	Tank engine.	
9	Passenger	15 outside	3 6	5 9	3 6	Single	1 10	Railway Foundry	Dec., 1858	Tender engine.	
10	Passenger	17 inside	3 6	5 6	5 6	Coupled	2 0	Railway Works, Sydney	June, 1870	Tender engine.	
11	Passenger	15 outside	3 6	5 9	3 6	Single	1 10	Manning, Wardle, & Co.	April, 1861	Tender engine.	
12	Passenger	15 outside	3 6	5 6	3 6	Single	1 10	Manning, Wardle, & Co.	May, 1861	Tank engine.	
13	Passenger	16 outside	3 6	5 0	5 0	Coupled	1 10	Manning, Wardle, & Co.	Jan., 1863	Tender engine.	
14	Passenger	16 inside	3 6	6 0	3 6	Single	1 8	Beyer, Peacock, & Co.	Nov., 1865	Tender engine.	
15	Passenger	16 inside	3 6	6 0	3 6	Single	1 8	Beyer, Peacock, & Co.	Jan., 1866	Tender engine.	
16	Passenger	16 inside	3 6	6 0	3 6	Single	1 8	Beyer, Peacock, & Co.	Dec., 1865	Tender engine.	
17	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	May, 1865	Tender engine.	
18	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	Sept., 1866	Tender engine.	
19	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	Sept., 1865	Tender engine.	
20	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	Jan., 1867	Tender engine.	
21	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	Jan., 1867	Tender engine.	
22	Goods	18 inside	4 0	4 0	4 0	Coupled	2 0	Stephenson & Sons	Jan., 1867	Tender engine.	
23	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	April, 1867	Tender engine.	Bogie.
24	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	Feb., 1867	Tender engine.	do.
25	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	April, 1867	Tender engine.	do.
26	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	Oct., 1865	Tender engine.	do.
27	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	Nov., 1866	Tender engine.	do.
28	Passenger	18 outside	3 0	5 9	5 9	Coupled	2 0	Beyer, Peacock, & Co.	Mar., 1867	Tender engine.	do.
29	Passenger	11 inside	3 0	3 0	3 0	Coupled	1 5	Manning, Wardle, & Co.	Mar., 1864	Tank engine.	
30	Passenger	11 inside	3 0	3 0	3 0	Coupled	1 5	Manning, Wardle, & Co.	Aug., 1864	Tank engine.	
31	Passenger	11 inside	3 0	3 0	3 0	Coupled	1 5	Manning, Wardle, & Co.	Aug., 1864	Tank engine.	
32	Passenger	18 outside	3 0	5 6	5 6	Coupled	2 0	Beyer, Peacock, & Co.	Nov., 1870	Tender engine.	Bogie
33	Passenger	18 outside	3 0	5 6	5 6	Coupled	2 0	Beyer, Peacock, & Co.	Nov., 1870	Tender engine.	do.
34	Passenger	18 outside	3 0	5 6	5 6	Coupled	2 0	Beyer, Peacock, & Co.	Dec., 1870	Tender engine.	do.
35	Passenger	18 outside	3 0	5 6	5 6	Coupled	2 0	Beyer, Peacock, & Co.	Dec., 1870	Tender engine.	do.
36	Passenger and goods	16 inside	5 6	5 6	3 6	Coupled	2 0	Mort & Co.	Sept., 1870	Tender engine.	
37	Passenger and goods	16 inside	5 6	5 6	3 6	Coupled	2 0	Mort & Co.	Nov., 1870	Tender engine.	
38	Passenger and goods	16 inside	5 6	5 6	3 6	Coupled	2 0	Mort & Co.	Dec., 1870	Tender engine.	
39	Passenger and goods	16 inside	5 6	5 6	3 6	Coupled	2 0	Mort & Co.	Feb., 1871	Tender engine.	

No. 9—continued.

GREAT SOUTHERN AND WESTERN RAILWAYS.  
LIST of Locomotive Engines on the Railways of New South Wales.

No.	Class of Engine.	Diameter and position of Cylinders.	Diameter of Wheels			Coupled or single.	Length of Stroke.	Maker's Name.	Commenced to run.	Description of Engine.	Remarks.
			Leading.	Driving.	Trailing.						
		inches.	ft. in.	ft. in.	ft. in.		ft. in.				
40	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Dec., 1870	Tender engine.	Imported for Government by Mort, Vale & Lacy.
41	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Jan., 1871	Tender engine.	
42	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Mar., 1871	Tender engine.	
43	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Mar., 1871	Tender engine.	
44	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Sons	Dec., 1870	Tender engine.	
45	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Sons	Feb., 1871	Tender engine.	
46	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Sons	Mar., 1871	Tender engine.	
47	Goods	18 inside	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Sons	Mar., 1871	Tender engine.	
48	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Dec., 1874	Tender engine.	
49	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Dec., 1874	Tender engine.	
50	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Dec., 1874	Tender engine.	
51	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Dec., 1874	Tender engine.	
52	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Feb., 1875	Tender engine.	
53	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Feb., 1875	Tender engine.	
54	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	May, 1875	Tender engine.	
55	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	May, 1875	Tender engine.	
56	Goods	16 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Aug., 1875	Tender engine.	
57	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	July, 1875	Tender engine.	
58	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Aug., 1875	Tender engine.	
59	Goods	19 inside	4 0	4 0	4 0	Coupled...	2 2	Stephenson & Sons	Aug., 1875	Tender engine.	
60	Passenger and goods	19 inside	5 0	5 0	5 0	Coupled...	2 4	Stephenson & Sons	Oct., 1874	Tender engine.	
61	Passenger and goods	19 inside	5 0	5 0	5 0	Coupled...	2 4	Stephenson & Sons	Nov., 1874	Tender engine.	
62	Passenger and goods	19 inside	5 0	5 0	5 0	Coupled...	2 4	Stephenson & Sons	Dec., 1874	Tender engine.	
63	Passenger and goods	19 inside	5 0	5 0	5 0	Coupled...	2 4	Stephenson & Sons	Dec., 1874	Tender engine.	
64	Passenger and goods	19 inside	5 0	5 0	5 0	Coupled...	2 4	Stephenson & Sons	Dec., 1874	Tender engine.	
65	Passenger and goods	19 inside	5 0	3 0	5 0	Coupled...	2 4	Stephenson & Sons	Jan., 1875	Tender engine.	
66	Passenger	12 inside	3 0	4 0	3 0	Coupled...	1 5	Manning, Wardle, & Co.	Feb., 1874	Tank engine.	Purchased from Mr. Faviell, 1873, manufactured in 1865.
67	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Mort & Co.	Mar., 1875	Tank engine.	
68	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Mort & Co.	Mar., 1875	Tank engine.	
69	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Mort & Co.	July, 1875	Tank engine.	
70	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Mort & Co.	July, 1875	Tank engine.	
71	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Vale & Lacy	July, 1875	Tank engine.	
72	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Vale & Lacy	July, 1875	Tank engine.	
73	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Vale & Lacy	July, 1875	Tank engine.	
74	Passenger	13 inside	4 0	4 0	4 0	Coupled...	1 8	Vale & Lacy	Aug., 1875	Tank engine.	

## GREAT NORTHERN RAILWAY.

List of Locomotive Engines on the Railways of New South Wales.

No.	Class of Engine.	Diameter and position of Cylinders.	Diameter of wheels.			Coupled or Single.	Length of Stroke.	Maker's Name.	Commenced to run.	Description of Engine.	Remarks.
			Leading.	Driving.	Trailing.						
1	Passenger and goods.....	in. 16 inside ...	ft. in. 5 6	ft. in. 5 6	ft. in. 3 9	Coupled...	ft. in. 2 0	Fairbairn .....	March, 1857 ...	Tender engine.	
2	Passenger and goods.....	16 inside ..	5 6	5 6	3 9	Coupled...	2 0	Fairbairn .....	March, 1857 ...	Tender engine.	
3	Passenger and goods.....	16 inside ...	5 6	5 6	3 9	Coupled...	2 0	Fairbairn .....	March, 1857 ...	Tender engine.	
4	Passenger and goods.....	14 inside ...	4 6	4 6	3 0	Coupled...	1 10	Fairbairn .....	March, 1856 ...	Tender engine.	
5	Passenger .....	15 outside	3 6	5 9	3 6	Single ...	1 8	Manning, Wardle, & Co....	March, 1861 ...	Tender engine.	
6	Goods.....	16 outside	3 0	4 6	4 6	Coupled...	2 0	Manning, Wardle, & Co....	March, 1863 ...	Tank engine, .....	Bogie.
7	Goods.....	16 outside	3 0	4 6	4 6	Coupled...	2 0	Manning, Wardle, & Co....	March, 1863 ...	Tank engine, .....	Bogie.
8	Passenger .....	15 outside	3 6	6 0	3 6	Single ...	1 8	Peto, Brassey, & Betts ...	January, 1864 ...	Tender engine.	Purchased from Peto & Co.
9	Passenger .....	11 inside ...	3 0	3 0	3 0	Coupled...	1 5	Manning, Wardle, & Co....	June, 1864 ...	Tank engine.	Do. do.
10	Goods.....	16 outside	3 6	5 0	5 0	Coupled...	1 10	Manning, Wardle, & Co....	Sept., 1864 ...	Tender engine.	
11	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Co.....	July, 1865 ...	Tender engine.	
12	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Co.....	July, 1865 ...	Tender engine.	
13	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Co.....	July, 1865 ...	Tender engine.	
14	Passenger .....	18 outside	3 0	5 9	5 9	Coupled...	2 0	Boyer & Peacock .....	Sept., 1865 ...	Tender engine, .....	Bogie.
15	Passenger .....	18 outside	3 0	5 9	5 9	Coupled...	2 0	Beyer & Peacock .....	Sept., 1865 ...	Tender engine, .....	Bogie.
16	Passenger .....	18 outside	3 0	5 9	5 9	Coupled...	2 0	Beyer & Peacock .....	Sept., 1865 ...	Tender engine, .....	Bogie.
17	Passenger .....	15 outside	3 6	5 9	3 6	Single ...	1 8	Manning & Wardle.....	March, 1866 ...	Tender engine.	
18	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Co.....	May, 1871 ...	Tender engine.	Imported for Government by Mort & Co.
19	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Stephenson & Co.....	May, 1871 ...	Tender engine.	Do. do.
20	Goods.....	16 inside ...	4 0	4 0	4 0	Coupled...	2 0	Kittson .....	June, 1872 ...	Tank engine.	Purchased from Alger & Co.
21	Goods .....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy.....	Nov., 1873 ...	Tender engine.	
22	Goods.....	18 inside ...	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy.....	Nov., 1873 ...	Tender engine.	
23	Goods.....	18 inside ...	3 9	3 9	3 9	Coupled...	2 0	Mort & Co. ....	July, 1874 ...	Tender engine.	
24	Goods.....	18 inside ...	3 9	3 9	3 9	Coupled...	2 0	Mort & Co. ....	August, 1874 ...	Tender engine.	
25	Goods.....	18 inside ...	3 9	3 9	3 9	Coupled...	2 0	Mort & Co. ....	June, 1875 ...	Tender engine.	
26	Goods.....	18 inside ...	3 9	3 9	3 9	Coupled...	2 0	Mort & Co. ....	June, 1875 ...	Tender engine.	

No. 10.

WEIGHT of Locomotive Engines and Tenders, Empty and Loaded.  
GREAT SOUTHERN, WESTERN AND RICHMOND LINES.

No. and Class of Engine.	Engines.								Tenders.								
	Empty.				In Steam.				Empty.				Full.				
	Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	
1	P. & G.	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
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	"	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
4	"	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
5	Pass.	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
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 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
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	"	7 12 1	6 9 2	4 0 0	18 1 3	7 19 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	
10	"	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
11	"	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
12	"	8 14 3	7 12 2	7 17 1	24 4 2	8 14 0	9 14 0	11 11 3	29 19 3	.....	.....	.....	.....	.....	.....	.....	.....
13	"	8 0 1	10 8 0	4 8 1	22 16 2	10 12 0	7 17 0	7 17 2	26 6 2	4 4 1	.....	4 8 3	8 13 0	6 18 0	.....	7 12 3	14 10 3
14	"	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
15	"	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
16	"	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
17	Goods	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
18	"	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
19	"	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
20	"	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
21	"	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
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	Pass.	8 4 0	11 2 2	9 12 3	28 19 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
24	"	8 4 0	11 2 2	9 12 3	28 19 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
25	"	8 4 0	11 2 2	9 12 3	28 19 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
26	"	8 4 0	11 2 2	9 12 3	28 19 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	"	8 4 0	11 2 2	9 12 3	28 19 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
28	"	8 4 0	11 2 2	9 12 3	28 19 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
29	"	4 17 1	4 15 3	5 5 2	14 18 2	6 1 0	6 6 0	7 5 0	19 12 0	.....	.....	.....	.....	.....	.....	.....	.....
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	"	4 17 1	4 15 3	5 5 2	14 18 2	6 1 0	6 6 0	7 5 0	19 12 0	.....	.....	.....	.....	.....	.....	.....	.....
32	"	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
33	"	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
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	"	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

Nos. 23 to 28 inclusive—The weight of these engines is greater now than that given in former report, in consequence of heavier foot-plates having been fitted to them.

No. 10—continued.  
Weight of Locomotives, Southern and Western Lines.

No. and Class of Engine.	Engines.								Tenders.								
	Empty.				In Steam.				Empty.				Full.				
	Leading.	Driving.	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.	tons cwt. qrs.	
36	P. & Gt.	10 15 0	8 8 3	5 13 2	24 17 1	12 5 0	9 1 0	6 14 0	28 0 0	4 5 2	3 9 2	4 12 0	12 7 0	8 1 2	7 5 0	8 13 2	24 0 0
37	"	10 15 0	8 8 3	5 13 2	24 17 1	12 5 0	9 1 0	6 14 0	28 0 0	4 5 2	3 9 2	4 12 0	12 7 0	8 1 2	7 5 0	8 13 2	24 0 0
38	"	10 15 0	8 8 3	5 13 2	24 17 1	12 5 0	9 1 0	6 14 0	28 0 0	4 5 2	3 9 2	4 12 0	12 7 0	8 1 2	7 5 0	8 13 2	24 0 0
39	"	10 15 0	8 8 3	5 13 2	24 17 1	12 5 0	9 1 0	6 14 0	28 0 0	4 5 2	3 9 2	4 12 0	12 7 0	8 1 2	7 5 0	8 13 2	24 0 0
40	Goods	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
41	"	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
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	"	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
44	"	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0
45	"	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0
46	"	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0
47	"	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0
48	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
49	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
50	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
51	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
52	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
53	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
54	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
55	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
56	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
57	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
58	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
59	"	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
60	P. & Gt.	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
61	"	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
62	"	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
63	"	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
64	"	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
65	"	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3
66	Pass.	5 2 1	4 7 0	5 10 0	14 19 1	6 8 0	5 19 2	6 18 0	19 5 2	.....	.....	.....	.....	.....	.....	.....	.....
67	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
68	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
69	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
70	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
71	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
72	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
73	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
74	"	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....

No. 10—continued.

GREAT NORTHERN LINE.

WEIGHT of Locomotive Engines and Tenders, Empty and Loaded.

No. and class of Engine.	Engines.								Tenders.							
	Empty.				In Steam.				Empty.				Full.			
	Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.
	tons cwt. qrs.															
1 ... P. & Gt.	9 1 6	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 0 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 0 0
4 ... "	8 0 0	5 17 6	2 10 0	16 7 6	9 10 0	6 3 0	4 2 0	19 15 0	3 15 6	.....	3 9 0	7 4 0	6 15 0	.....	6 3 2	12 18 2
5 ... Pass.	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 ... Goods	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 ... Goods	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 ... Pass.	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 ... Pass.	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 ... Goods	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 ... Goods	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 ... Goods	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 ... Goods	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 ... Pass.	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 ... Pass.	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 ... Pass.	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 ... Pass.	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	7 9 3	.....	6 5 1	12 15 4
18 ... Goods	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	35 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 ... Goods	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
20 ... Goods	10 0 0	10 0 0	10 0 0	30 0 0	10 0 0	12 6 0	12 4 0	35 0 0	.....	.....	.....	.....	.....	.....	.....	.....
21 ... Goods	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 2	6 3 0	7 12 2	20 7 0
22 ... Goods	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	20 7 0
23 ... Goods	9 16 0	9 1 0	9 13 0	28 8 0	11 0 0	9 15 0	10 18 0	31 13 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
24 ... Goods	9 16 0	9 1 0	9 13 0	28 8 0	11 0 0	9 15 0	10 18 0	31 13 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
25 ... Goods	9 16 0	9 1 0	9 13 0	28 8 0	11 0 0	9 15 0	10 18 0	31 13 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
26 ... Goods	9 14 0	9 1 0	9 13 0	28 8 0	11 0 0	9 15 0	10 18 0	31 13 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

No. 11.

RETURN of ROLLING STOCK on the Railways of New South Wales, from the Commencement to 31st December, 1875.

SOUTH, WEST, AND RICHMOND LINES.

Description.	From whom received.	When received.	How numbered.	No. of each lot.	Total number received.	
PASSENGER STOCK.						
1st Class Carriages ...	Wright & Son .....	Year. 1855	1 to 8.....	8		
" .....	Railway Works, Sydney .....	1865	9.....	1		
" .....	Midland Co. ....	1869	10 to 15.....	6		
" .....	Russell & Co., Sydney.....	1871	16 .....	1		
" .....	" .....	1874	17 .....	1		
" .....	" .....	1875	18, 19 and 20 .....	3		
" .....	" .....	1875	21 .....	1		
Composite Carriages...	Wright & Son .....	1855	2 and 16 .....	2		21
" .....	" .....	1858	1, 3, 4 and 5.....	4		
" .....	" .....	1862	6 to 15 .....	10		
" .....	Russell & Co., Sydney .....	1868	17 .....	1		
" .....	" .....	1872	18 to 21.....	4		
" .....	" .....	1873	22 to 27.....	6		
Composite Smoking Carriages.	Russell & Co., Sydney.....	1872	1 to 5.....	5	6	
" .....	" .....	1873	6.....	1		
Composite Brake Vans	Wright & Son .....	1855	2 and 3 .....	2	20	
" .....	" .....	1858	1.....	1		
" .....	" .....	1858	4.....	1		
" .....	" .....	1858	5.....	1		
" .....	Railway Works, Sydney .....	1864	6.....	1		
" .....	Oldbury Co. ....	1868	7 to 18 .....	12		
" .....	Russell & Co., Sydney .....	1875	19 and 20 .....	2		
2nd Class Carriages...	Wright & Son .....	1855	1, 2, 6, 7, 9 to 14, and 41 to 47.....	17		68
" .....	" .....	1858	40 .....	1		
" .....	" .....	1861	15 to 38.....	24		
" .....	Russell & Co., Sydney .....	1870	61 to 62.....	2		
" .....	" .....	1871	63 to 66.....	4		
" .....	" .....	1872	67 .....	1		
" .....	" .....	1873	74 to 87.....	14		
" .....	" .....	1874	88 to 91.....	4		
" .....	" .....	1875	39 .....	1		
Mail Vans.....	Wright & Son .....	1855	2 to 5.....	4	5	
" .....	Russell & Co., Sydney .....	1873	1.....	1		
Hearses.....	Wright & Son .....	1855	1 and 2 .....	2	2	
Carriage 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., Sydney .....	1870	19 to 26.....	8		
Horse Boxes.....	Wright & Son .....	1855	1.....	1	51	
" .....	W. Randle.....	1856	2, 3 and 4 .....	3		
" .....	Railway Works, Sydney .....	1858	5 to 9.....	5		
" .....	Wright & Son .....	1861	10 to 23.....	14		
" .....	Russell & Co., Sydney .....	1870	24 to 31.....	8		
" .....	" .....	1871	32 to 35.....	4		
" .....	" .....	1872	36 to 45.....	10		
" .....	" .....	1874	46 to 51.....	6		
Prison Van .....	Railway Works, Sydney .....	1867	1.....	1		
Break Vans .....	Wright & Son .....	1855	1.....	1	15	
" .....	" .....	1861	6 to 9.....	4		
" .....	Vale & Lacy .....	1867	16 to 19.....	4		
" .....	Russell & Co., Sydney .....	1870	23 to 26.....	4		
" .....	" .....	1871	31 and 32 .....	2		
Total .....					242	

## No. 11—continued.

## SOUTH, WEST, AND RICHMOND LINES—continued.

Description.	From whom received.	When received.	How numbered.	No. of each lot.	Total number received.
Goods Stock.					
		Year.			
Break Vans .....	Vale & Lacy .....	1867	10 to 15 .....	6	24
" .....	Russell & Co., Sydney .....	1869	20 .....	1	
" .....	" .....	1870	21 and 22 .....	2	
" .....	" .....	1871	27 to 30 .....	4	
" .....	" .....	1872	33 to 37 .....	5	
" .....	" .....	1873	38 to 42 .....	5	
" .....	" .....	1874	43 .....	1	
A Waggons .....	Wright & Son .....	1855	1 to 10 .....	10	72
" .....	" .....	1857	21 to 24 .....	4	
" .....	Railway Works, Sydney .....	1861	25 to 28 .....	4	
" .....	Ashbury .....	1861	29 to 56 .....	28	
" .....	Russell & Co., Sydney .....	1970	57 to 64 .....	8	
" .....	" .....	1871	65 to 76 .....	12	
" .....	" .....	1872	77 to 82 .....	6	
B Waggons .....	Wright & Son .....	1855	1 to 20 .....	20	105
" .....	" .....	1857	25 to 28 .....	8	
" .....	Vale & Lacy .....	1868	29 to 40 .....	12	
" .....	" .....	1869	41 to 68 .....	28	
" .....	Russell & Co., Sydney .....	1869	69 to 71 .....	3	
" .....	" .....	1870	72 to 93 .....	22	
" .....	" .....	1871	94 to 105 .....	12	
C Vans .....	Wright & Son .....	1855	4 to 13 .....	10	99
" .....	" .....	1857	1 to 3 .....	3	
" .....	Ashbury .....	1862	14 to 21 .....	8	
" .....	Russell & Co., Sydney .....	1870	22 to 29 .....	8	
" .....	" .....	1871	30 to 49 .....	20	
" .....	" .....	1872	50 to 79 .....	30	
" .....	" .....	1873	80 to 99 .....	20	
D Waggons .....	Railway Works, Sydney .....	1858	1 to 20 .....	20	668
" .....	" .....	1861	21 to 24 .....	4	
" .....	Russell & Co., Sydney .....	1861	25 to 42 .....	18	
" .....	Vaughan, Sydney .....	1861	43 to 47 and 49 to 52 .....	9	
" .....	Ashbury .....	1862	53 to 86 .....	34	
" .....	Vaughan, Sydney .....	1865	87 to 92 and 94 to 101 and 103 to 116 .....	28	
" .....	Russell & Co., Sydney .....	1865	117 and 119 to 126 .....	9	
" .....	Bayliss .....	1865	127 to 132 .....	6	
" .....	Russell & Co., .....	1866	133 to 150 .....	18	
" .....	" .....	1867	152 to 166 .....	27	
" .....	" .....	1867	169 to 180 .....		
" .....	" .....	1868	181 to 184, 186 to 200, 202 to 206, 207 to 215, 217 to 220 .....	36	
" .....	Robertson .....	1868	221 to 231, 233 to 235, 238 to 256, 258 and 260 to 270 .....	45	
" .....	" .....	1869	271 to 280 .....	10	
" .....	Russell & Co. .....	1869	281 to 307, 309 to 319 .....	38	
" .....	" .....	1870	320 to 382, 314 to 387, 389 and 391 to 413, and 415 to 419, and 421 to 423, 425, and 426 .....	101	
" .....	" .....	1871	427 to 445; 447 to 462; 464, 465, 466 to 473, 475, 476, and 477 .....	48	
" .....	" .....	1872	478 to 527 .....		
" .....	Railway Works .....	1873	528 .....	1	
" .....	Russell & Co. .....	1873	529 to 573 .....	45	
" .....	" .....	1873	574 .....	1	
" .....	" .....	1874	575 to 647 .....	73	
" .....	" .....	1875	648 to 686, 93, 201, 102, 118, 259, 167, 414 and 383 .....	47	
E Waggons .....	Railway Works .....	1859	1 to 8 .....	8	968
" .....	Vaughan .....	1864	26 .....	1	
" .....	" .....	1865	17 and 19 .....	2	
" .....	Russell & Co. .....	1865	20 .....	1	
	Carried forward .....			12	

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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## No. 11—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.			Brought forward ...	12	968
		Year.			
E Waggon	Russell & Co.	1867	22, 28 and 40	3	
"	"	1868	18, 35, 36 and 31	4	
"	Robertson	1868	21, 25, 30, 39, and 41	5	
"	Russell & Co.	1869	34	1	
"	"	1870	23, 24, 29, 33, 37, and 41	6	
"	"	1871	27, 32 and 38	3	
"	"	1871	9 to 16	8	
					42
Sheep Vans	Wright & Son	1855	1	1	
"	Ashbury	1862	2 to 7	6	
"	Russell & Co.	1871	8 to 24	17	
"	"	1872	25 to 38	14	
"	"	1873	39 to 41	3	
"	"	1874	42 to 44	3	
					44
Cattle-vans	Ashbury	1862	1 to 14	14	
"	Russell & Co.	1869	22 to 25	4	
"	"	1870	26 to 41	16	
"	"	1871	15 to 21	7	
"	"	1871	42 to 55	14	
"	"	1872	56 to 61	6	
					61
Meat-vans	Railway Works	1858	1 and 2	2	
"	"	1860	3 to 10	8	
					10
Ballast-waggon	Wright & Son	1855	1 to 10	10	
"	Russell & Co.		11 to 14	4	
					14
Total					1139

Passenger Stock ..... 242  
 Goods Stock ..... 1,139

Total South and West..... 1,381

## GREAT NORTHERN LINE.

Description.	From whom purchased.	When received.	How numbered.	No. of each lot.	Total number received.
PASSENGER STOCK.					
		Year.			
1st Class Carriages	Wright & Son	1861	1 to 6	6	
"	Russell & Co.	1872	7 to 10	4	
"	"	1873	11, 12	2	
"	"	1874	13	1	
					13
2nd Class Carriages	Wright & Sons	1856	1, 3, 4, 5 to 10; 23 to 30.	17	
"	"	1861	11, 14, 16 to 22	9	
"	Russell & Co.	1871	2, 31 to 35	6	
"	"	1872	36 to 42	7	
"	"	1873	43	1	
"	"	1874	44 to 48	5	
"	"	1874	12, 13, 15	3	
"	"	1875	49	1	
					49
Mail-vans	Wright & Sons	1861	1, 2, 3	3	
					3
Horse-boxes	Railway Works, Newcastle	1856	1, 2	2	
"	Wright & Sons	1861	3 to 9	7	
"	Russell & Co.	1870	10, 11	2	
"	"	1871	12 to 16	5	
"	"	1872	17, 18	2	
"	"	1873	19	1	
					19
Carried forward					84

## No. 11—continued.

## GREAT NORTHERN LINE—continued.

Description.	From whom received.	When received.	How numbered.	No. of each lot.	Total number received.
PASSENGER STOCK—continued.			Brought forward ...	.....	84
		Year.			
Carriage-trucks .....	Wright & Sons .....	1861	1 to 7 .....	7	
" .....	Russell & Co. ....	1870	8, 9 .....	2	
" .....	" .....	1871	10, 11, 12 .....	3	12
Brake-vans .....	Wright & Sons .....	1856	1, 2 .....	2	
" .....	" .....	1861	3, 4 .....	2	
" .....	Russell & Co. ....	1870	12, 13 .....	2	6
Total .....				.....	102
GOODS STOCK.					
Brake-vans .....	Wright & Sons .....	1856	10; 5, 6 .....	3	
" .....	Railway Works, Newcastle .....	1861	7 .....	1	
" .....	Vale & Lacey .....	1867	8, 9 .....	2	
" .....	Russell & Co. ....	1870	11 .....	1	
" .....	" .....	1871	14, 15 .....	2	
" .....	" .....	1872	16 to 19 .....	4	
" .....	" .....	1873	20, 21 .....	2	15
A Trucks .....	Wright & Sons .....	1856	1 to 16 .....	16	
" .....	Railway Works, Sydney .....	1861	17, 18 .....	2	
" .....	Ashbury & Co. ....	1861	19 to 32 .....	14	
" .....	Russell & Co. ....	1870	33, 34 .....	2	
" .....	" .....	1871	35 to 40 .....	6	40
B Waggon	Wright & Sons .....	1856	1 to 10 .....	10	
" .....	Russell & Co. ....	1870	11 to 15 .....	5	
" .....	" .....	1872	16 to 40 .....	25	40
C Vans .....	Wright & Sons .....	1856	1 to 7 .....	7	
" .....	Ashbury & Co. ....	1861	8 to 11 .....	4	
" .....	Russell & Co. ....	1871	12 to 16 .....	5	
" .....	" .....	1872	17 to 21 .....	5	
" .....	" .....	1873	22, 23 .....	2	
" .....	" .....	1874	24 to 41 .....	18	41
D Waggon	Railway Works, Sydney .....	1861	1, 2 .....	2	
" .....	Ashbury & Co. ....	1861	3 to 19 .....	17	
" .....	Russell & Co. ....	1865	20 to 39 .....	20	
" .....	Sims, Morpeth .....	1868	40 to 83 .....	44	
" .....	" .....	1869	84 to 99 .....	16	
" .....	Russell & Co. ....	1869	100 to 105 .....	6	
" .....	" .....	1870	106 to 121 .....	16	
" .....	" .....	1871	122 to 157 .....	36	
" .....	" .....	1872	158 to 197 .....	40	
" .....	" .....	1875	198 to 247 .....	50	247
Timber-trucks .....	Russell & Co. ....	1874	1 to 12 .....	12	12
Cattle-vans .....	Ashbury & Co. ....	1860	1 to 7 .....	7	
" .....	Russell & Co. ....	1870	8, 9 .....	2	
" .....	" .....	1871	10 to 23 .....	14	23
Sheep-vans .....	Ashbury & Co. ....	1861	1 to 3 .....	3	
" .....	Russell & Co. ....	1871	4 to 7 .....	4	
" .....	" .....	1872	8 to 13 .....	6	
" .....	" .....	1873	14 to 27 .....	14	
" .....	" .....	1874	28 .....	1	28
Ballast-waggon	Peto & Co. ....	1864	1 to 25 .....	25	25
Total .....				.....	471

Passenger Stock ..... 102  
 Goods Stock ..... 471

Total, North ..... 573  
 Total, South and West ..... 1,381

Total No. of Vehicles on all Lines ..... 1,954

No. 12.

TABULAR Statement of the Number and Class of Rolling Stock for PASSENGER Traffic, manufactured by different Contractors, from the commencement to 31st December, 1875.

Names of Contractors.	1st Class Carriage.		Composite Cars.		Composite Smoking Carriages.		Composite Brake Vans.		2nd Class Carriages.		Mail Vans.		Hearses.		Carriage Trucks.		Horse Boxes.		Frison Van.		Brake Vans.		Total number of Vehicles.		Total. All Lines.
	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	South and West.	North.	
Wright & Son .....	8	6	16	...	...	...	5	...	42	26	4	3	2	...	14	7	15	7	...	...	5	4	111	53	164
Railway Works, Sydney & Newcastle	1	...	...	...	...	...	1	...	...	...	...	...	...	...	4	...	5	2	1	...	...	...	12	2	14
Midland Company .....	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	6	6
Russell & Co. ....	6	7	11	...	6	...	2	...	26	23	1	...	...	...	8	5	28	10	...	...	6	2	94	47	141
Oldbury & Co. ....	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	12
W. Randle .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
Vale & Lacy .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	4	...	4	4
Total No. of Vehicles.....	21	13	27	...	6	...	20	...	68	49	5	3	2	...	26	12	51	19	1	...	15	6	242	102	344

No. 13.

TABULAR Statement of the Number and Class of Rolling Stock for GOODS Traffic, manufactured by different Contractors, from the commencement to 31st December, 1875 .

Names of Contractors.	Brake Vans.		A Waggon.		B Waggon.		C Waggon.		D Waggon.		E Waggon.		Sheep Vans.		Cattle Vans.		Meat Vans.		Ballast Waggon.		Totals.		Total. All Lines.	
	South and West.	North.																						
Russell & Co. ....	18	9	26	8	37	30	78	30	511	168	26	12	37	25	47	16	...	...	4	...	784	298	1082	
Ashbury .....	...	...	28	14	...	...	8	4	34	17	...	...	6	3	14	7	...	...	...	...	90	45	135	
Wright & Son .....	...	3	14	16	28	10	13	7	...	...	...	...	1	...	...	...	...	...	10	...	66	36	102	
Robertson .....	...	...	...	...	...	...	...	...	55	...	5	...	...	...	...	...	...	...	...	...	60	...	60	
Railway Works .....	...	1	4	2	...	...	...	...	25	2	8	...	...	...	...	...	10	...	...	...	47	5	52	
Vaughan .....	...	...	...	...	...	...	...	...	37	...	3	...	...	...	...	...	...	...	...	...	40	...	40	
Sims .....	...	...	...	...	...	...	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	60	...	60
Peto & Co. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	25	...	25
Bayliss .....	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	6	...	6	6
Vale & Lacy .....	6	2	...	...	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46	2	48	
Total No. of Vehicles .....	24	15	72	40	105	40	99	41	668	247	42	12	44	28	61	23	10	...	14	25	1139	471	1610	

## No. 14.

STATEMENT of the Total Capital Expenditure on account of ROLLING STOCK to 31st December, 1875.

Year.	Carriages, &c. P. N. Russell & Co.	Engines, &c. Mort, Vale, & Lacy.	Imported Engines.	Imported Rolling Stock.	Total.
To 31st Dec., 1871, as per last report	£ s. d. 72,459 18 3	£ s. d. 49,026 13 2	£ s. d. 151,997 9 7	£ s. d. 215,580 15 5	£ s. d. 489,064 16 5
1872	42,466 2 6	2,730 0 0	1,888 3 6	246 16 8	47,331 2 8
1873	26,119 15 0	15,100 0 0	841 10 2	915 1 1	42,976 6 3
1874	26,813 2 6	49,934 0 6	2,149 7 1	128 7 11	79,024 18 0
1875	19,913 9 7	50,123 9 0	659 18 4	6,795 4 1	77,492 1 0
Total.....	187,772 7 10	166,914 2 8	157,536 8 8	223,666 5 2	735,889 4 4

## No. 15.

ESTIMATE of ROLLING STOCK required for Government Railways during the next five years from April, 1876.

Description of Vehicle.	Required for South & West.	Required for North.	Total.	Estimated Cost.	Total Estimated Cost.
Passenger Engines .....	25	13	38	£ s. d. 114,000 0 0	£ s. d.
Goods Engines .....	24	12	36	108,000 0 0	
Total Engines .....	49	25	74	222,000 0 0	222,000 0 0
1st Class Carriages .....	15	9	24	24,600 0 0	
Composite .....	20	4	24	18,500 0 0	
2nd Class Carriages .....	60	15	75	38,000 0 0	
Mail Vans .....	5		5	2,000 0 0	
Prisoners .....	1		1	600 0 0	
Brake-vans—Passenger .....	15	7	22	9,000 0 0	
Do. Goods .....	15	13	28	12,000 0 0	
Hearses .....	2		2	1,000 0 0	
Horse-boxes .....	25	15	40	10,000 0 0	
Carriage Trucks .....	25	15	40	6,400 0 0	
Waggons—A .....	50	40	90	10,000 0 0	
Do. B } .....	1,200	270	1,470	152,000 0 0	
Do. D }					
Do. E }					
Do. E .....	100		100	10,000 0 0	
Sheep-vans .....	100	35	135	11,000 0 0	
Cattle Waggons .....	100	15	115	7,000 0 0	
Ballast .....	25	25	50	6,500 0 0	
Total Goods and Passenger Stock	1,758	463	2,221	318,600 0 0	318,600 0 0
Total Engines and Vehicles .....	1,807	488	2,295		540,600 0 0

## No. 16.

LIST of MACHINERY in Workshops, &amp;c., 31st December, 1875.

## SOUTHERN AND WESTERN LINES.

## TURNING AND MACHINE SHOP.

1 20-horse power horizontal steam-engine.  
 2 Cornish boilers for do., &c.  
 1 8-ft. double-headed wheel turning-lathe.  
 1 3-ft. 6-in. do. do. do.  
 1 5-ft. 6-in. single-headed do. do.  
 1 4-ft. do. do. do.  
 1 12-in. screw cutting lathe.  
 1 11½-in. do. do.  
 1 11-in. do. do.  
 2 9-in. do. do.  
 1 9-in. common slide do.  
 1 8-in. screw cutting do.  
 1 6-in. do. do.  
 1 12-ft. planing machine.  
 1 6-ft. do. do.  
 1 3-ft. do. do.  
 1 double-headed shaping machine, 18" stroke.  
 1 single do. do. do.  
 1 bolt and nut do. do.  
 1 slotting machine, 12-in. stroke.  
 1 do. 6-in. do.  
 2 screwing machines.  
 1 cylinder boring mill (attached to lathe).  
 3 radial drilling machines.  
 1 vertical do.  
 2 small do.  
 1 hydraulic press.  
 2 circular saw benches.

2 grindstones and troughs.  
 1 pillar crane.  
 1 jib do. } for lathes.  
 2 over-head cranes }  
 Shafting pulleys, bearings, &c., for the foregoing.

## BOILER SHOP.

1 10-horse power portable engine.  
 1 large punching and shearing machine.  
 1 small do. do. do.  
 1 portable do. do. do.  
 1 pillar vertical drilling machine.  
 1 plate bending do.  
 1 fly punch.  
 1 circular saw for cutting tubes.  
 1 vertical do. do. break blocks.  
 Shafting, pulleys, &c., for above.

## BLACKSMITHS' SHOP.

1 tire bending machine.  
 2 do. stretching machines.  
 2 iron cranes for wheels.  
 1 45-cwt. steam hammer.  
 1 3-ton crane for do.  
 1 vertical boiler for do.  
 1 15-cwt. steam hammer.  
 1 1-ton crane for do.  
 1 do. for tires.  
 1 blast fan.

## PATTERN SHOP.

1 small wood turning lathe.

## CARRIAGE SHOP.

1 14-horse power portable engine.  
 1 vertical saw for break blocks.  
 1 general joiner.  
 1 vertical drilling machine.  
 1 screwing do.  
 1 shafting and trough.  
 Shafting, pulleys, &c., for above.

## GENERAL—AT SYDNEY.

1 locomotive weighing-machine.  
 1 travelling crane.  
 5 small turntables (Machine Shop).  
 2 trassers.  
 2 crab-winchies for lifting engines.  
 2 do.  
 1 5-ton jib crane.  
 1 hand fire engine.  
 1 brass finisher's foot lathe.

## PENRITH.

1 8½-in. screw cutting lathe.  
 1 12-in. shaping machine.

## GOULBURN.

1 small drilling machine.

## No. 16—continued.

## SOUTHERN AND WESTERN LINES—continued.

## ENGINES AND PUMPS FOR SUPPLYING WATER.\*

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1 6-horse power engine and two pairs of 7" pumps with two tubular boilers, at Sydney.</li> <li>1 3½" hand pump, at Duck River.</li> <li>1 4-horse power portable engine and boiler, and pair of 5½" pumps, at Liverpool.</li> <li>1 6-horse power engine and boiler, and pair of 7" pumps, at Menangle.</li> <li>1 4-horse power engine and two boilers, and 7-in. double-acting pump, at Bargo.</li> <li>1 4-horse power, Garrett and Marshall's, pumping engine, at Wingecarribee.</li> <li>1 4-horse power engine and boiler, and 4" double-acting pump, at Barber's Creek.</li> <li>1 4-horse power engine and boiler, and 4" double-acting pump, at Goulburn.</li> <li>1 of Tangye Bros. and Holman's universal pumps and vertical boiler, at Mulwarree Ponds.</li> </ul> | <ul style="list-style-type: none"> <li>1 4-horse power, Garrett and Marshall's, pumping engine, and vertical boiler, at Fish River.</li> <li>1 6-horse power portable engine and boiler, and two pairs of 3½" pumps, at Penrith.</li> <li>-2 4-horse power, Garrett and Marshall's, pumping engines, at Blue Mountain.</li> <li>1 4-horse power engine and boiler, and 4" double-acting pump, at Blackheath.</li> <li>1 4-horse power engine and boiler, and 4" double-acting pump, at Tarana.</li> <li>1 pair of 3" hand pumps, at Mount Victoria.</li> <li>1 do. do. do. at Rydal.</li> <li>1 do. 4" do. at Mulgrave.</li> <li>1 2-horse power engine and boiler, and pair of 3½-in. pumps, at Richmond.</li> </ul> |
|---|---|

## NOTES ON PUMPS AND PUMPING ENGINES.

*Sydney.*—Since 1871 an additional pair of 7" pumps, made at the Railway Works, have been put down. The old boiler of the Garrett and Marshall's engine, removed from Liverpool, was repaired and improved, and erected as an additional boiler.

*Liverpool.*—The Garrett & Marshall's pumping engine has been removed, the boiler being used at Sydney and the the pumping-engine at Fish River. The old portable engine originally at this place having been thoroughly renewed and repaired has been replaced at Liverpool. The 5½ in. pumps now at Liverpool were made at the Railway works in 1875.

*Menangle.*—The boiler at this place having become decayed, was replaced in 1874 with one purchased from Messrs. Vale and Lacy. The old boiler is now lying in the Sydney yard.

*Bargo.*—In 1873, the boiler at Bargo not being in a trustworthy condition, a second boiler was placed there. This was an old locomotive boiler taken out of No. 5 locomotive engine, which was thoroughly repaired and fitted with new iron firebox, iron tubes, &c.

*Mulwarree Ponds.*—The pumping engine at this place, and also the boiler, were purchased from Russell & Co.

*Fish River.*—The old Garrett and Marshall's pumping engine removed from Liverpool was put down at Fish River. A boiler for it was purchased from Russell & Co., the original boiler having been made use of at Sydney.

*Blue Mountain.*—The old Garrett and Marshall's pumping engine, removed from Sydney, was thoroughly repaired, and put down as a second engine at Blue Mountain. This being an important watering station, it was thought desirable to have two engines there to prevent inconvenience in the event of accident to one.

*Mt. Victoria.*—A tank and pair of 3" hand pumps have been erected at Mt. Victoria since last report.

*Blacktown.*—The pump and tank at this place have been removed, not being required.

*Richmond.*—The hand pump has been dispensed with at this place, and a two H.P. engine and pair of 3½ in. pumps supplied in its place.

## GREAT NORTHERN RAILWAY.

## LIST OF MACHINERY AND PUMPING ENGINES.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 self-acting slide, break, and surfacing lathe, movable bed, 20 ft. long, base plate, 30 ft. long.</li> <li>1 self-acting screw-cutting lathe, 12-in. centres, bed 15 ft. long.</li> <li>1 self-acting lathe, 6-in. centres, bed 6 ft. long.</li> <li>1 lathe, 10-in. centres, bed 12 ft. long, not self-acting.</li> <li>1 foot-lathe, 3-inch centres, bed 6 ft. long, turning patterns.</li> <li>1 self-acting planing machine, to plane work, 6 ft. long and 3 ft. 6 in. wide.</li> <li>1 self-acting slotting machine, 12 in. stroke.</li> <li>1 self-acting vertical drilling machine, to drill holes 2 in. diameter in centre of work, 2 ft. 8 in. diameter.</li> <li>1 self-acting double-headed shaping machine.</li> <li>1 bolt and nut screwing machine, to screw from ½ to 2 in. diameter.</li> <li>-1 punching and shearing machine, arranged so that both operations can go on at once, to punch ¾ in. holes in ⅞ in. plate.</li> </ul> | <ul style="list-style-type: none"> <li>1 small punching press, for punching small holes in sheet iron.</li> <li>1 small machine for making bolts and nuts.</li> <li>1 hydraulic press for drawing wheels off and on their axles.</li> <li>1 machine for weighing engines.</li> <li>1 circular saw.</li> <li>1 screw-cutting lathe, 17 in. centres, bed 25 feet long.</li> <li>1 screw-cutting lathe, 9 in. centres, bed 10 ft. long.</li> <li>1 vertical drilling-machine, to drill 2 in. holes in 3 ft. 6 in. diameter.</li> <li>1 radial drilling machine.</li> <li>1 planing machine, to plane work 6 ft. long and 3 ft. 6 in. wide.</li> <li>1 5 ft. railway wheel lathe.</li> <li>1 punching and shearing machine.</li> <li>1 plate-bending machine.</li> <li>3 crab winches.</li> </ul> |
|--|---|

## ENGINES AND PUMPS FOR SUPPLYING WATER.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 25-horse power steam-engine, with 2 boilers 20 ft. long 5 ft. 6 in. diameter, for driving machinery in machine shop at Honeysuckle Point. One of the boilers require all the mountings and steam-pipes to connect it with the other.</li> <li>*1 stationary engine and boiler for driving the machinery 10-horse power.</li> <li>1 pumping engine and boiler, 3-horse power, at Honeysuckle Point.</li> <li>1 pumping engine and boiler, 3-horse power, at West Maitland.</li> <li>1 pumping engine and boiler, 3-horse power, at Throsby's Creek.</li> </ul> | <ul style="list-style-type: none"> <li>1 pumping engine and boiler, 4-horse power, at Camberwell.</li> <li>1 pumping engine and boiler, 4-horse power, at Murrumbidgee.</li> <li>1 pumping engine and boiler, 4-horse power, at Aberdeen.</li> <li>1 hand-pump 3½ in. diameter, 6½ in. stroke, at Morpeth.</li> <li>2 " 4 " 5½ " Singleton.</li> <li>1 " " " " Anvil.</li> <li>1 Hand-pump 4 in. diameter 5½ in. stroke at Wingen.</li> </ul> |
|--|---|

\* The 10-horse power stationary engine as entered for driving the machinery is not in use at present, the 25-horse-power engine now being used in its place.

No. 17.

RETURN showing the Capital Expenditure on the Railways of New South Wales to 31st December, 1871, and subsequent Expenditure to 31st December, 1875.

Construction.	Total expenditure to 31 December, 1871.	Amount expended in 1872.	Amount expended in 1873.	Amount expended in 1874.	Amount expended in 1875.	Total.	Less Credits per value of surplus materials returned to store, &c.	Total expenditure to 31 December, 1875.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>Great Trunk Line.</b>								
Darling Harbour Branch .....	69,346 16 9	.....	573 14 0	5,558 2 1	10,873 6 8	86,351 19 6	.....	86,351 19 6
Sydney to Parramatta .....	691,197 17 8	12,932 11 5	20,536 6 6	6,883 15 10	10,747 18 2	742,298 9 7	.....	742,298 9 7
Tramway .....	4,878 7 1	.....	.....	.....	.....	4,878 7 1	.....	4,878 7 1
Total, Trunk Line .....	765,423 1 6	12,932 11 5	21,110 0 6	12,441 17 11	21,621 4 10	833,528 16 2	.....	833,528 16 2
<b>Great Southern Line.</b>								
Parramatta to Liverpool .....	126,118 10 6	.....	.....	.....	366 2 0	126,484 12 6	.....	126,484 12 6
Liverpool to Campbelltown .....	131,999 2 11	.....	.....	.....	824 19 5	132,824 2 4	.....	132,824 2 4
Campbelltown to Menangle .....	80,559 3 10	487 10 7	.....	.....	.....	81,046 14 5	.....	81,046 14 5
Menangle to Picton .....	329,202 4 3	.....	.....	.....	62 7 0	329,264 11 3	.....	329,264 11 3
Picton to Goulburn .....	1,021,076 2 7	382 12 5	152 2 5	43 19 4	5,339 12 0	1,026,994 8 9	†446 7 5	1,026,548 1 4
Goulburn to Yass .....	.....	.....	19,128 4 2	207,838 19 6	107,159 2 0	334,126 5 8	.....	334,126 5 8
Yass to Cootamundra .....	.....	.....	2,941 9 0	24,588 19 10	100,431 4 1	127,961 12 11	.....	127,961 12 11
Cootamundra to Wagga .....	.....	.....	1,966 3 10	2,475 14 6	20,985 12 8	25,427 11 0	.....	25,427 11 0
Total, Southern .....	1,688,955 4 1	870 3 0	24,187 19 5	234,947 13 2	235,168 19 2	2,184,129 18 10	446 7 5	2,183,683 11 5
<b>Great Western Line.</b>								
Parramatta to Penrith .....	308,422 12 3	24 14 8	140 3 8	0 10 0	2,199 18 9	310,787 19 4	.....	310,787 19 4
Blacktown to Richmond .....	82,907 9 4	475 11 3	46 19 2	0 5 0	747 0 1	84,177 4 10	.....	84,177 4 10
Penrith to Bathurst .....	1,652,372 4 8	87,864 14 1	30,562 2 9	30,568 4 11	55,099 15 11	1,856,467 2 4	.....	1,856,467 2 4
Bathurst to Orange .....	.....	.....	4,258 15 4	15,098 7 11	69,493 1 8	88,850 4 11	.....	88,850 4 11
Total, Western .....	2,043,702 6 3	88,365 0 0	35,008 0 11	45,667 7 10	127,539 16 5	2,340,282 11 5	.....	2,340,282 11 5

† Credited in 1873.

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 17—continued.  
RETURN of Capital Expenditure.

Construction:	Total expenditure to 31 December, 1871.	Amount expended in 1872.	Amount expended in 1873.	Amount expended in 1874.	Amount expended in 1875.	Total.	Less Credits per value of surplus materials returned to store, &c.	Total expenditure to 31 December, 1875.
<b>Great Northern Line.</b>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Newcastle to West Maitland .....	414,244 11 10	3,026 8 1	4,975 13 8	4,046 8 5	17,645 3 2	443,938 5 2		443,938 5 2
West Maitland to Singleton .....	335,564 2 9			1 0 0	486 19 10	336,052 2 7		336,052 2 7
Morpeth Branch .....	54,141 5 6	64 13 8	283 6 1	262 9 11	26 15 2	54,778 10 4		54,778 10 4
Singleton to Murrurundi .....	692,538 7 5	30,229 3 11	156 3 10	208 12 11	1,768 19 9	724,901 7 10	†637 7 6	724,264 0 4
Murrurundi to Tamworth .....			4,198 13 5	35,541 7 6	68,978 3 0	108,718 3 11		108,718 3 11
Total, Northern .....	1,496,488 7 6	33,320 5 8	9,613 17 0	40,059 18 9	88,906 0 11	1,668,388 9 10	637 7 6	1,667,751 2 4
Total Cost of Construction .....	5,994,568 19 4	135,488 0 1	89,919 17 10	333,116 17 8	473,236 1 4	7,026,329 16 3	1,083 14 11	7,025,246 1 4
<b>Rolling Stock.</b>								
South and West .....	342,937 11 10	29,651 9 4	34,685 18 4	69,700 14 10	67,780 3 6	544,755 17 10		544,755 17 10
Richmond Branch .....	5,226 1 1					5,226 1 1		5,226 1 1
North .....	139,188 11 3	17,679 13 4	8,290 7 11	9,324 3 2	9,711 17 6	184,194 13 2		184,194 13 2
Tramway .....	1,712 12 3					1,712 12 3		1,712 12 3
Total, Rolling Stock .....	489,064 16 5	47,331 2 8	42,976 6 3	79,024 18 0	77,492 1 0	735,889 4 4		735,889 4 4
<b>Machinery.</b>								
South and West .....	16,548 9 11	1,294 0 7	474 6 3	1,135 15 9	825 5 0	20,277 17 6		20,277 17 6
North .....	4,696 2 8		495 11 2	113 8 5	2,244 15 5	7,549 17 8		7,549 17 8
Total, Machinery .....	21,244 12 7	1,294 0 7	969 17 5	1,249 4 2	3,070 0 5	27,827 15 2		27,827 15 2
<b>Trial Surveys.</b>	14,405 3 9	3,754 4 0	993 4 1	15,272 13 7	18,097 2 1	52,522 7 6	*9,697 12 10	42,824 14 8
<b>GROSS EXPENDITURE .....</b>	6,519,283 12 1	187,867 7 4	134,859 5 7	428,663 13 5	571,895 4 10	7,842,569 3 3	10,781 7 9	7,831,787 15 6

\* Amount appropriated to Extensions authorized in 1873. † Credited in 1874.

## No. 18.

STATEMENT showing the Cost of Construction, and Cost per Mile, on different Sections, to the 31st December, 1872.

Lines open for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
		£	£
Darling Harbour Branch .....	1	69,347	69,347
Haslem's Creek .....	$\frac{1}{2}$	5,756	11,512
Sydney to Parramatta Junction .....	13	698,374	53,721
*Parramatta Junction to Goulburn .....	121 $\frac{1}{2}$	1,689,825	13,908
Parramatta Junction to Macquarie Plains .....	122	1,748,420	14,331
Blacktown to Richmond .....	16	83,383	5,211
Newcastle to Murrurundi .....	120	1,475,603	12,297
† East Maitland to Morpeth .....	4	54,206	13,551
Average cost, const. of Miles open .....	398	5,824,914	14,635
To show the total cost per mile open the following must be added :—			
Pitt-street Tramway .....		£4,878	
Rolling Stock .....		536,396	
Machinery .....		22,539	
		563,813	
	398	6,388,727	16,052

To the 31st December, 1873.

Lines open for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
		£	£
Darling Harbour Branch .....	1	69,921	69,921
Haslem's Creek Branch .....	$\frac{1}{2}$	5,757	11,514
Sydney to Parramatta Junction .....	13	718,910	55,300
*Parramatta Junction to Goulburn .....	121 $\frac{1}{2}$	1,689,531	13,906
Parramatta Junction to Raglan .....	127	2,029,387	15,979
Blacktown to Richmond .....	16	83,430	5,214
Newcastle to Murrurundi .....	120	1,480,735	12,339
† East Maitland to Morpeth .....	4	54,489	13,622
Average cost, const. of Miles open .....	403	6,132,160	15,216
To show the total cost per mile open the following must be added :—			
Pitt-street Tramway .....		£4,878	
Rolling Stock .....		579,372	
Machinery .....		23,508	
		607,758	
	403	6,739,918	16,724

To the 31st December, 1874.

Lines open for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
		£	£
Darling Harbour Branch .....	1	75,479	75,479
Haslem's Creek Branch .....	$\frac{1}{2}$	5,757	11,514
Sydney to Parramatta Junction .....	13	725,794	55,830
*Parramatta Junction to Goulburn .....	121 $\frac{1}{2}$	1,689,575	13,906
Parramatta Junction to Raglan .....	127	2,037,373	16,042
Blacktown to Richmond .....	16	83,430	5,214
Newcastle to Murrurundi .....	120	1,484,353	12,369
† East Maitland to Morpeth .....	4	54,752	13,688
Average cost, const. per mile open .....	403	6,156,513	15,277
To show the total cost per mile open, the following must be added :—			
Pitt-street Tramway .....		£4,878	
Rolling Stock .....		658,397	
Machinery .....		24,758	
		688,033	
	403	6,844,546	16,984

\* Includes Collingwood Branch, &c., 1 mile.

† Includes additional siding, 1 mile.

No. 18—continued.

STATEMENT showing the Cost of Construction, and Cost per Mile, on different Sections, to the 31st December, 1875.

Lines open for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
Darling Harbour Branch .....	1	£ 86,352	£ 86,352
Haslem's Creek Branch .....	½	5,757	11,514
Sydney to Parramatta Junction .....	13	736,542	56,657
*Parramatta Junction to Gunning .....	152½	1,897,668	12,444
Parramatta Junction to Kelso .....	130	2,107,255	16,209
Blacktown to Richmond .....	16	84,177	5,261
Newcastle to Murrurundi .....	120	1,504,254	12,535
†East Maitland to Morpeth .....	4	54,779	13,695
Average cost, construction of miles open .....	437	6,476,784	14,821
To show the total cost per mile open, the following must be added:—			
Pitt-street Tramway .....		£4,878	
Rolling Stock .....		735,889	
Machinery .....		27,828	
		768,595	
	437	7,245,379	16,579

\* Includes Collingwood Branch, &c., 1 mile.

† Includes additional siding, 1 mile.

No. 19.

EXTENSIONS TO WAGGA WAGGA, ORANGE, AND TAMWORTH.

LIST OF CONTRACTS completed and in progress during the years 1872 to 1875 inclusive.

When invited.	When opened.	When accepted.	No. of Tenders	Lowest amount accepted.	Length.		Description of Section.	No. of Section.	Name of Contractor.
					Miles	Chas.			
SOUTHERN.									
				£					
26 May, 1868	15 July, 1873	16 July, 1873	5	194,776	54	21	Goulburn to Yass .....	1	D. Williams.
27 Mar., 1874	19 May, 1874	20 May, 1874	5	220,585	64	47	Yass to Cootamundra .....	2	Amos & Co.
23 July, 1874	22 Sept., 1874	30 Sept., 1874	7	172,799	51	42	Cootamundra to Wagga .....	3	Amos & Co.
WESTERN.									
23 July, 1868	11 Aug., 1868	14 Aug., 1868	9	203,963	16	66	Rydal to near Locke's Platform	7	D. Williams.
15 June, 1868	11 Aug., 1868	14 Aug., 1868	8	127,504	14	10	Thence to near Raglan .....	8	M. Faviell.
2 Mar., 1871	28 Mar., 1871	21 April, 1871	4	19,673	(2	12)	To Macquarie River, Kelso ...	9	J. S. Cummings.
10 Sept., 1873	14 Oct., 1873	17 Oct., 1873	4	36,862	3	24	To Bathurst .....	9	10 Wm. Mason, junr.
27 May, 1874	28 July, 1874	29 July, 1874	8	171,373	47	64	Bathurst to Orange .....	1	Wm. Mason & Co.
NORTHERN.									
26 Aug., 1868	6 Oct., 1868	9 Oct., 1868	10	119,655	18	79	Travellers' Home to Murrurundi	5	D. Macquarie, and J. Alger.
8 Jan., 1874	3 Mar., 1874	4 Mar., 1874	5	216,844	62	25	Murrurundi to Tamworth ...	1	Wm. Wakeford.

## No. 20.

## PUBLIC DEBT FOR RAILWAYS.

STATEMENT showing the Amounts appropriated for Railway Services to 31st December, 1875; the Amounts expended to same date; and the Balances retained or written off in the books of the Treasury.

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
217,500 0 0	16 VICTORIA, No. 39. Loan to the Sydney Railway Company.....	217,500 0 0	.....	.....
400,000 0 0	18 VICTORIA, No. 40. Construction of Properties .....	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	.....	.....
624,733 18 8		624,733 18 8	.....	.....
62,500 0 0	19 VICTORIA, Nos. 38 & 40. Railway, Sydney to Liverpool; and Railway, New- castle to Maitland .....	62,499 10 0	0 10 0	.....
50,000 0 0	Surveys, experiments, and preparations for the exten- sion of Railways.....	49,997 19 7	2 0 5	.....
112,500 0 0		112,497 9 7	2 10 5	.....
200,000 0 0	20 VICTORIA, No. 1. Railway Works.....	200,000 0 0	.....	.....
300,000 0 0	20 VICTORIA, No. 34. Railway Works.....	299,927 9 4	72 10 8	.....
712,000 0 0	22 VICTORIA, No. 22. Extension of existing Railways .....	711,999 18 0	.....	0 2 0
8,000 0 0	Railway Trial Surveys .....	8,000 0 0	.....	.....
720,000 0 0		719,999 18 0	.....	0 2 0
1,300 0 0	23 VICTORIA, No. 10. 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 .....	54,100 0 0	.....	.....
88,370 0 0		87,982 4 4	.....	387 15 8
1,300 0 0	24 VICTORIA, No. 24. Valuation of Land .....	1,300 0 0	.....	.....
7,020 0 0	Works in progress—Authorized Extensions .....	6,718 9 5	.....	301 10 7
8,320 0 0		8,018 9 5	.....	301 10 7
675 0 0	25 VICTORIA, No. 19. Valuation of Land .....	671 1 8	.....	3 18 4
19,184 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 .....	4,524 14 1	475 5 11	.....
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 Railways 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	.....
1,476,059 0 0		1,474,562 4 5	477 10 5	1,019 5 2
700 0 0	26 VICTORIA, No. 14. 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 Line from Newcastle to Wallsend Junction from Parramatta to Penrith .....	336 5 6	.....	13 14 6
675 0 0	Additional Telegraph Wire for Railway purposes from Campbelltown to Picton .....	514 16 8	160 3 4	.....
29,907 0 0		27,754 14 1	1,475 14 10	676 11 1
3,777,389 18 8	Carried forward .....	3,772,976 7 10	2,028 6 4	2,385 4 6

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 20—continued.

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
3,777,389 18 8	Brought forward.....	3,772,976 7 10	2,028 6 4	2,385 4 6
	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 .....	.....	.....	.....
1,000 0 0	Traversers for Coal Sidings, Newcastle.....	.....	.....	.....
4,000 0 0	Ballast-waggons for Northern, Southern, and Western Lines.....	37,659 10 9	2,340 9 3	.....
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 .....	7,495 13 4	4 6 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	.....	.....
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	.....	.....
552,107 0 0	29 VICTORIA, No. 9.	546,532 7 0	5,574 13 0	.....
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 Singleton Extensions .....	1,755 4 4	4,244 15 8	.....
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 .....	19,995 2 11	4 17 1	.....
94,800 0 0	29 VICTORIA, No. 23.	90,511 17 2	4,288 0 10	0 2 0
200,000 0 0	Extension of the Great Western Line .....	200,000 0 0	.....	.....
400,000 0 0	Extension of the Great Northern Line .....	395,906 0 4	4,093 19 8	.....
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 Waggons .....	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	.....
687,500 0 0	30 VICTORIA, No. 23.	678,575 0 9	8,924 19 3	.....
3,900 0 0	Engine-shed, Windsor and Richmond Line.....	549 3 7	2,450 16 5	.....
5,000 0 0	Trial Surveys for the Extension 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	.....	.....
33,000 0 0	31 VICTORIA, No. 11.	30,549 3 7	2,450 16 5	.....
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 the 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	.....
7,131 0 0	32 VICTORIA, No. 13.	6,922 2 10	208 17 2	.....
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	.....
70,000 0 0	.....	69,852 7 2	147 12 10	.....
6,221,927 18 8	Carried forward .....	£ 6,195,812 18 9	23,729 13 5	2,385 6 6

## No. 20—continued.

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
6,221,927 18 8	Brought forward.....	6,195,812 18 9	23,729 13 5	2,385 6 6
	<b>34 VICTORIA, No. 2.</b>			
13,000 0 0	New Machine-shop, running shed, erecting shop and stores at Newcastle, including roads connected therewith.....	11,020 0 2	1,979 19 10	.....
2,000 0 0	Additional Machinery.....	1,488 14 10	511 5 2	.....
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.....	30,206 18 3	293 1 9	.....
5,000 0 0	Excavating Station-yard, Redfern.....	4,097 11 2	902 8 10	.....
3,500 0 0	Additional Machinery.....	3,500 0 0	.....	.....
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.....	59,998 3 6	1 16 6	.....
35,000 0 0	Completion of the relaying of the Line from Sydney to Parramatta.....	30,402 14 5	4,597 5 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.....	4,994 10 0	5 10 0	.....
2,000 0 0	Land for Windsor and Richmond Line.....	1,340 18 11	659 1 1	.....
179,000 0 0		161,568 1 1	17,431 18 11	.....
	<b>35 VICTORIA, No. 5.</b>			
124 0 0	Construction of Railway-sheds.....	122 9 5	1 10 7	.....
230,000 0 0	Completion of Lines already sanctioned.....	229,941 15 8	58 4 4	.....
70,000 0 0	Construction of Rolling Stock manufactured in the Colony.....	65,573 6 4	4,426 13 8	.....
300,124 0 0		295,637 11 5	4,486 8 7	.....
	<b>36 VICTORIA, No. 2.</b>			
60,000 0 0	Rolling Stock manufactured in the Colony.....	58,851 1 6	1,148 18 6	.....
2,000 0 0	Station Buildings—West Maitland.....	1,876 10 2	123 9 10	.....
257 0 0	Station-master's House at Newtown.....	257 0 0	.....	.....
75,000 0 0	Purchase of Railway Stores, &c., &c.....	75,000 0 0	.....	.....
137,257 0 0		135,984 11 8	1,272 8 4	.....
	<b>36 VICTORIA, No. 17.</b>			
60,000 0 0	Rolling Stock manufactured in the Colony.....	59,971 0 9	28 19 3	.....
10,000 0 0	Trial Surveys.....	9,999 18 11	0 1 1	.....
1,131,000 0 0	Towards the construction of a Line from Goulburn to Wagga Wagga.....	728,660 8 4	402,339 11 8	.....
60,000 0 0	Construction of a Line—Kelso to Bathurst.....	60,000 0 0	.....	.....
279,000 0 0	Construction of a Line—Bathurst to Orange.....	122,576 12 8	156,423 7 4	.....
361,500 0 0	Construction of a Line from Murrurundi to Tamworth.....	152,435 4 1	209,064 15 11	.....
1,901,500 0 0		1,133,643 4 9	767,856 15 3	.....
	<b>38 VICTORIA, No. 2.</b>			
20,000 0 0	Trial Surveys.....	19,988 3 4	11 16 8	.....
100,000 0 0	Rolling Stock.....	91,459 19 7	8,540 0 5	.....
25,000 0 0	Towards purchasing Land, laying Sidings, and erecting Sheds, Darling Harbour wharf.....	15,214 15 3	9,785 4 9	.....
10,000 0 0	Engine-sheds.....	3,034 2 10	6,965 17 2	.....
8,000 0 0	Enlarging Machine-shop, Sydney.....	2,194 2 5	5,805 17 7	.....
2,000 0 0	Additional Machinery, Sydney.....	1,743 19 3	256 0 9	.....
6,000 0 0	Completion of new Station, Redfern.....	5,639 6 8	360 13 4	.....
45,000 0 0	To complete Western Line to Kelso, &c.....	27,199 2 4	17,800 17 8	.....
1,000 0 0	Unadjusted Land Claims.....	1 0 0	999 0 0	.....
50,000 0 0	To connect Great Northern Railway with the New Wharfage. Accommodation at Bullock Island.....	12,380 6 10	37,619 13 2	.....
50,000 0 0	Purchase of twelve Passenger Locomotive Engines, for extensions beyond Murrurundi, Goulburn, and Bathurst.....	.....	50,000 0 0	.....
317,000 0 0		178,854 18 6	138,145 1 6	.....
	<b>39 VICTORIA, No. 18.</b>			
20,000 0 0	Trial Surveys.....	4,328 3 2	15,671 16 10	.....
50,000 0 0	Rolling Stock.....	.....	50,000 0 0	.....
5,000 0 0	Additional Machinery.....	1,419 4 5	3,580 15 7	.....
75,000 0 0		5,747 7 7	69,252 12 5	.....
9,131,808 18 8	Total.....	8,107,248 13 9	1,022,174 18 5	2,385 6 6

No. 21.

STATEMENT showing the amount authorized to be raised by LOAN for RAILWAY PURPOSES; the Amount of DEBENTURES sold, and the INTEREST to 31st December, 1875, on LOANS already negotiated.

Act.	Amount authorized to be raised.	Amount of Debentures sold.	Short-issued.	Over-issued and to raise amounts short-raised.	Interest.			Remarks.
					Rate.	Annual Interest on authorized Loans.	Interest to 31st December, 1875, on Loans already negotiated.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	
16 Victoria No. 39	217,500 0 0	217,500 0 0			5 per cent.	10,875 0 0	231,516 4 9*	*2½d. and 3¼d. per diem were the rates of Interest of original Loan, but renewals were at rate of 5 per cent. per annum. † Some of these Debentures have been renewed as they fell due.  ‡ The Interest on the original Loan is inserted in this column, notwithstanding the following Debentures have been finally paid off, viz.:— 31 December, 1872 ... £20,000 31 " 1873 ... 21,000 31 " 1874 ... 22,000 Amounting to ... £63,000  § Advances are made from the Consolidated Revenue Fund to meet payments for Services authorized under these Acts pending sale of the Debentures.
18 " No. 40	624,733 18 8	666,800 0 0		42,066 1 4	"	33,340 0 0	673,742 6 5†	
19 " No. 38 & 40	112,500 0 0	112,500 0 0			"	5,625 0 0	98,437 10 0	
20 " No. 1	200,000 0 0	203,000 0 0		3,000 0 0	"	10,150 0 0	187,775 0 0	
20 " No. 34	300,000 0 0	299,000 0 0	1,000 0 0		"	14,950 0 0	260,775 0 0	
22 " No. 22	720,000 0 0	720,000 0 0			"	36,000 0 0	612,000 0 0	
23 " No. 10	88,370 0 0	88,300 0 0	70 0 0		"	4,415 0 0	68,432 10 0	
24 " No. 24	8,320 0 0	8,300 0 0	20 0 0		"	415 0 0	6,017 10 0	
25 " No. 19	1,476,059 0 0	1,476,000 0 0	59 0 0		"	73,800 0 0	1,033,200 0 0	
26 " No. 14	29,907 0 0	29,900 0 0	7 0 0		"	1,495 0 0	16,445 0 0	
27 " No. 14	552,107 0 0	552,100 0 0	7 0 0		"	27,605 0 0	303,655 0 0	
29 " No. 9	94,800 0 0	94,800 0 0			"	4,740 0 0	40,290 0 0	
29 " No. 23	687,500 0 0	687,500 0 0			"	34,375 0 0	326,562 10 0	
30 " No. 23	33,000 0 0	33,000 0 0			"	1,650 0 0	14,850 0 0	
31 " No. 11	1,000,000 0 0	1,000,000 0 0			"	50,000 0 0	393,800 0 0†	
31 " No. 27	7,131 0 0	7,100 0 0	31 0 0		"	355 0 0	2,662 10 0	
32 " No. 13	70,000 0 0	70,000 0 0			"	3,500 0 0	24,500 0 0	
34 " No. 2	179,000 0 0	179,000 0 0			"	8,950 0 0	46,987 10 0	
Proportion of Issue under various Loan Acts to make good the amount short-raised under the same		228,700 0 0		228,700 0 0	"	11,435 0 0	62,892 10 0	
35 Victoria No. 5	300,124 0 0	300,100 0 0	24 0 0		"	15,005 0 0	67,522 10 0	
36 " No. 2	137,257 0 0	137,200 0 0	57 0 0		"	6,860 0 0	24,010 0 0	
36 " No. 17	1,901,500 0 0	1,000,000 0 0			4 per cent.	76,060 0 0	40,000 0 0§	
38 " No. 2	317,000 0 0				"	12,680 0 0		
39 " No. 18	75,000 0 0				"	3,000 0 0		
Totals	£ 9,131,808 18 8	8,110,800 0 0	1,275 0 0	273,766 1 4		447,280 0 0	4,536,073 11 2	

The total amount of the Debentures issued to 31st December, 1875, was	£8,110,800 0 0
And the Debentures authorized but not then issued amount to	1,293,500 0 0
Making a total of	£9,404,300 0 0
Deduct Debentures issued in excess of amount authorized	£273,766 1 4
Less amount authorized in excess of issue	1,275 0 0
	<u>272,491 1 4</u>
	£9,131,808 18 8

The Treasury, New South Wales,  
17th February, 1876.

F. KIRKPATRICK,  
Accountant.

No. 22.

RETURN of the Traffic in Passengers and Goods during the Years 1872 to 1875 inclusive.

Year and Name of Railway.	Miles open for Traffic.	Coaching Traffic.								Goods Traffic.					Number of Trains run.			Number of miles travelled by Trains, &c.				
		Passengers.				Carriages	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Minerals, Coal, and Coke.	Wool.	General Merchandise.	Passenger.	Goods.	Total.	Passengers.	Goods.	Total Train Miles.	Ballasting, Shunting, Empties, &c.	Total miles travelled.
		First Class.	Second Class.	Total.	Season Tickets.																	
1872.		No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	274	94,730	461,545	556,275	2,254	1,506	3,205	2,511	4,357	102,742	5,672	6,667	37,982	157,537	15,359	8,034	23,393	436,601	294,443	731,044	150,344	881,388
North .....	124	17,535	180,100	197,635	33	569	1,200	1,082	917	66,865	4,274	617,167	20,681	43,989	4,130	6,560	10,690	157,246	147,965	305,211	131,917	437,128
Total .....	398	112,265	641,645	753,910	2,287	2,075	4,405	3,593	5,274	169,607	9,946	623,834	58,663	201,526	19,489	14,594	34,083	593,847	442,408	1,036,255	282,261	1,318,516
1873.		No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	279	102,295	506,955	609,250	2,654	1,648	3,729	2,808	5,538	163,613	5,424	46,035	58,192	157,496	14,218	9,092	23,310	456,352	326,652	783,004	156,518	939,522
North .....	124	27,518	238,834	266,352	58	676	1,537	1,180	1,654	79,408	4,179	675,145	32,666	45,112	6,752	5,733	12,485	160,534	166,341	326,875	166,773	493,648
Total .....	403	129,813	745,789	875,602	2,712	2,324	5,266	3,988	7,192	243,021	9,603	721,180	90,858	202,608	20,970	14,825	35,795	616,886	492,993	1,109,879	323,291	1,433,170
1874.		No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	279	126,490	619,246	745,736	3,498	1,837	4,918	3,306	7,336	200,708	7,265	59,460	55,810	181,538	17,975	10,085	28,060	410,189	474,133	884,322	174,506	1,058,828
North .....	124	33,822	305,943	339,765	75	822	2,143	1,447	1,769	106,094	5,568	774,876	34,318	55,064	5,697	9,859	15,556	167,737	197,174	364,911	203,578	568,489
Total .....	403	160,312	925,189	1,085,501	3,573	2,659	7,061	4,753	9,105	306,802	12,833	834,336	90,128	236,602	23,672	19,944	43,616	577,926	671,307	1,249,233	378,084	1,627,317
1875.		No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	313	164,131	753,274	917,405	4,512	2,039	5,117	3,630	9,637	206,500	9,960	67,751	79,480	204,221	19,803	11,352	31,155	610,949	456,863	1,067,812	208,853	1,276,665
North .....	124	42,984	327,836	370,820	164	842	2,099	1,474	1,850	140,664	6,253	809,522	39,335	89,860	6,133	9,480	15,613	171,503	232,829	404,392	218,789	623,181
Total .....	437	207,115	1,081,110	1,288,225	4,676	2,881	7,216	5,104	11,487	347,164	16,213	877,273	118,815	294,081	25,936	20,832	46,768	782,512	689,692	1,472,204	427,642	1,899,846

No. 23.

RETURN of the Earnings from Traffic in Passengers and Goods during the years 1872-1875, inclusive.

Year, and Name of Line.	Miles open for Traffic 31 Dec.	Gross Earnings from Coaching Traffic.						Gross Earnings from Goods Traffic.					Gross Earnings from all sources.	
		Passengers.			Excess—Luggage, Parcels, Horses, Carriages, Dogs, &c.	Mails.	Miscellaneous.	Total from Coaching.	Live Stock.	Minerals.	Wool.	General Merchandise.		Total from Goods.
		1st and 2nd Class Passengers.	Holders of Season Tickets.	Total from Passengers.										
1872.		£ 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.
South and West	274	106,498 16 1	3,014 14 10	109,513 10 11	11,683 3 6	2,990 0 0	4,156 14 11	128,343 9 4	5,635 3 11	8,194 17 6	12,216 12 11	163,099 4 2	189,145 18 6	317,489 7 10
North.....	124	29,082 3 3	61 0 11	29,143 4 2	4,236 17 6	1,388 7 2	1,749 19 11	36,518 8 9	2,623 10 1	29,875 13 5	5,840 6 3	32,641 13 8	70,981 3 5	107,499 12 2
Total .....	398	135,580 19 4	3,075 15 9	138,656 15 1	15,920 1 0	4,378 7 2	5,906 14 10	164,861 18 1	8,258 14 0	38,070 10 11	18,056 19 2	195,740 17 10	260,127 1 11	424,989 0 0
1873.														
South and West	279	113,009 10 1	3,467 15 7	116,477 5 8	11,953 10 3	3,175 8 11	5,463 7 6	137,069 12 4	7,600 2 6	16,165 5 1	19,836 4 7	174,550 2 9	218,151 14 11	355,221 7 3
North.....	124	33,254 7 1	115 13 3	33,370 0 4	5,023 16 11	1,426 0 0	1,326 17 7	41,146 14 10	3,064 17 6	35,532 16 9	9,526 7 7	39,743 14 4	87,867 16 2	129,014 11 0
Total .....	403	146,263 17 2	3,583 8 10	149,847 6 0	16,977 7 2	4,601 8 11	6,790 5 1	178,216 7 2	10,665 0 0	51,698 1 10	29,362 12 2	214,293 17 1	306,019 11 1	484,235 18 3
1874.														
South and West	279	115,038 3 2	4,446 11 4	119,484 14 6	13,151 14 11	3,185 10 0	3,680 14 2	139,502 13 7	8,412 8 9	22,601 10 2	18,558 15 6	193,475 12 4	243,048 6 9	382,551 0 4
North.....	124	39,853 3 2	342 6 10	40,195 10 0	6,028 1 8	1,426 0 0	1,442 11 3	49,092 2 11	3,357 7 10	43,105 2 2	10,142 15 9	48,326 16 0	104,932 1 9	154,024 4 8
Total .....	403	154,891 6 4	4,788 18 2	159,680 4 6	19,179 16 7	4,611 10 0	5,123 5 5	188,594 16 6	11,769 16 7	65,706 12 4	28,701 11 3	241,802 8 4	347,980 8 6	536,575 5 0
1875.														
South and West	313	125,747 15 3	5,668 15 5	131,416 10 8	14,581 5 6	3,268 12 4	3,969 8 3	153,235 16 9	9,406 7 10	24,447 19 2	26,140 0 8	218,768 12 8	278,763 0 4	431,998 17 1
North.....	124	43,169 3 2	272 12 1	43,441 15 3	6,467 1 10	1,426 0 0	1,309 18 1	52,794 15 2	4,181 2 11	45,483 1 10	12,019 19 3	68,259 14 0	129,943 18 0	182,648 13 2
Total .....	437	168,916 18 5	5,941 7 6	174,858 5 11	21,048 7 4	4,694 12 4	5,339 6 4	205,940 11 11	13,587 10 9	69,931 1 0	38,159 19 11	287,028 6 8	408,706 18 4	614,647 10 3

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No. 24.

RETURN of Working Expenses and Rolling Stock during the years 1872, 1873, 1874, 1875.

Year.	Name of Railway.	Length of Line open.	Locomotive Power.	Repairs 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. and Prop. of Genl. Establishment.	Total Working Expenditure.	Total Earnings.	Net Earnings.	Proportion per cent of Expenditure to Total Earnings	Rolling Stock on 31st December.					
														Locomotives	Carriages for conveyance of Passengers.	Waggon for Live Stock and Merchandise.	Vehicles not included in preceding	Total of the four preceding columns	
1872	South and West	274	£ s. d. 42,491 6 3	£ s. d. 8,436 0 5	£ s. d. 42,759 1 10	£ s. d. 42,837 6 4	£ s. d. 205 0 0	£ s. d. 287 19 11	£ s. d. 8,570 19 11	£ s. d. 145,587 14 8	£ s. d. 317,489 7 10	£ s. d. 171,901 13 2	45.85						
	North .....	124	15,187 12 6	2,440 13 3	19,221 7 6	21,069 14 9	.....	18 0 3	4,392 11 11	62,330 0 2	107,499 12 2	45,169 12 0	57.98	47 20	106 49	922 359	114 52	1,189 480	
	Total.....	398	57,678 18 9	10,876 13 8	61,980 9 4	63,907 1 1	205 0 0	306 0 2	12,963 11 10	207,917 14 10	424,989 0 0	217,071 5 2	48.92	67	155	1,281	166	1,669	
1873	South and West	279	51,641 18 11	10,566 7 11	48,750 19 7	49,738 16 5	31 1 6	452 11 9	7,575 8 1	168,757 4 2	355,221 7 3	186,464 3 1	47.50						
	North .....	124	18,984 17 7	2,979 1 6	20,649 10 2	22,927 18 1	112 12 0	133 5 10	3,490 5 1	69,277 10 3	129,014 11 0	59,737 0 9	53.69	52 21	127 55	992 375	120 55	1,291 506	
	Total.....	403	70,626 16 6	13,545 9 5	69,400 9 9	72,666 14 6	143 13 6	585 17 7	11,065 13 2	238,034 14 5	484,235 18 3	246,201 3 10	49.16	73	182	1,367	175	1,797	
1874	South and West	279	60,990 10 4	10,307 6 0	45,665 0 10	51,322 6 8	47 10 0	158 11 2	7,882 19 8	176,374 4 8	382,551 0 4	206,176 15 8	46.10						
	North .....	124	25,177 15 9	3,987 2 5	22,030 14 9	25,945 16 0	854 16 9	15 13 7	3,317 2 10	81,329 2 1	154,024 4 8	72,695 2 7	52.80	59 24	132 61	1,093 406	102 55	1,386 546	
	Total.....	403	86,168 6 1	14,294 8 5	67,695 15 7	77,268 2 8	902 6 9	174 4 9	11,200 2 6	257,703 6 9	536,575 5 0	278,871 18 3	48.03	83	193	1,499	157	1,932	
1875	South and West	313	78,835 16 10	14,315 9 10	47,233 5 0	59,821 18 7	405 1 0	206 6 3	9,765 5 3	210,583 2 9	431,998 17 1	221,415 14 4	48.74						
	North .....	124	27,883 12 5	5,344 13 8	19,308 17 11	28,361 10 7	1,190 13 6	53 8 2	3,448 0 7	85,590 16 10	182,648 13 2	97,057 16 4	46.86	74 26	143 62	1,139 456	99 55	1,455 599	
	Total.....	437	106,719 9 3	19,660 3 6	66,542 2 11	88,183 9 2	1,595 14 6	259 14 5	13,213 5 10	296,173 19 7	614,647 10 3	318,473 10 8	48.18	100	205	1,595	154	2,054	

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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No. 25.

## WORKING EXPENSES.

SCHEDULES of Expenditure in Revenue Account, for the twelve months ending 31st December, 1872.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
<b>A.—LOCOMOTIVE POWER.</b>			
	£ s. d.	£ s. d.	£ s. d.
1. Wages of enginemmen and firemen .....	11,275 15 10	4,517 19 4	15,793 15 2
2. Wages of engine-cleaners and out-door labourers .....	2,749 7 5	1,177 11 1	3,926 18 6
3. Cost of fuel for engines, and wages of fuelmen .....	10,462 5 1	2,609 0 7	13,071 5 8
4. Water and repairs of engines for pumping .....	2,032 14 10	583 11 3	2,616 6 1
5. Oil, tallow, waste, and sundry stores .....	4,017 19 11	1,156 1 6	5,174 1 5
<b>REPAIRING ENGINES.</b>			
1. Cost of supervision .....	420 16 7	145 15 6	566 12 1
2. Wages for repairs and renewals of engines .....	6,670 10 2	3,094 8 1	9,764 18 3
3. Materials for do. do. ....	2,633 17 0	1,082 18 4	3,716 15 4
4. Repairs of machinery and workshops .....	684 18 8	359 15 1	1,044 13 9
5. Tools and implements .....	867 15 5	224 4 0	1,091 19 5
6. General charges .....	11 11 1	19 6 7	30 17 8
7. Fuel and lighting .....	601 3 7	21 4 4	622 7 11
8. Casualties .....	26 2 6	20 18 3	47 0 9
9. Additions and improvements to locomotive engines .....	36 8 2	174 18 7	211 6 9
	42,491 6 3	15,187 12 6	57,678 18 9
<b>B.—CARRIAGE REPAIRS.</b>			
1. Wages for repairs and renewals of carriages .....	3,054 18 3	753 6 11	3,808 5 2
2. Materials for do. do. ....	1,170 3 3	347 13 1	1,517 16 4
3. Casualties .....	7 11 6	.....	7 11 6
<b>WAGGON REPAIRS.</b>			
1. Wages for repairs of Waggons .....	2,685 13 3	925 10 0	3,611 3 3
2. Materials for do. ....	1,494 18 0	403 9 3	1,898 7 3
3. Casualties .....	22 16 2	10 14 0	33 10 2
	8,436 0 5	2,440 13 3	10,876 13 8
<b>C.—MAINTENANCE OF WAY.</b>			
1. Cost of supervision .....	1,328 16 4	309 17 6	1,719 13 10
2. Repairs of permanent way .....	24,472 10 5	9,358 14 5	33,831 4 10
3. Tools and implements .....	556 7 3	521 0 11	1,077 8 2
4. Ballasting .....	2,421 13 7	1,057 9 10	3,479 3 5
5. Slips .....	1,947 11 5	73 13 6	2,021 4 11
6. Repairs of tunnels, viaducts, bridges, &c. ....	2,665 11 1	1,691 0 9	4,356 11 10
7. Repairs of sidings, turn-tables, &c. ....	83 1 10	2 1 0	85 2 10
8. Repairs of gates, fences, &c. ....	1,492 10 2	467 13 6	1,960 3 8
9. Relaying line .....	2,317 9 10	2,447 14 3	4,765 4 1
10. Repairs of stations, platforms, and buildings .....	1,720 9 1	693 3 2	2,413 12 3
11. Repairs of signals, cranes, weighing-machines, &c. ....	323 1 7	37 15 11	360 17 6
12. Repairs of approach roads .....	607 14 9	72 0 3	679 15 0
13. Casualties .....	84 5 0	.....	84 5 0
Additions and alterations—Schedule G. ....	2,737 19 6	2,408 2 6	5,146 2 0
	42,759 1 10	19,221 7 6	61,980 9 4
<b>D.—COACHING CHARGES.</b>			
1. Wages, clerks, inspectors, guards, &c. ....	20,056 15 1	6,698 19 3	26,755 14 4
2. Compensation .....	205 0 0	.....	205 0 0
3. Travelling expenses .....	3 3 0	.....	3 3 0
6. Advertising .....	42 11 3	0 9 0	43 0 3
7. Stationery and printing .....	49 6 4	39 5 6	88 11 10
8. Fuel and stores .....	1,155 4 9	616 15 0	1,771 19 9
9. Clothing .....	463 2 9	110 12 10	573 15 7
10. General charges .....	160 16 6	1 14 6	162 11 0
11. Repairing station furniture, fittings, and implements .....	131 14 7	126 15 3	258 9 10
12. Making and repairing lamps .....	191 17 11	15 17 1	207 15 0
13. Mortuary .....	214 16 2	.....	214 16 2
	22,674 8 4	7,610 8 5	30,284 16 9
<b>E.—GOODS CHARGES.</b>			
1. Wages of clerks, inspectors, &c. ....	15,738 4 10	6,729 5 5	22,487 10 3
2. Compensation .....	287 19 11	18 0 3	306 0 2
3. Horse-hire .....	903 5 7	215 1 0	1,118 6 7
4. Travelling expenses .....	11 12 0	.....	11 12 0
6. Fuel and stores .....	954 12 0	51 19 8	1,006 11 8
7. Sheet repairs .....	2,310 17 10	1,179 4 11	3,490 2 9
8. Greasing waggons .....	393 3 10	89 19 1	483 2 11
9. Clothing .....	0 9 0	147 1 6	147 10 6
10. General charges .....	35 12 11	0 16 7	36 9 6
11. Steam cranes, North .....	.....	5,045 18 2	5,045 18 2
	20,655 17 11	13,477 6 7	34,133 4 6

## No. 25—continued.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
F.—GENERAL CHARGES.			
	£ s. d.	£ s. d.	£ s. d.
1. Proportion of general establishment.....	4,980 11 0	3,087 7 0	8,067 18 0
2. Auditing .....	1,080 12 5	446 0 10	1,526 13 3
3. Advertising .....	1 16 0	.....	1 16 0
4. Stationery and printing .....	15 19 1	1 8 6	17 7 7
5. Travelling expenses.....	115 12 0	46 13 6	162 5 6
6. Office expenses and contingencies.....	565 5 6	140 18 6	706 4 0
7. Repairs of store fittings .....	10 10 0	3 0 8	13 10 8
8. Store wages .....	1,651 9 10	505 8 3	2,156 18 1
10. Holidays .....	149 4 1	161 14 8	310 18 9
	8,570 19 11	4,392 11 11	12,963 11 10
Total, 1872 .....	145,587 14 8	62,330 0 2	207,917 14 10

## SCHEDULE of Expenditure in Revenue Account, for the twelve months ending 31st December, 1873.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
A.—GENERALLY.			
	£ s. d.	£ s. d.	£ s. d.
1 Cost of supervision .....	717 7 6	482 17 6	1,200 5 0
2 Holidays .....	197 5 3	195 7 8	392 12 11
3 Half-pay .....	25 7 6	.....	25 7 6
LOCOMOTIVE POWER.			
A Cost of supervision .....	838 17 0	238 10 6	1,077 7 6
1 Wages of enginemen and firemen .....	11,924 4 6	5,426 6 9	17,350 11 3
2 Wages of engine cleaners and out-door labourers .....	3,362 10 11	1,351 16 7	4,714 7 6
3 Cost of fuel for engines and wages of fuelmen .....	14,702 0 2	3,797 5 11	18,499 6 1
4 Water and repairs of engines for pumping .....	2,223 3 6	691 5 8	2,914 9 2
5 Oil, tallow, waste, and sundry stores .....	4,641 17 5	1,516 16 6	6,158 13 11
REPAIRING ENGINES.			
1 Cost of supervision .....	138 1 3	41 15 0	179 16 3
2 Wages for repairs and renewals of engines .....	6,927 14 10	3,428 6 10	10,356 1 8
3 Materials for do. do. ....	3,161 1 9	1,096 18 5	4,258 0 2
4 Repairs of machinery and workshops .....	969 19 8	453 12 8	1,423 12 4
5 Tools and implements .....	866 13 0	224 2 3	1,090 15 3
6 General charges .....	14 2 4	15 9 8	29 12 0
7 Fuel and lighting .....	848 10 3	22 1 7	870 11 10
8 Casualties .....	76 18 0	0 10 9	77 8 9
9 Additions and improvements to locomotive engines .....	6 4 1	1 13 4	7 17 5
	51,641 18 11	18,984 17 7	70,626 16 6
B.—GENERALLY.			
1 Cost of supervision .....	396 12 6	196 12 0	593 4 6
2 Holidays .....	61 10 6	16 1 0	77 11 6
3 Half-pay .....	.....	12 17 2	12 17 2
CARRIAGE REPAIRS.			
1 Wages for repairs and renewals of carriages .....	3,089 9 4	1,059 16 3	4,149 5 7
2 Materials for do. do. ....	1,524 9 3	336 9 3	1,860 18 6
3 Casualties .....	4 4 9	.....	4 4 9
WAGGON REPAIRS.			
1 Wages for repairs of waggons .....	3,800 13 2	1,008 3 11	4,808 17 1
2 Materials for do. ....	1,620 0 8	348 1 2	1,968 1 10
3 Casualties .....	69 7 9	1 0 9	70 8 6
	10,566 7 11	2,979 1 6	13,545 9 5
C.—GENERALLY.			
1 Cost of supervision .....	1,488 8 9	747 8 0	2,235 16 9
2 Holidays .....	302 15 6	219 18 9	522 14 3
3 Half-pay .....	161 12 8	.....	161 12 8
MAINTENANCE OF WAY.			
1 Cost of supervision .....	999 5 3	410 5 3	1,409 10 6
2 Repairs of permanent way .....	25,573 11 0	9,613 16 3	35,187 7 3
3 Tools and implements .....	523 16 5	491 19 5	1,015 15 10
4 Ballasting .....	848 2 0	1,496 16 3	2,344 18 3
5 Slips .....	928 5 10	592 2 9	1,520 8 7
6 Repairs of tunnels, viaducts, bridges, &c.....	2,339 11 10	1,925 16 7	4,265 8 5
7 Repairs of sidings, turntables, &c. ....	193 4 2	2 18 10	196 3 0
8 Repairs of gates, fences, &c. ....	1,923 13 5	582 14 4	2,506 7 9
9 Relaying line .....	2,852 7 11	2,088 18 5	4,941 6 4
10 Repairs of stations, platforms, and buildings .....	932 4 11	899 1 9	1,831 6 8

No. 25—continued.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total
	£ s. d.	£ s. d.	£ s. d.
<b>MAINTENANCE OF WAY—continued.</b>			
11 Repairs of signals, cranes, weighing machines, &c. ....	452 8 4	139 2 0	591 10 4
12 Repairs of approach roads .....	492 0 7	131 9 0	623 9 7
13 Casualties .....	1,703 15 8	.....	1,703 15 8
14 General charges .....	166 11 6	5 0 0	171 11 6
Additions and alterations—Schedule G .....	6,869 3 10	1,302 2 7	8,171 6 5
	48,750 19 7	20,649 10 2	69,400 9 9
<b>D.—COACHING CHARGES.</b>			
1 Wages—Clerks, inspectors, guards, &c. ....	23,439 7 8	7,349 3 2	30,788 10 10
2 Compensation .....	31 1 6	112 12 0	143 13 6
3 Travelling expenses .....	10 7 0	14 1 6	24 8 6
6 Advertising .....	8 2 10	.....	8 2 10
7 Stationery and printing .....	.....	0 9 9	0 9 9
8 Fuel and stores.....	1,448 11 0	637 15 6	2,086 6 6
9 Clothing .....	543 14 0	96 3 0	639 17 9
10 General charges .....	214 10 4	3 11 0	218 1 4
11 Repairing station furniture, fittings, and implements .....	117 2 4	63 3 9	180 6 1
12 Making and repairing lamps .....	184 7 2	28 8 6	212 15 8
13 Mortuary .....	269 5 4	.....	269 5 4
	26,266 9 2	8,305 8 11	34,571 18 1
<b>E.—GOODS CHARGES.</b>			
1 Wages of clerks, inspectors, &c. ....	17,779 6 7	7,989 2 9	25,768 9 4
2 Compensation .....	452 11 9	133 5 10	585 17 7
3 Horse-hire .....	1,350 12 0	186 5 9	1,536 17 9
4 Travelling expenses .....	38 3 6	.....	38 3 6
6 Fuel and stores.....	1,432 15 10	31 2 1	1,463 17 11
7 Sheet repairs .....	2,516 5 6	1,085 14 4	3,601 19 10
8 Greasing waggons.....	364 11 8	32 8 2	396 19 10
9 Clothing .....	.....	148 5 2	148 5 2
10 General charges .....	21 13 8	0 13 11	22 7 7
11 Steam-cranes, North .....	.....	5,261 9 0	5,261 9 0
	23,956 0 6	14,868 7 0	38,824 7 6
<b>F.—GENERAL CHARGES.</b>			
1 Proportion of general establishment .....	3,337 8 8	1,992 6 8	5,329 15 4
2 Auditing .....	1,413 10 4	675 1 5	2,088 11 9
4 Stationery and printing .....	1 0 4	15 1 9	16 2 1
5 Travelling expenses .....	92 5 3	16 8 0	108 13 3
6 Office expenses and contingencies .....	926 19 9	166 16 4	1,093 16 1
7 Repairs of store fittings .....	12 6 7	1 0 9	13 7 4
8 Store wages .....	1,790 15 2	623 10 2	2,414 5 4
9 Telegraphs.....	1 2 0	.....	1 2 0
	7,575 8 1	3,490 5 1	11,065 13 2
<b>TOTAL, 1873</b> .....	£ 168,757 4 2	69,277 10 3	238,034 14 5

SCHEDULES OF EXPENDITURE in Revenue Account, for the twelve months ending 31st December, 1874.

Schedules.	Total, South, Western and Richmond.	Great Northern Line.	Grand Total.
	£ s. d.	£ s. d.	£ s. d.
<b>A.—GENERALLY.</b>			
1 Cost of supervision .....	1,012 10 6	519 0 0	1,531 10 6
2 Holidays .....	682 5 8	487 4 1	1,169 9 9
3 Half-pay .....	33 7 3	20 8 6	53 15 9
<b>LOCOMOTIVE POWER.</b>			
A. Cost of supervision .....	1,020 19 0	304 4 0	1,325 3 0
1 Wages of enginemen and firemen.....	14,437 3 10	6,550 19 11	20,988 3 9
2 Wages of engine cleaners and out-door labourers .....	3,921 0 4	1,665 17 8	5,586 18 0
3 Cost of fuel for engines and wages of fuelmen .....	16,493 10 3	5,086 10 10	21,580 1 1
4 Water and repairs of engines for pumping .....	2,569 4 4	679 8 0	3,248 12 4
5 Oil, tallow, waste, and sundry stores.....	5,501 5 2	1,729 16 8	7,231 1 10
Additions and alterations—Schedule G .....	357 19 10	.....	357 19 10
<b>REPAIRING ENGINES.</b>			
1 Cost of supervision .....	101 15 6	127 15 0	229 10 6
2 Wages for repairs and renewals of engines .....	7,445 16 2	4,325 3 5	11,770 19 7
3 Materials for do. do. ....	4,988 17 6	2,090 11 0	7,079 8 6
4 Repairs of machinery and workshops .....	723 11 3	1,224 4 4	1,947 15 7
5 Tools and implements .....	927 15 7	260 3 5	1,187 19 0
6 General charges .....	11 2 4	17 1 1	28 3 5
7 Fuel and lighting .....	736 1 8	21 5 2	757 6 10
8 Casualties .....	10 13 2	44 6 7	54 19 9
9 Additions and improvements to locomotive engines .....	15 11 0	23 16 1	39 7 1
	60,990 10 4	25,177 15 9	86,168 6 1

## No. 25—continued.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
	£ s. d.	£ s. d.	£ s. d.
<b>B.—GENERALLY.</b>			
1 Cost of supervision .....	471 9 4	261 6 0	732 15 4
2 Holidays .....	180 12 3	75 2 9	255 15 0
3 Half-pay .....		6 1 4	6 1 4
<b>CARRIAGE REPAIRS.</b>			
1 Wages for repairs and renewals of carriages .....	3,378 4 1	1,209 17 10	4,588 1 11
2 Materials for do. do. ....	1,773 4 4	558 16 2	2,332 0 6
3 Casualties .....	21 9 8	52 10 3	73 19 11
<b>WAGGON REPAIRS.</b>			
1 Wages for repairs of waggons .....	2,639 6 2	947 5 7	3,586 11 9
2 Materials for do. ....	1,714 19 2	876 2 6	2,591 1 8
3 Casualties .....	128 1 0		128 1 0
	10,307 6 0	3,987 2 5	14,294 8 5
<b>C.—GENERALLY.</b>			
1 Cost of supervision .....	1,842 9 0	746 0 0	2,588 9 0
2 Holidays .....	1,168 16 3	561 7 6	1,730 3 9
3 Half-pay .....	72 2 0	17 11 9	89 13 9
<b>MAINTENANCE OF WAY.</b>			
1 Cost of supervision .....	879 17 8	433 16 0	1,313 13 8
2 Repairs of permanent way .....	26,254 11 0	9,118 9 0	35,373 0 0
3 Tools and implements .....	582 16 4	533 11 4	1,116 7 8
4 Ballasting .....	472 4 10	1,035 18 4	1,508 3 2
5 Slips .....	1,680 2 7	569 15 10	2,249 18 5
6 Repairs of tunnels, viaducts, bridges, &c. ....	1,511 15 2	1,840 17 11	3,352 13 1
7 Repairs of sidings, turntables, &c. ....	89 6 5	44 0 0	133 6 5
8 Repairs of gates, fences, &c. ....	328 12 10	873 12 8	1,202 5 6
9 Relaying line .....	3,623 14 5	655 7 9	4,279 2 2
10 Repairs of stations, platforms, and buildings .....	1,158 14 11	1,915 7 2	3,074 2 1
11 Repairs of signals, cranes, weighing machines, &c. ....	195 7 3	134 0 7	329 7 10
12 Repairs of approach roads .....	696 9 1	175 3 6	871 12 7
13 Casualties .....	73 12 3	941 2 6	1,014 14 9
14 General charges .....	46 12 11	2 8 3	49 1 2
Additions and alterations—Schedule G. ....	4,987 15 11	2,432 4 8	7,420 0 7
	45,665 0 10	22,030 14 9	67,695 15 7
<b>D.—COACHING CHARGES.</b>			
1 Wages, clerks, inspectors, guards, &c. ....	25,705 15 4	7,826 15 11	33,532 11 3
2 Compensation .....	47 10 0	854 16 9	902 6 9
6 Advertising .....	131 17 0	41 14 7	173 11 7
7 Stationery and printing .....		2 2 1	2 2 1
8 Fuel and stores .....	1,366 19 0	882 17 8	2,249 16 8
9 Clothing .....	21 8 0	87 5 0	108 13 0
10 General charges .....	191 5 0	5 18 0	197 3 0
11 Repairing station furniture, fittings, and implements .....	147 11 8	83 1 5	230 13 1
12 Making and repairing lamps .....	185 17 6	41 0 6	226 18 0
13 Mortuary .....	307 18 3		307 18 3
	28,106 1 9	9,825 11 11	37,931 13 8
<b>E.—GOODS CHARGES.</b>			
1 Wages of clerks, inspectors, &c. ....	16,750 0 9	9,120 16 7	25,870 17 4
2 Compensation .....	158 11 2	15 13 7	174 4 9
3 Horse hire .....	1,270 2 0	339 12 0	1,609 14 0
4 Travelling expenses .....	14 17 0		14 17 0
6 Fuel and stores .....	1,253 14 6	16 0 2	1,269 14 8
7 Sheet repairs .....	2,932 0 10	1,528 0 6	4,460 1 4
8 Greasing waggons .....	1,032 18 6	3 19 5	1,036 17 11
9 Clothing .....		166 18 6	166 18 6
10 General charges .....	10 1 4		10 1 4
11 Steam cranes, North .....		5,799 13 8	5,799 13 8
	23,422 6 1	16,990 14 5	40,413 0 6
<b>F.—GENERAL CHARGES.</b>			
1 Proportion of general establishment .....	2,490 8 6	1,244 17 8	3,735 6 2
2 Auditing .....	1,805 16 10	858 18 11	2,664 15 9
3 Advertising .....	1 8 3		1 8 3
4 Stationery and printing .....	0 12 6		0 12 6
5 Travelling expenses .....	216 7 0	13 19 0	230 6 0
6 Office expenses and contingencies .....	1,145 8 5	178 0 10	1,323 9 3
7 Repairs of store fittings .....	14 14 3	4 17 3	19 11 6
8 Store wages .....	1,704 7 3	718 5 2	2,422 12 5
9 Telegraphs .....	503 16 8		503 16 8
10 Trainage .....		298 4 0	298 4 0
	7,882 19 8	3,317 2 10	11,200 2 6
<b>Total, 1874 .....</b>	<b>176,374 4 8</b>	<b>81,329 2 1</b>	<b>257,703 6 9</b>

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

47

No. 25—continued.

SCHEDULES OF EXPENDITURE in Revenue Account, for the year ending 31st December, 1875.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
<b>A.—GENERALLY.</b>			
1 Cost of supervision .....	£ s. d.	£ s. d.	£ s. d.
2 Holidays .....	953 0 0	576 11 3	1,529 11 3
3 Half-pay .....	1,133 4 2	468 9 9	1,601 13 11
	70 17 6	11 1 9	81 19 3
<b>LOCOMOTIVE POWER.</b>			
A Cost of supervision .....	863 12 0	288 17 6	1,152 9 6
1 Wages of enginemen and firemen .....	17,393 10 11	7,231 6 2	24,624 17 1
2 Wages of engine cleaners and out-door labourers .....	5,975 16 2	1,793 11 2	7,769 7 4
3 Cost of fuel for engines and wages of fuelmen .....	21,945 17 0	6,467 16 9	28,413 13 9
4 Water and repairs of engines for pumping .....	3,118 7 7	731 0 4	3,849 7 11
5 Oil, tallow, waste, and sundry stores .....	7,359 13 11	1,907 9 11	9,267 3 10
<b>REPAIRING ENGINES.</b>			
1 Cost of supervision .....	465 12 6	98 14 0	564 6 6
2 Wages for repairs and renewals of engines .....	10,050 17 3	4,964 16 0	15,015 13 3
3 Materials for do. do. ....	6,143 11 6	2,360 9 3	8,504 0 9
4 Repairs of machinery and workshops .....	928 3 1	599 13 4	1,527 16 5
5 Tools and implements .....	1,116 2 6	334 18 10	1,451 1 4
6 General charges .....	6 13 2	23 7 8	30 0 10
7 Fuel and lighting .....	1,129 18 4	16 18 8	1,146 17 0
8 Casualties .....	100 8 3	8 10 1	108 18 4
9 Additions and improvements to locomotive engines .....	80 11 0	.....	80 11 0
	78,835 16 10	27,883 12 5	106,719 9 3
<b>B.—GENERALLY.</b>			
1 Cost of supervision .....	485 1 9	412 4 11	897 6 8
2 Holidays .....	213 7 7	87 6 1	300 13 8
3 Half-pay .....	9 15 1	0 3 6	9 18 7
<b>CARRIAGE REPAIRS.</b>			
1 Wages for repairs and renewals of carriages .....	4,495 8 4	1,593 0 6	6,088 8 10
2 Materials for do. do. ....	2,510 13 5	598 6 11	3,109 0 4
3 Casualties .....	66 9 3	0 3 0	66 12 3
<b>WAGGON REPAIRS.</b>			
1 Wages for repairs of waggons .....	3,917 14 7	1,473 14 4	5,391 8 11
2 Materials for do. ....	2,484 11 0	1,176 2 7	3,660 13 7
3 Casualties .....	132 8 10	3 11 10	136 0 8
	14,315 9 10	5,344 13 8	19,660 3 6
<b>C.—GENERALLY.</b>			
1 Cost of supervision .....	1,992 15 9	751 14 0	2,744 9 9
2 Holidays .....	1,126 4 6	453 18 6	1,580 3 0
3 Half-pay .....	34 2 6	3 13 6	37 16 0
<b>MAINTENANCE OF WAY.</b>			
1 Cost of supervision .....	260 0 0	539 18 2	799 18 2
2 Repairs of permanent way .....	27,852 7 9	10,403 14 7	38,256 2 4
3 Tools and implements .....	852 18 0	540 9 1	1,393 7 1
4 Ballasting .....	747 1 9	625 6 9	1,372 8 6
5 Slips .....	406 17 5	339 15 2	746 12 7
6 Repairs of tunnels, viaducts, bridges, &c. ....	4,025 19 1	1,459 4 4	5,485 3 5
7 Repairs of sidings, turntables, &c. ....	65 8 10	2 2 0	67 10 10
8 Repairs of gates, fences, &c. ....	374 12 9	1,426 13 5	1,801 6 2
9 Relaying line .....	7,738 0 2	595 10 1	8,333 10 3
10 Repairs of stations, platforms, and buildings .....	832 14 2	1,209 1 0	2,041 15 2
11 Repairs of signals, cranes, weighing machines, &c. ....	313 9 7	273 15 8	587 5 3
12 Repairs of approach roads .....	187 16 2	117 19 3	305 15 5
13 Casualties .....	394 16 6	559 9 4	954 5 10
14 General charges .....	28 0 1	6 13 1	34 13 2
	47,233 5 0	19,308 17 11	66,542 2 11
<b>D.—COACHING CHARGES.</b>			
1 Wages, clerks, inspectors, guards, &c. ....	29,455 14 2	8,829 17 9	38,285 11 11
2 Compensation .....	405 1 0	1,190 13 6	1,595 14 6
6 Advertising .....	10 6 8	.....	10 6 8
7 Stationery and printing .....	.....	0 9 6	0 9 6
8 Fuel and stores .....	1,488 0 9	1,217 19 0	2,705 19 9
9 Clothing .....	710 2 6	320 16 6	1,030 19 0
10 General charges .....	3 3 4	3 15 0	6 18 4
11 Repairing station furniture, fittings, and implements .....	179 8 8	63 2 7	242 11 3
12 Making and repairing lamps .....	227 13 2	25 15 7	253 8 9
13 Mortuary .....	318 6 2	.....	318 6 2
	32,797 16 5	11,652 9 5	44,450 5 10
<b>E.—GOODS CHARGES.</b>			
1 Wages of clerks, inspectors, &c. ....	18,918 9 6	11,362 18 2	30,281 7 8
2 Compensation .....	206 6 3	53 8 2	259 14 5
3 Horse hire .....	1,794 12 2	317 1 4	2,111 13 6
4 Travelling expenses .....	16 10 0	.....	16 10 0

## No. 25—continued.

Schedules.	Southern, Western, and Richmond.	Great Northern Line.	Total.
	£ s. d.	£ s. d.	£ s. d.
<b>E.—GOODS CHARGES—continued.</b>			
6 Fuel and stores.....	1,739 9 8	35 10 5	1,775 0 1
7 Sheet repairs.....	3,465 2 9	924 17 9	4,390 0 6
8 Greasing waggons .....	1,484 5 10	.....	1,484 5 10
9 Clothing .....	2 12 0	88 6 0	90 18 0
10 General charges .....	8 1 3	.....	8 1 3
11 Steam cranes, North .....	.....	5,171 1 0	5,171 1 0
	27,635 9 5	17,953 2 10	45,588 12 3
<b>F.—GENERAL CHARGES.</b>			
1 Proportion of general establishment.....	2,047 1 5	1,023 10 7	3,070 12 0
2 Auditing .....	2,075 14 4	946 9 1	3,022 3 5
3 Advertising .....	8 8 7	.....	8 8 7
5 Travelling expenses .....	222 18 3	20 11 0	243 9 3
6 Office expenses and contingencies .....	1,763 18 5	243 16 2	2,007 14 7
7 Repairs of store fittings .....	18 10 10	23 13 11	42 4 9
8 Store wages .....	2,870 10 11	1,028 15 10	3,899 6 9
9 Telegraphs .....	758 2 6	.....	758 2 6
10 Trainage .....	.....	161 4 0	161 4 0
	9,765 5 3	3,448 0 7	13,213 5 10
Total, 1875 .....	210,583 2 9	85,590 16 10	296,173 19 7

## No. 26.

STATEMENT of the number of Bales of Wool carried from all Stations on the Victorian Railways, and the Freight received, from 1872 to 1875 inclusive.

	1872.		1873.		1874.		1875.	
	Bales.	Amount.	Bales.	Amount.	Bales.	Amount.	Bales.	Amount.
Melbourne .....	67,926	£ s. d. 21,873 13 0	81,772	£ s. d. 23,914 2 0	116,004	£ s. d. 39,420 12 10	131,254	£ s. d. 43,237 5 8
Williamstown Pier .....	67,294	9,623 8 0	84,462	9,549 0 7	94,241	7,568 15 6	124,635	16,326 1 11
Geelong .....	19,044	2,521 7 5	24,505	3,151 17 10	27,907	3,522 4 10	28,559	3,949 9 4
Totals.....	154,264	34,018 8 5	190,739	36,615 0 5	238,152	50,511 13 2	284,448	63,512 16 11
On New South Wales Railways —All Lines ...	58,663	18,056 19 2	95,634	29,362 12 2	90,128	28,701 11 3	118,815	38,159 19 11

## No. 27.

COMPARATIVE Statement of the number of Sheep in each of the Colonies, and the quantity and value of Wool exported from 1872 to 1874 inclusive.

Year.	Number, weight, and value.	New South Wales.	Victoria.	South Australia.	Queensland.
1872... 1873... 1874... }	SHEEP	No. 17,560,048	SHEEP. No. 10,575,219	No. 4,900,687	No. 6,687,907
		20,501,506	11,323,080	5,617,419	7,268,946
		22,872,882	11,225,206	6,120,211	6,996,683
1872... *1873... 1874... }	WOOL EXPORTED	lbs. 50,233,453	lbs. 53,237,195	lbs. 33,709,717	lbs. 17,800,392
		52,221,466	60,280,622	32,967,941	19,763,053
		75,156,924	67,092,092	39,844,024	20,859,346
1872... *1873... 1874... }	ITS VALUE	£ 3,342,900	£ 4,260,801	£ 1,647,387	£ 1,169,812
		3,565,309	4,809,205	1,617,588	1,374,526
		5,010,125	4,996,748	1,762,987	1,420,881

\* Overland Traffic of 1872 added.

No. 28.

RETURN of Wool carried on the Great Southern, Western, and Richmond, and the Great Northern Lines of Railway, during the years 1872 to 1875 inclusive.

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Months.	1872.				1873.				1874.				1875.			
	Southern & Western		Northern.		Southern & Western.		Northern.		Southern & Western.		Northern.		Southern & Western.		Northern	
	Bales.	Weight.	Bales.	Weight.	Bales.	Weight.	Bales	Weight.	Bales.	Weight.	Bales	Weight.	Bales.	Weight.	Bales.	Weight.
		tons.	tons.		tons.		tons.		tons.		tons.		tons.		tons.	tons.
January.....	5,124	854	1,834	386	9,745	1,624	4,330	866	6,868	1,145	3,281	656	10,568	1,761	4,064	677
February .....	2,544	424	681	143	6,946	1,159	3,348	670	3,253	542	2,040½	408	4,743	790½	1,993	332
March .....	1,981	330	390	82	2,394	399	1,685	337	1,370	228	2,609	522	3,187	531	2,480½	413
April.....	615	102½	114	24	1,498	249	883	175	1,111	185	1,005	201	2,108	351	994	166
May .....	275½	46	143	30	960	160	507	102	547	91	978	196	1,245	208	420	70
June .....	179	30	133	28	380	63	122	24	820	137	253	51	853	142	202	34
July .....	157	26	204	43	358	59	315	63	684	114	58	12	612	102	128	21
August .....	139	23	22	5	289	48	78	16	459	77	121	24	412	69	87	15
September .....	465	77½	1,447	304	401	67	1,678	336	269	45	1,613	322	752	125	2,244	374
October.....	2,626	438	4,721	992	6,230	1,038	6,912½	1,383	3,946	658	6,233	1,246	7,623	1,270½	7,455	1,243
November.....	11,893	1,982	6,723½	1,350	13,291	2,215	7,521	1,504	15,998	2,666	8,322½	1,664	21,860	3,643	10,875	1,812
December .....	11,983	1,997	4,269	854	15,700	2,616	5,286½	1,057	20,485	3,414	7,804	1,561	25,517	4,253	8,392½	1,399
Totals .....	37,981½	6,330	20,681½	4,241	58,192	9,697	32,666	6,533	55,810	9,302	34,318	6,863	79,480	13,246	39,335	6,556

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

## No. 29.

## STATEMENT of the Value of Live Stock and quantity and value of Wool and other exports across the Borders.

Stations.	Value of Live Stock.					Wool average 370 lbs. per bale.			Other Exports.	Total Exports.
	Horses.	Cattle.	Sheep.	Pigs.	Total value.	Bales.	lbs.	Value.	Value.	Value.
1872.										
Albury .....	4,678	45,319	5,512	1,138	£ 56,647	4,599	1,701,630	94,800	46,350	197,797
Corowa .....	1,865	53,012	5,577	97	60,551	4,813	1,780,930	97,820	6,664	165,035
Moama .....	1,838	201,048	196,379	...	399,265	19,540	7,229,800	392,271	12,908	804,444
Euston (S. Australia) .....	708	1,676	20,359	...	22,743	182	67,200	5,600	261	28,604
Wentworth to Victoria .....	...	...	...	...	...	1,177	435,490	20,009	12,198	318,782
Wentworth to S. Australia .....	777	34,986	50,516	...	86,279	15,031	5,561,470	200,296	3,809	743,289
Swan Hill .....	1,175	103,355	21,716	...	126,246	22,098	8,176,458	613,234	645	170,005
Tocumwall .....	1,415	12,160	7,358	45	20,978	5,347	1,978,412	148,382	2,230	13,522
Maryland .....	...	...	...	...	...	440	162,970	11,292	...	...
Total 1872 .....	12,456	451,556	307,417	1,280	772,709	73,227	27,094,360	1,583,704	85,065	2,441,478
1873. No record.										
1874.										
Albury .....	11,015	40,527	5,065	687	57,294	14,919	5,519,941	313,893	19,606	390,793
Corowa .....	4,352	55,240	20,219	15	79,826	7,548	2,792,659	163,601	2,139	245,566
Moama .....	4,955	82,069	165,677	...	252,701	19,833	7,338,338	385,602	4,176	642,479
Swan Hill .....	1,572	92,631	19,504	...	113,707	36,726	13,588,640	849,290	7,063	970,060
Euston .....	820	23,771	11,647	...	36,238	209	77,596	7,459	875	44,572
Wentworth to Victoria .....	...	...	...	...	...	10,070	3,725,904	326,292	10,423	825,943
Wentworth to S. Australia .....	5,387	40,780	52,835	...	99,002	12,053	4,459,728	390,226	1,198	189,153
Tocumwall .....	550	31,047	2,522	...	34,119	5,544	2,051,155	153,836	420	3,955
Howlong .....	575	2,960	...	...	3,535	...	...	...	66,210	75,710
Maryland .....	...	...	...	...	...	341	126,000	9,500	...	...
Total 1874 .....	29,226	369,025	277,469	702	676,422	107,243	39,679,961	2,599,699	112,110	3,388,231
1875.										
Moama .....	4,665	112,622	400,203	310	517,800	18,110	6,700,698	385,036	6,265	909,101
Swan Hill .....	588	89,992	23,113	...	113,693	43,975	16,270,608	1,016,912	8,184	1,138,789
Tocumwall .....	1,000	20,000	300	...	21,300	6,686	2,473,938	154,621	1,317	177,238
Euston .....	720	22,912	3,840	...	27,472	749	277,424	22,026	442	49,940
Wentworth .....	3,676	46,251	76,945	...	126,872	30,721	11,366,653	710,416	7,591	844,879
Albury .....	14,170	100,833	5,030	1,256	121,289	19,721	7,296,800	496,300	16,268	633,857
Howlong .....	370	5,069	...	20	5,459	26	9,720	542	117	6,118
Corowa .....	4,335	115,526	40,528	224	160,613	8,919	3,299,737	193,737	5,788	360,138
Total 1875 .....	29,524	513,205	549,959	1,810	1,094,498	128,907	47,695,578	2,979,590	45,972	4,120,060

As some of the Stations give the quantity of Wool in bales, and others in lbs.; I have assumed 370 lbs. as the average weight per bale of the whole greasy and washed. The average price for the three years is 1s. 3d per lb.

## No. 30.

RETURN of Merchandise Traffic for 9 months, ending 31 December, 1873.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>CLASS A.</b>				
Bark	1,188	£ 397 18 5	62	£ 10 12 1
Bones, horns, and hoofs, in bags	174	156 12 9	12	10 9 8
Bran	1,026	920 3 6	301	141 18 1
Cabbages	34	31 19 10	9	5 8 0
Carrots	3	0 16 3	3	1 5 8
Coke, owner's trucks			1,013	139 17 4
Colonial wine	17	12 9 8	147	64 4 3
Flour and oatmeal	5,267	3,971 8 7	2,302	807 3 2
Fruit and garden produce	3,965	1,845 14 11	239	197 12 8
Grain	6,614	4,348 14 0	3,945	1,517 8 10
Green fodder	6	1 7 2	423	77 11 4
Hay	1,950	1,375 3 4	2,596	796 17 10
Mangold-wurzel		0 1 0		
Manure, loose				0 2 8
Millet seed			4	1 12 10
Onions	38	42 3 5	37	22 7 0
Ores and regulus	314	343 7 7	6,709	451 5 9
Paper material	605	122 9 11	22	4 7 1
Pollard	166	97 8 2	172	56 3 1
Potatoes	1,313	722 8 2	1,490	456 15 3
Pumpkins	1	0 6 11	2	1 2 5
Pumpkin meat	165	58 11 11	238	63 0 4
Road metal	6,724	1,209 5 1		
Sand			233	37 0 0
Sawdust	1	0 6 11		
Turnips	125	53 12 9	7	2 2 7
<b>Total...</b>	<b>29,696</b>	<b>15,712 10 3</b>	<b>20,016</b>	<b>4,866 7 11</b>
<b>CLASS B.</b>				
Bones, horns, and hoofs (loose)			57	21 11 7
Bottles (empty in cases)	109	157 9 9	110	67 8 10
Bricks	931	374 5 10	1,513	295 11 7
Cases (empty)	94	57 10 9	26	13 4 11
Cask do.	40	39 5 5	43	32 10 10
Clay	183	56 14 1	49	6 8 10
Drain pipes	288	284 17 5	39	25 17 7
Earthenware tiles	46	17 16 11	7	6 2 8
Flour and oatmeal			368	129 4 1
Flower pots	8	6 19 1	1	1 5 7
Hides (down)	1,136	449 2 7		
Laths and Shingles	422	243 14 1	100	38 3 4
Maize meal			7	7 1 4
Manure, loose	29	9 17 4		
Palings, posts, &c.	2,383	817 7 2	303	126 16 6
Sand	214	72 14 11		
Stocks, felloes, &c.	901	561 10 10	24	16 0 7
Stone, undressed	2,385	897 8 10	79	27 13 8
<b>Total...</b>	<b>9,169</b>	<b>4,046 15 0</b>	<b>2,726</b>	<b>815 1 11</b>
<b>CLASS C.</b>				
Artificial manure	122	75 13 1	8	2 8 3
Chaff	179	85 13 4	1	0 7 0
Charcoal and coke, in bags	52	75 19 3	1	0 5 1
Coal in, bags	41	31 2 10	18	9 5 3
Coke, loose	3	0 15 0	216	50 0 0
Greaves	1	0 6 0		
Lime	1,261	1,292 18 9		
Oil-cake	2	1 16 9	1	0 8 8
Salt Rock	1,202	1,894 12 3	620	760 19 4
Sheep-skins	357	569 11 4	188	252 8 0
Sleepers	635	522 9 5	403	133 15 1
Timber in log	564	399 12 5	1,186	341 2 2
Do. undressed	1,402	1,091 5 7	793	311 0 0
Tin ore			1,528	1,967 17 7
Whiting	73	123 11 11	37	42 2 8
<b>Total...</b>	<b>5,894</b>	<b>6,165 7 11</b>	<b>5,000</b>	<b>3,871 19 1</b>

## No. 30.—RETURN of Merchandise Traffic, 1873—continued.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>1ST CLASS.</b>				
Cement ... ..	331	£ 512 2 9	87	£ 116 8 3
Copper ingots ... ..	657	1,529 19 9	617	133 14 0
Iron, pig and scrap ... ..	205	281 4 0	136	86 18 2
Kerosene oil (up) ... ..	.....	0 1 7	7	3 18 7
Leather (up) ... ..	786	836 11 9	1	1 4 5
Lime, in bags... ..	114	49 5 2	290	141 0 3
Measurement goods ... ..	327	714 19 2	.....	.....
Muriate of lime ... ..	9	3 9 9	.....	.....
Paper ... ..	251	289 8 11	16	28 16 1
Salt, dairy ... ..	2,230	4,518 6 8	1,113	1,607 13 2
Sheep-skins, loose ... ..	.....	.....	3	3 14 2
Slates ... ..	98	125 7 5	7	12 2 7
Soda, crystals... ..	108	231 12 2	47	72 10 3
Do. caustic ... ..	175	167 15 0	20	30 4 2
Stone, cut ... ..	67	107 17 11	22	25 6 7
Tar and pitch... ..	69	164 17 4	36	55 1 11
Total ... ..	5,427	9,532 19 4	2,402	2,318 12 7
<b>2ND CLASS.</b>				
Agricultural machines ... ..	134	315 13 4	41	66 7 0
Boats ... ..	29	51 16 7	19	23 3 2
Boilers ... ..	91	255 1 8	18	25 15 8
Guttering ... ..	45	112 14 2	.....	.....
Hides (up) ... ..	508	1,171 8 4	433	689 17 9
Iron, bar and rod ... ..	792	1,978 5 1	381	462 6 6
Do. plate and sheet... ..	25	60 18 0	26	18 14 6
Do. castings... ..	645	1,513 18 0	174	128 17 11
Do. corrugated, in cases ... ..	533	1,388 17 7	187	348 14 2
Do. girders ... ..	9	29 16 11	.....	.....
Do. wire ... ..	774	1,931 6 2	610	1,255 3 6
Do. tanks, corrugated ... ..	45	56 3 4	43	63 12 8
Do. wheels and axles ... ..	.....	.....	58	23 4 2
Lead, pig and sheet ... ..	42	81 6 11	13	19 14 6
Malt ... ..	114	173 19 8	1	2 4 11
Portable engines ... ..	63	157 8 5	.....	.....
Railway Materials ... ..	1,860	1,688 13 10	638	548 10 2
Resin ... ..	63	135 5 6	15	37 8 6
Stone, carved ... ..	36	84 8 7	19	28 12 1
Sugar ... ..	4,325	11,318 1 5	1,358	2,347 13 1
Tallow ... ..	421	830 10 8	271	264 10 5
Timber, dressed ... ..	1,973	3,629 2 6	988	627 14 5
Zinc and tin plates ... ..	51	108 4 4	10	15 3 3
Total ... ..	12,578	27,073 1 0	5,303	6,997 8 4
<b>3RD CLASS.</b>				
Ale and beer ... ..	2,561	7,251 19 8	623	1,158 17 5
Bags, by weight ... ..	.....	.....	47	113 8 0
Barley... ..	.....	.....	7	5 5 8
Boots and shoes ... ..	192	662 6 7	87	201 16 11
Bread ... ..	81	50 7 11	.....	.....
Brushware ... ..	28	97 6 0	18	28 5 7
Butter, bacon, and eggs ... ..	712	1,687 7 4	55	68 11 7
Carpentry ... ..	6	9 14 4	7	11 15 8
Cheese ... ..	118	270 9 4	49	67 4 3
Chimney pots... ..	.....	.....	1	0 6 6
Colonial wines ... ..	10	32 6 3	124	238 0 8
Confectionery ... ..	218	758 1 2	95	224 16 9
Cordials' ... ..	121	411 2 0	.....	.....
Drapery ... ..	1,234	4,047 16 7	303	727 0 3
Drugs ... ..	93	293 4 7	55	107 19 11
Flax ... ..	.....	.....	5	5 18 10
Furniture, in cases ... ..	213	776 2 9	88	201 16 4
Glass and earthenware ... ..	342	1,088 17 10	101	220 2 10
Grease, anti-friction ... ..	.....	.....	22	17 7 11

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

53

No. 30.—RETURN OF MERCHANDISE TRAFFIC, 1873—*continued.*

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>3RD CLASS—<i>continued.</i></b>				
Groceries ... ..	1,863	£ 6,250 0 6	339	£ 770 2 1
Hair ... ..	30	89 7 11	7	16 17 5
Hides, loose ... ..	.....	.....	.....	0 1 1
Iron, corrugated, loose	41	91 18 4	35	56 16 3
Ironmongery ... ..	1,385	4,782 4 4	650	1,430 4 9
Iron tanks ... ..	19	60 5 4	.....	.....
Joinery ... ..	211	703 16 9	31	48 17 0
Kerosene oil ... ..	431	1,403 1 5	.....	.....
Leather (down) ... ..	45	125 0 9	34	66 15 2
Machinery ... ..	442	1,323 14 4	211	437 6 9
Meat ... ..	125	123 7 4	2	1 14 9
Miscellaneous ... ..	2,801	9,355 8 0	1,465	3,119 4 1
Oils and colours ... ..	317	905 6 9	265	523 9 0
Oilmen's stores ... ..	536	1,885 10 8	290	676 16 7
Pigs, in coops ... ..	22	31 15 1	.....	.....
Plants ... ..	70	133 1 11	5	9 17 1
Poultry ... ..	172	293 3 2	5	5 3 9
Preserved meat (down)	.....	.....	2	1 13 2
Rice ... ..	642	2,168 9 6	145	387 8 8
Rope ... ..	118	403 19 2	47	73 8 4
Saddlery ... ..	81	289 17 6	30	75 0 2
Seed ... ..	.....	.....	27	36 14 1
Ship chandlery ... ..	.....	.....	9	18 1 0
Soap ... ..	231	635 10 11	238	409 19 8
Stationery ... ..	35	121 17 0	8	19 14 2
Sugar ... ..	.....	.....	183	454 4 0
Tea ... ..	611	2,048 17 3	232	545 16 2
Tobacconists' goods ... ..	207	740 13 0	109	265 4 1
Upholstery ... ..	.....	.....	22	31 19 2
Wines and spirits ... ..	1,984	6,921 3 7	719	1,686 12 2
Total ... ..	18,348	58,324 12 10	6,797	14,567 15 8
<b>4TH CLASS.</b>				
Acids ... ..	40	164 5 8	2	9 3 3
Ammunition ... ..	7	19 19 8	2	6 3 8
Fireworks ... ..	.....	.....	1	3 4 5
Furniture, loose ... ..	208	592 17 8	111	149 10 1
Fuze ... ..	8	37 8 4	.....	.....
Musical instruments ... ..	46	185 6 0	22	53 15 5
Paintings and engravings	2	7 17 10	2	2 15 1
Perambulators ... ..	2	8 1 9	.....	0 15 1
Picture frames ... ..	.....	0 14 2	.....	.....
Pier glasses and mirrors	1	7 3 2	.....	0 13 4
Quicksilver ... ..	5	30 16 11	.....	1 9 7
Sewing machines ... ..	24	107 16 3	9	26 1 11
Slate slabs ... ..	1	6 2 5	1	0 12 3
Total ... ..	344	1,168 9 10	150	254 4 1
<b>MISCELLANEOUS.</b>				
Coal ... ..	18,715	5,842 15 8	544,899	25,856 7 9
Contractors' plant ... ..	185	312 1 1	.....	.....
Empty bags, by weight	.....	.....	1	1 0 9
Do returns ... ..	5	174 1 10	.....	66 7 3
Firewood ... ..	47,881	7,149 16 3	272	29 3 3
Fish ... ..	8	12 3 3	7	10 2 10
Gunpowder and dynamite	145	901 9 4	31	70 4 3
Hay in trucks ... ..	7,672	3,778 17 3	.....	.....
Limestone ... ..	1,029	571 16 11	.....	.....
Mining props ... ..	.....	.....	2,806	323 15 2
Shale ... ..	8,844	3,977 4 10	1	0 9 3
Waggons on wheels ... ..	.....	.....	.....	8 16 0
Wool by weight ... ..	2,310	5,147 8 0	796	1,045 17 7
Do. by bale ... ..	4,170	8,458 13 2	3,135	5,907 19 1
Total ... ..	90,964	36,326 7 7	551,948	33,320 3 2

No. 30.—RETURN of Merchandise Traffic, 1874—*continued.*

## RETURN OF MERCHANDISE Traffic, 1874.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>CLASS A.</b>				
		£ s. d.		£ s. d.
Bark ... ..	1,627	586 17 9	104	26 3 9
Barley... ..			46	15 6 0
Bones... ..	232	205 3 11	44	32 19 10
Bran ... ..	1,619	1,499 15 6	460	214 14 3
Cabbage ... ..	79	72 8 9	34	15 6 11
Carrots ... ..			4	1 15 7
Coke (owner's trucks) ... ..			1,211	174 16 7
Colonial wine (up) ... ..	38	25 10 11	234	101 11 6
Flour and oatmeal ... ..	8,773	6,767 13 1	4,095	1,412 0 1
Fruit and garden produce ... ..	4,740	2,141 15 9	313	194 6 5
Grain ... ..	8,372	4,275 16 5	3,424	1,298 14 11
Green fodder ... ..	1	0 4 4	612	103 18 8
Hay (by weight or bales) ... ..	3,114	2,889 15 0	4,962	1,513 15 1
Onions ... ..	12	12 7 11	51	24 6 3
Ores and regulus ... ..	1,539	668 8 1	6,570	213 16 4
Paper material ... ..	528	114 6 2	4	0 17 1
Pollard ... ..	434	309 16 7	346	164 6 3
Potatoes ... ..	3,679	2,454 17 2	1,937	579 1 5
Preserved meat ... ..	6	2 12 4		
Pumpkins ... ..	435	139 3 5	99	30 16 8
Road metal ... ..	11,586	2,039 3 1		
Sand ... ..			412	65 4 4
Sawdust ... ..	4	1 2 8		
Turnips ... ..	163	84 1 7	63	21 17 0
Total ... ..	46,981	24,291 0 5	25,025	6,205 14 11
<b>CLASS B.</b>				
Bones, horns, &c. (loose) ... ..			61	23 12 5
Bottles (empty) ... ..	148	226 14 7	155	96 12 10
Bricks... ..	1,235	534 1 10	3,600	674 8 9
Cases, empty (new) ... ..	55	44 13 10	23	11 3 9
Casks, do. ... ..	58	58 17 1	115	71 11 1
Clay ... ..	263	110 4 10	33	4 15 2
Drain pipes ... ..	639	710 17 11	216	251 17 7
Earthenware tiles ... ..	103	43 19 2	1	1 8 9
Flower-pots ... ..	9	6 14 1	2	2 7 2
Hides (down)... ..	1,343	545 7 2		
Maize meal ... ..			9	5 19 2
Palings, posts and rails Stocks, felloes, spokes Shafts, undressed	4,849	2,001 5 11	386	171 5 1
Sand ... ..	273	78 14 4		
Shingles and laths ... ..	541	244 15 9	147	54 12 10
Stone, undressed ... ..	2,456	970 9 2	168	38 3 3
Total ... ..	12,022	5,576 15 8	4,916	1,407 17 10
<b>CLASS C.</b>				
Artificial manure and guano ... ..	194	77 16 9	82	15 6 9
Chaff ... ..	186	102 18 9	43	19 4 11
Charcoal and coke (in bags)... ..	101	150 8 7	13	3 0 2
Coal (in bags) ... ..	65	47 19 11	5	3 2 8
Coke (loose and in Government trucks) ... ..	3	0 15 9	720	134 13 4
Lime ... ..	2,002	2,218 0 10		
Oil-cake ... ..	21	13 14 2		0 2 6
Regulus (supr.) ... ..	407	368 15 3		
Salt, Rock and Calcutta ... ..	1,075	1,676 17 8	834	1,040 3 8
Sheep-skins ... ..	613	656 17 4	252	338 9 9
Sleepers ... ..	1,694	1,210 16 8	569	324 17 2
Timber, in log ... ..	2,011	1,159 8 5	2,189	725 4 4
Do. undressed ... ..	1,897	1,372 10 3	1,159	473 17 0
Tin ore ... ..			2,457	3,172 6 10
Whiting ... ..	97	169 4 2	55	56 19 10
Total ... ..	10,366	9,226 4 6	8,378	6,307 8 11

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 30.—RETURN of Merchandise Traffic, 1874—continued.

Description of Goods.	Great Southern and Western.			Great Northern.		
	Tons.	Freight.		Tons.	Freight.	
<b>1ST CLASS.</b>						
Cement	443	£	s. d.	142	£	s. d.
Copper or tin ingots...	1,050	682	15 9	952	154	15 6
Iron, pig and scrap	189	2,280	5 9	126	214	13 8
Kerosene oil (up)		339	6 0	12	69	5 2
Leather (up)	999	1,140	12 6	1	5	13 0
Lime in bags				460	0	16 10
Measurement goods	370				210	5 1
Muriate of lime	53	813	4 10			
Paper	512	20	10 5	31	45	7 7
Salt, dairy	2,352	438	14 3	1,457	2,155	3 2
Slates	73	4,841	2 4	8	7	5 5
Soda crystals	136	117	4 7	70	107	9 3
Soda caustic	195	306	18 6	18	33	2 7
Stone cut and grindstones	48	204	2 11	26	45	11 10
Tar and pitch...	70	97	14 9	79	86	16 7
		165	14 1			
Total...	6,490	11,448	6 8	3,382	3,136	5 8
<b>2ND CLASS.</b>						
Agricultural machines	212	512	7 1	80	119	19 8
Boats	24	40	15 3	18	32	15 5
Boilers	35	84	1 2	84	73	12 6
Guttering	52	133	15 11			
Hides (up)	506	1,173	1 8	608	1,004	12 0
Iron, bar, rod, &c.	1,081	2,711	2 8	724	815	16 1
Do. boiler-plate	36	79	11 6	38	22	5 8
Do. castings	681	1,709	13 2	248	198	5 5
Do. corrugated (in cases)	619	1,675	9 10	371	710	5 5
Do. girders	11	32	2 5			
Do. tanks, corrugated	71	114	12 7	78	113	7 6
Do. wheels and axles, railway				139	58	3 10
Do. wire	1,158	2,891	10 3	1,230	2,341	6 6
Lead, pig and sheet	61	123	13 0	16	23	15 10
Malt	194	338	9 0			
Portable engines	87	240	8 2	30	48	18 5
Railway materials	4,697	13,091	15 0	924	477	2 8
Resin	66	177	6 11	21	48	2 7
Stone, carved and gravestones	31	52	19 6	20	28	11 1
Sugar	5,921	14,873	19 6	2,282	3,911	16 8
Tallow	526	999	7 11	407	409	3 7
Timber, dressed	2,629	5,089	11 8	1,636	1,012	19 9
Zinc and tin plates	67	123	19 7	17	23	1 2
Total...	18,765	46,269	13 8	8,971	11,474	1 9
<b>3RD CLASS.</b>						
Ale and beer	3,702	10,655	19 6	1,171	2,096	3 4
Bags				82	201	8 0
Books and stationery	26	94	3 9	8	17	11 9
Boots and shoes	263	912	18 11	125	292	13 8
Bread	18	11	18 6			
Brushware	32	114	6 2	24	40	18 5
Butter, bacon, and eggs	883	1,999	15 10	55	73	5 10
Carpentry	31	107	14 7	23	33	1 4
Cheese	179	360	15 6	80	107	3 7
Chimney pots					0	6 6
Colonial wine (down)	15	55	15 10	129	238	13 7
Confectionery	313	1,096	12 1	150	330	9 8
Cordials	201	619	13 3			
Drapery	1,914	6,423	14 1	504	1,249	9 11
Drugs	156	459	3 0	80	172	7 6
Flax				6	6	6 0
Furniture (in cases)	327	1,210	15 1	223	426	2 1
Glass and earthenware	467	1,547	17 0	139	315	9 2
Grease (antifriction)				49	34	15 0
Groceries	2,625	8,910	11 10	538	1,221	3 0
Hair	37	110	7 7	11	30	1 1

## No. 30.—RETURN of Merchandise Traffic, 1874—continued.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>3RD CLASS—continued.</b>				
Iron (corrugated, loose) ... ..	89	£ 214 4 6	70	£ 112 10 10
Ironmongery ... ..	1,719	5,955 11 2	1,193	2,500 5 7
Iron tanks ... ..	45	123 4 7	.....	.....
Joinery ... ..	271	933 18 11	55	97 17 1
Kerosene oil (down) ... ..	704	2,364 4 11	.....	.....
Leather do. ... ..	64	167 6 3	51	112 11 8
Machinery ... ..	325	824 16 8	98	140 17 11
Meat (fresh and salt) ... ..	129	146 13 0	14	18 2 0
Miscellaneous ... ..	3,447	11,055 3 10	2,407	5,083 10 9
Oil and Colours ... ..	355	978 16 6	398	811 8 9
Oilmen's stores ... ..	856	3,073 9 2	512	1,217 17 9
Pigs (in coops) ... ..	39	61 8 4	.....	.....
Plants ... ..	82	149 12 1	4	7 12 0
Poultry ... ..	235	409 11 5	8	7 9 0
Preserved meat (down) ... ..	.....	.....	1	2 5 9
Rice ... ..	931	3,252 7 6	243	662 9 7
Rope ... ..	145	506 7 11	38	92 12 1
Saddlery ... ..	76	275 6 5	47	132 0 10
Seed ... ..	.....	.....	22	36 2 8
Ship Chandlery ... ..	.....	.....	8	12 6 5
Skip waggons ... ..	.....	.....	104	53 3 9
Soap ... ..	399	1,129 17 7	322	559 12 8
Tea ... ..	862	3,002 18 11	362	872 7 3
Tobacconist's goods ... ..	278	1,008 18 4	186	438 2 7
Upholstery ... ..	.....	.....	32	56 18 3
Wines and spirits ... ..	2,640	9,475 0 1	1,109	2,736 3 0
Total ... ..	24,880	79,801 0 7	10,681	22,651 17 7
<b>4TH CLASS.</b>				
Acids ... ..	58	239 9 1	10	39 14 7
Ammunition ... ..	9	38 13 10	3	9 12 11
Fireworks ... ..	.....	.....	2	5 16 10
Furniture (loose) ... ..	272	804 8 4	167	235 18 2
Fuze ... ..	7	33 9 8	.....	.....
Musical Instruments ... ..	69	301 19 3	36	84 18 1
Paintings and Engravings ... ..	2	11 1 0	1	1 19 11
Perambulators ... ..	2	11 6 3	1	2 17 11
Picture Frames ... ..	.....	0 9 7	.....	.....
Pier Glasses and Mirrors ... ..	3	16 15 7	1	1 8 4
Quicksilver ... ..	4	19 15 10	.....	0 8 9
Sewing Machines ... ..	40	172 2 8	12	36 14 7
Slate Slabs ... ..	3	13 18 1	1	0 7 8
Total ... ..	469	1,663 9 2	234	419 17 9
<b>MISCELLANEOUS.</b>				
Coal ... ..	34,118	12,937 6 0	762,126	40,160 4 11
Contractors' Engines, in steam ... ..	.....	17 5 0	.....	.....
Do. do. on wheels ... ..	9	17 4 5	.....	.....
Do. Plant ... ..	326	636 17 3	508	197 15 10
Do. Wheels ... ..	.....	2 9 6	.....	.....
Empty returns ... ..	4	302 13 2	.....	87 5 6
Firewood ... ..	72,849	11,062 2 1	222	23 4 2
Fish ... ..	35	59 14 1	8	6 11 10
Gunpowder ... ..	120	810 10 3	63	193 15 10
Hay, 6,259 Trucks ... ..	15,647	7,858 18 0	.....	.....
Limestone ... ..	1,040	608 14 8	.....	.....
Material, Railway ... ..	.....	130 11 6	.....	.....
Meat, at per carcase ... ..	.....	9 3 4	.....	.....
Mining Props ... ..	.....	.....	3,154	350 11 8
Shale ... ..	9,173	4,129 1 9	3	0 19 6
Telegraph Material ... ..	.....	75 0 0	.....	.....
Waggons on wheels ... ..	.....	.....	.....	123 2 6
Wool, by bale ... ..	5,921	11,507 0 8	3,882	7,572 11 4
Do. by weight ... ..	3,327	7,051 14 10	1,803	2,570 4 5
Total ... ..	142,569	57,216 6 6	771,769	51,286 7 6

No. 30—*continued.*  
RETURN of Merchandise Traffic, 1875.

Description of Goods.	Great Southern and Western.			Great Northern.				
	Tons.	Freight.		Tons.	Freight.			
<b>CLASS A.</b>								
Bark .....	1,695	£	s.	d.	82	£	s.	d.
Bones, horns, &c., in bags .....	234	702	6	0	47	22	3	8
Bran .....	859	183	10	11	519	31	15	6
Colonial wine (up) .....	38	670	16	0	190	149	2	7
Coke (owner's trucks) .....	.....	.....	.....	.....	2,158	90	15	5
Flour and oatmeal .....	5,402	2,615	12	6	4,821	310	0	6
Fruit .....	4,919	2,106	6	7	261	1,704	16	4
Garden produce .....	872	428	19	0	667	161	3	2
Grain .....	10,249	6,219	18	9	1,716	248	19	5
Green fodder .....	.....	.....	.....	.....	367	618	12	7
Hay .....	5,046	4,873	4	6	5,047	92	14	6
Iron—pig and scrap (up) .....	60	38	17	0	1	1,600	17	2
Maize .....	.....	.....	.....	.....	2,047	0	13	4
Manure—loose .....	.....	.....	.....	.....	67	845	10	11
Meal .....	.....	.....	.....	.....	7	10	1	11
Millet seed .....	.....	.....	.....	.....	.....	10	18	10
Ores and crude regulus .....	1,385	.....	.....	.....	.....	0	3	1
Paper material .....	522	506	13	0	6,114	163	1	6
Pollard .....	334	107	18	4	.....	.....	.....	.....
Posts, rails, and palings (over 40 miles) .....	52	173	0	5	236	64	15	1
Potatoes .....	3,042	39	11	2	.....	.....	.....	.....
Road metal .....	6,761	1,928	2	6	2,721	869	17	0
Sand .....	.....	1,182	0	1	.....	.....	.....	.....
Sawdust .....	6	.....	.....	.....	707	96	3	4
Stocks, shafts, &c. (over 40 miles) .....	53	1	13	6	.....	.....	.....	.....
Tobacco leaf .....	.....	70	10	4	.....	.....	.....	.....
.....	.....	0	10	3	.....	.....	.....	.....
Total .....	41,529	21,868	8	2	27,775	7,092	5	10
<b>CLASS B.</b>								
Bones, horns, &c.—loose .....	.....	.....	.....	.....	57	24	9	9
Bottles, empty .....	174	243	9	7	119	70	6	5
Bricks .....	1,143	382	6	7	1,949	359	3	1
Cases and casks, empty .....	81	87	7	11	128	71	16	8
Clay .....	169	85	11	5	30	4	4	6
Hides (down) .....	1,298	497	12	9	.....	.....	.....	.....
Maise meal .....	.....	.....	.....	.....	4	4	12	11
Manure .....	2	0	10	5	.....	.....	.....	.....
Palings .....	1,063	358	12	10	106	40	1	11
Paper .....	71	21	4	8	.....	.....	.....	.....
Posts and rails .....	3,635	1,211	2	4	265	63	2	6
Potteryware .....	1,016	1,081	19	11	152	154	15	4
Sand .....	133	39	7	1	.....	.....	.....	.....
Shingles and laths .....	533	225	7	10	146	53	3	9
Spokes, felloes, &c. .....	.....	.....	.....	.....	118	108	1	3
Stocks, shafts, &c. .....	1,705	885	0	7	.....	.....	.....	.....
Stone, undressed .....	2,850	1,415	3	11	26,746	1,024	13	2
Total .....	13,873	6,534	17	10	29,820	1,978	11	3
<b>CLASS C.</b>								
Artificial manure and guano .....	195	108	6	6	20	5	2	1
Chaff .....	494	515	15	0	142	42	2	3
Charcoal, coke, and coal .....	122	128	1	9	330	83	12	11
Glue (pieces) .....	8	5	18	6	.....	.....	.....	.....
Greaves .....	.....	0	5	5	.....	.....	.....	.....
Lime .....	2,377	2,542	15	5	.....	.....	.....	.....
Oil cake .....	54	28	10	0	1	0	13	3
Regulus .....	855	642	18	10	.....	.....	.....	.....
Salt—Rock, &c. .....	1,478	1,972	8	4	873	971	8	6
Sheepskins .....	713	773	15	7	257	355	17	6
Sleepers .....	5,813	3,498	4	2	441	537	14	9
Timber (in log) .....	3,020	2,111	0	5	1,896	596	15	6
Do. (undressed) .....	2,792	2,224	1	2	1,295	720	15	7
Tin ore .....	.....	.....	.....	.....	2,142	2,776	7	10
Whiting .....	114	185	8	4	69	66	19	11
Total .....	18,035	14,737	9	5	7,466	6,157	10	1

## No. 30.—RETURN of Merchandise Traffic, 1875—continued.

Description of Goods.	Great Southern and Western.			Great Northern.										
	Tons.	Freight.		Tons.	Freight.									
<b>1ST CLASS.</b>														
Cement	803	£	1,527	s.	15	d.	5	231	£	263	s.	8	d.	9
Coal (in bags)	3				1	12	9							
Copper	1,024		2,035		4	2		825		185		13		1
Iron—pig and scrap	159		227		0	2		112		63		12		1
Kerosene oil (up)								14		6		3		2
Leather (up)	1,012		1,184		12	1		1		2		2		3
Lime (in bags)								445		240		18		11
Measurement goods	401		884		17	5		13		14		0		4
Muriaté of lime	4		1		3	5								
Paper	414		409		11	0		42		62		1		5
Salt—dairy	2,940		5,984		19	0		1,630		2,343		19		0
Seed—lucerne					0	3								
Slates	114		185		1	6		31		12		11		0
Soda—crystals	171		384		10	2		70		100		3		11
Do. caustic	123		217		3	9		37		47		15		1
Stone—cut	48		111		10	6		20		35		15		7
Sulphuric acid										0		9		7
Tar and pitch	82		198		18	7		78		94		8		3
Tin—smelted								7		14		0		10
Total														
	7,298		13,354		6	2		3,556		3,487		3		3
<b>2ND CLASS.</b>														
Agricultural machines	195		467		16	9		86		140		17		7
Boats	30		34		17	1		12		13		12		1
Boilers	72		208		18	11		67		38		18		0
Guttering	64		154		0	3								
Hides (up)	563		1,354		10	11		616		1,035		19		10
Iron, bar, rod, &c.	1,404		3,531		9	3		709		902		14		9
Do. plate	23		49		11	1		31		23		0		7
Do. castings	410		862		8	0		240		177		13		6
Do. corrugated in cases	1,194		3,162		4	9		518		908		0		4
Do. girders	25		74		19	7								
Do. tanks—corrugated	41		43		1	10		95		125		10		11
Do. wire	2,355		6,281		1	11		1,723		3,390		9		4
Do. wheels and axles	30		84		12	11		116		52		9		1
Lead—pig and sheet	95		211		0	9		19		24		12		8
Malt	263		546		13	1		2		5		4		3
Portable engines	63		147		18	7		22		39		10		1
Railway material	8,566		19,259		11	0		6,816		14,546		19		8
Resin	116		302		17	2		26		58		16		5
Stone—carved	60		69		6	7		23		27		5		10
Sugar	5,839		14,644		17	2		2,294		3,847		18		3
Tallow	491		952		9	4		422		418		8		2
Timber—dressed	2,943		5,262		3	2		1,695		1,060		7		2
Zinc and tin plates	109		157		10	7		28		36		8		2
Total	24,951		57,864		0	8		15,560		26,874		16		8
<b>3RD CLASS.</b>														
Ale and beer	3,429		9,324		13	3		1,323		2,622		9		11
Bags and woolpacks	580		2,034		5	7		317		846		18		2
Boots and shoes	281		969		12	4		117		263		10		7
Bridgework	545		2,228		18	8								
Brushware	29		101		17	3		24		48		10		5
Butter, bacon, and eggs	809		1,785		15	0		70		82		14		11
Carpentry and joinery	324		1,063		3	7		75		120		19		6
Cheese	141		287		9	3		71		102		9		5
Colonial wine (down)	15		55		14	8		121		228		17		6
Confectionery	337		1,190		2	10		173		378		5		10
Cordials	182		562		8	0								
Drapery	2,225		7,632		8	0		596		1,433		12		8
Drugs	126		424		4	8		60		130		4		6
Flax								4		2		8		5
Furniture—in cases	355		1,304		10	7		99		257		12		11
Glass and earthenware	527		1,732		1	0		146		319		8		9
Grease—antifriction								32		19		19		0
Groceries and oilmen's stores	4,148		14,228		18	11		1,260		2,812		11		11

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 30.—RETURN of Merchandise Traffic, 1875—*continued.*

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
<b>3RD CLASS—<i>continued.</i></b>				
Hair ... ..	35	£ 101 6 2	17	£ 43 19 7
Hides—loose ... ..	.....	.....	.....	1 9 3
Iron—corrugated, loose	114	262 11 1	88	115 18 5
Do. tanks ... ..	51	139 5 5	.....	.....
Ironmongery ... ..	1,831	6,380 8 10	1,077	2,099 16 5
Kerosene oil (down) ... ..	602	2,055 1 1	.....	.....
Leather (down) ... ..	80	234 12 7	50	108 8 6
Machinery ... ..	529	1,568 17 4	261	344 16 11
Meat ... ..	123	136 17 6	31	17 12 7
Miscellaneous ... ..	3,471	10,744 11 10	2,307	5,139 10 8
Oil and colours ... ..	320	946 16 11	422	865 11 6
Pigs and poultry (in coops) ... ..	346	663 10 7	16	13 12 10
Plants ... ..	70	135 10 8	8	18 3 6
Preserved meat (down) ... ..	.....	.....	.....	0 0 8
Rice ... ..	931	3,353 5 9	290	793 6 7
Rope ... ..	141	491 15 7	45	96 3 9
Saddlery ... ..	96	351 12 6	55	144 9 9
Skip waggons ... ..	.....	.....	6	2 7 10
Soap ... ..	384	1,081 12 6	324	533 8 9
Stationery ... ..	33	112 18 4	9	25 3 1
Tea ... ..	845	2,968 10 8	405	983 11 8
Tobacconist's goods ... ..	268	989 12 3	211	506 16 5
Upholstery ... ..	.....	.....	39	65 3 0
Wines and spirits ... ..	2,947	10,575 4 1	1,298	3,170 9 9
<b>Total</b> ... ..	<b>27,270</b>	<b>88,225 5 3</b>	<b>11,447</b>	<b>24,760 15 10</b>
<b>4TH CLASS.</b>				
Acids ... ..	67	279 4 1	12	48 9 3
Ammunition ... ..	11	45 18 10	3	7 0 5
Fireworks ... ..	.....	.....	1	4 14 2
Furniture—loose ... ..	298	784 7 10	177	273 19 9
Fuze ... ..	5	25 8 2	.....	.....
Hats ... ..	1	1 7 3	1	1 4 8
Musical instruments ... ..	78	323 18 4	46	107 2 5
Paintings ... ..	3	12 3 0	.....	.....
Perambulators ... ..	2	11 16 4	1	3 7 9
Picture frames ... ..	.....	0 5 1	.....	.....
Pier glasses and mirrors ... ..	3	15 3 11	1	1 19 8
Quicksilver ... ..	1	6 0 5	.....	0 11 5
Sewing-machines ... ..	44	188 12 7	17	51 0 10
Slate slabs ... ..	3	12 18 1	.....	0 2 5
<b>Total</b> ... ..	<b>516</b>	<b>1,707 3 11</b>	<b>259</b>	<b>499 12 9</b>
<b>MISCELLANEOUS.</b>				
Coal ... ..	37,585	14,485 11 1	796,030	41,943 9 1
Contractor's plant ... ..	119	125 1 1	89	60 5 9
Do. wheels ... ..	22	36 7 2	.....	.....
Do. waggons, on wheels ... ..	.....	3 0 0	.....	5 5 0
Empty returns ... ..	.....	310 18 7	.....	102 5 9
Firewood ... ..	79,466	12,200 1 5	310	31 0 0
Fish ... ..	20	35 15 7	13	12 5 11
Gunpowder and dynamite ... ..	160	1,103 16 0	60	173 3 0
Hay, in trucks ... ..	12,610	6,286 15 6	.....	.....
Haulage of machinery ... ..	48	4 15 6	.....	.....
Limestone ... ..	1,538	750 18 8	.....	.....
Locomotive engines, in steam ... ..	.....	16 15 0	.....	.....
Meat, at per carcase, &c. ... ..	.....	59 14 5	.....	.....
Mining props ... ..	.....	.....	3,187	365 15 6
Shale ... ..	9,766	4,316 4 5	.....	1 0 6
Wool, by bale ... ..	11,112	21,927 17 9	5,337	10,304 14 2
Do. by weight ... ..	2,035	4,212 2 11	1,170	1,715 19 1
<b>Total</b> ... ..	<b>154,481</b>	<b>65,875 15 1</b>	<b>806,196</b>	<b>54,715 3 9</b>

No. 31.

SUMMARY OF MERCHANDISE TRAFFIC ON Great Southern, Western, and Northern Lines 1873 (9 months), 1874, and 1875.

Class.	1873 (9 months).				1874.				1875.			
	Southern and Western.		Northern.		Southern and Western.		Northern.		Southern and Western.		Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
A	29,696	15,712 10 3	20,016	4,866 7 11	46,981	24,291 0 5	25,025	6,205 14 11	41,529	21,868 8 2	27,775	7,092 5 10
B	9,169	4,046 15 0	2,726	815 1 11	12,022	5,576 15 8	4,916	1,407 17 10	13,873	6,534 17 10	29,820	1,978 11 3
C	5,894	6,165 7 11	5,000	3,871 19 1	10,366	9,226 4 6	8,378	6,307 8 11	18,035	14,737 9 5	7,466	6,157 10 1.
1st	5,427	9,532 19 4	2,402	2,318 12 7	6,490	11,448 6 8	3,382	3,136 5 8	7,298	13,354 6 2	3,556	3,487 3 3
2nd	12,578	27,073 1 0	5,303	6,997 8 4	18,765	46,269 13 8	8,971	11,474 1 9	24,951	57,864 0 8	15,560	26,874 16 8
3rd	18,348	58,324 12 10	6,797	14,567 15 8	24,880	79,801 0 7	10,681	22,651 17 7	27,270	88,225 5 3	11,447	24,760 15 10
4th	344	1,168 9 10	150	254 4 1	469	1,663 9 2	234	419 17 9	516	1,707 3 11	259	499 12 9
Miscellaneous	90,964	36,326 7 7	551,948	33,320 3 2	142,569	57,216 6 6	771,769	51,286 7 6	154,481	65,875 15 1	806,196	54,715 3 9
Total	172,420	158,350 3 9	594,342	67,011 12 9	262,542	235,492 17 2	833,356	102,889 11 11	287,953	270,167 6 6	902,079	125,565 19 5
Northern Line.	594,342	67,011 12 9	.....	.....	833,356	102,889 11 11	.....	.....	902,079	125,565 19 5	.....	.....
Grand Total	766,762	225,361 16 6	.....	.....	1,095,898	338,382 9 1	.....	.....	1,190,032	395,733 5 11	.....	.....

No. 32.

MERCHANDISE Traffic Rates, 1871-1875.

ARTICLES OF TRAFFIC.	1871. AUGUST 1.						1873. MAY 1.			1875. NOVEMBER 9.						
	Class.	15 miles.		Exceeding 15 miles.		Class.	15 miles.		Class.	15 miles.		Exceeding 15 miles.				
		s.	d.	s.	d.		s.	d.		s.	d.	s.	d.	s.	d.	
		<i>Up Journey.</i>		<i>Down Journey.</i>												
Acids—in Cases and Carboys .....	4	12	00	09	4	12	00	09	4	12	00	09	4	12	00	09
Agricultural Machines .....	2	7	00	05	2	7	00	05	2	7	00	05	3	9	00	07
Do. Produce—not other- wise specified .....	A	3	00	1½	B	4	00	2¼	A	3	00	1½	A	3	00	1½
Ammunition .....	4	12	00	09	4	12	00	09	4	12	00	09	4	12	00	09
Bark—in Sheets, Bundles, or Bags..	†B	4	00	2¼	†C	4	90	2½	†A	3	00	1½	†A	3	00	1½
Do. Tanners' .....	†B	4	00	2¼	†C	4	90	2½	†A	3	00	1½	†A	3	00	1½
Beetroot .....	A	3	00	1½	B	4	00	2¼	A	3	00	1½	A	3	00	1½
Bicycles .....	4	12	00	09	4	12	00	09	4	12	00	09	4	12	00	09
Boards, not exceeding 2 inches .....	2	7	00	05	2	7	00	05	2	7	00	05	2	7	00	05
Boats—80 cubic feet per ton .....	2	7	00	05	2	7	00	05	2	7	00	05	2	7	00	05
Boilers .....	2	7	00	05	2	7	00	05	2	7	00	05	2	7	00	05
Do. Plates .....	2	7	00	05	2	7	00	05	2	7	00	05	2	7	00	05
Bones—in Bags .....	B	4	00	2¼	C	4	90	2½	A	3	00	1½	A	3	00	1½
Do. Loose .....	C	4	90	2½	D	5	60	2¾	B	4	00	2¼	B	4	00	2¼
Bottles, empty—in Cases or Crates	B	4	00	2¼	C	4	90	2½	B	4	00	2¼	B	4	00	2¼
Bran .....	†A	3	00	1½	†B	4	00	2¼	†A	3	00	1½	†A	3	00	1½
Bricks—4-ton lots .....	C	4	90	2½	D	5	60	2¾	B	4	00	2¼	A	3	00	1½
Cabbages .....	A	3	00	1½	B	4	00	2¼	A	3	00	1½	A	3	00	1½
Carpentry .....	3	9	00	07	3	9	00	07	3	9	00	07	3	9	00	07
Carrots .....	A	3	00	1½	B	4	00	2¼	A	3	00	1½	A	3	00	1½
Casks—new, empty .....	B	4	00	2¼	C	4	90	2½	B	4	00	2¼	B	4	00	2¼
Cases— do. .....	B	4	00	2¼	C	4	90	2½	B	4	00	2¼	B	4	00	2¼
Cement .....	1	6	00	04	1	6	00	04	1	6	00	04	1	6	00	04
Chaff—pressed. (See page 69.)																
Charcoal and Coke—in Bags .....	1	6	00	04	1	6	00	04	C	5	00	2½	C	5	00	2½
Chicory Root .....													A	3	00	1½
Clay—4-ton lots .....	B	4	00	2¼	C	4	90	2½	B	4	00	2¼	B	4	00	2¼
Coal. (See page 68.)																
Coal—in Bags .....	1	6	00	04	1	6	00	04	C	5	00	2½	C	5	00	2½
Coal Waggon, new—on wheels to Collieries .....																
Coke—4-ton lots .....	C	4	90	2½	D	5	60	2¾	C	5	00	2½	A	3	00	1½
Colonial Wine .....	3	9	00	07	3	9	00	07	A	3	00	1½	A	3	00	1½
Copper Ingots .....	1	6	00	04	1	6	00	04	1	6	00	04	1	6	00	04
Do. Ore .....	B	4	00	2¼	C	4	90	2½	A	3	00	1½	A	3	00	1½
Drain Pipes .....	C	4	90	2½	C	4	90	2½	B	4	00	2¼	B	4	00	2¼
Dynamite (owner's risk, in casks or cases) .....																
Feathers .....	3	9	00	07	3	9	00	07	3	9	00	07	3	9	00	07
Felloes .....	C	4	90	2½	D	5	60	2¾	B	4	00	2¼	B	4	00	2¼
Firewood .....	Mis.	2	60	1¼	Mis.	2	60	1¼	Mis.	2	00	1¼	Mis.	2	00	1¼
Fireworks .....																
Fish .....																
Flour .....	†A	3	00	1½	†B	4	00	2¼	†A	3	00	1½	†A	3	00	1½
Flower Pots .....	3	9	00	07	3	9	00	07	B	4	00	2¼	B	4	00	2¼
Fruit—Orchard .....	†A	3	00	1½	†B	4	00	2¼	†A	3	00	1½	†A	3	00	1½
Furniture—in Cases .....	3	9	00	07	3	9	00	07	3	9	00	07	3	9	00	07
Furniture .....	4	12	00	09	4	12	00	09	4	12	00	09	4	12	00	09
Furze .....	3	9	00	07	3	9	00	07	3	9	00	07	3	9	00	07

† 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; 300 miles, 2s. 6d. per ton.

No. 32—continued.

ARTICLES OF TRAFFIC.	1871. AUGUST 1.						1873. MAY 1.			1875. NOVEMBER 9.						
	Class.	First 15 miles.		Exceeding 15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.			
		s.	d.	s.	d.		s.	d.		s.	d.		s.	d.		
Garden Produce — not otherwise specified	A	3	0	0	1½	B	4	0	0	2¼	A	3	0	0	1½	
Glue Pieces												C	5	0	0	2½
Greaves	1	6	0	0	4	1	6	0	0	4	C	5	0	0	2½	
Grain—all kinds	†A	3	0	0	1½	†B	4	0	0	2¼	†A	3	0	0	1½	
Green Fodder											A	3	0	0	1½	
Guano and Artificial Manures	C	4	9	0	2½	D	5	6	0	2¾	C	5	0	0	2½	
Gunpowder (owner's risk)—in Casks	ls. p. ton					ls. p. ton					ls. p. ton					
Hats (in cases)	3	9	0	0	7	3	9	0	0	7	3	9	0	0	7	
Hardware																
Hay, pressed and branded with weight (See page 69.)																
Do. Loose. (See page 69.)																
Hides, on the down journey						C	4	9	0	2¾	B	4	0	0	2¼	
Hides	2	7	0	0	5						2	7	0	0	5	
Hoofs	†3	9	0	0	7						†3	9	0	0	7	
Horns	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Iron—Bar, Rod, and Bundles																
Boiler, Plate or Sheet																
Corrugated, in cases																
Girders																
Nails	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Pig and Scrap	1	6	0	0	4	1	6	0	0	4	1	6	0	0	4	
Do.—Tanks, 80 c. ft. per ton (corrugated).																
Do.—Wire in Bundles																
Do.—Wheels and Axles (Railway)																
Do.—Rails and Chairs	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Do.—Castings, over 3 tons (owner's risk only).	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Do.—Girders, if requiring 2 trucks no less charge than for 3 tons will be made.	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Iron—Galvanized (cases)	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Ironmongery																
Joinery	3	9	0	0	7	3	9	0	0	7	3	9	0	0	7	
Kerosene Oil	1	6	0	0	4	1	6	0	0	4	Up 1	6	0	0	4	
Lead, Pig or Sheet	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
Leather	¶2	7	0	0	5						**1	6	0	0	4	
Lamps (Street, Door, or Hall)	3	9	0	0	7	3	9	0	0	7	3	9	0	0	7	
Laths	C	4	9	0	2½	D	5	6	0	2¾	B	4	0	0	2¼	
Lime, 4-ton lots	1	6	0	0	4	1	6	0	0	4	†C	5	0	0	2½	
Limestone	Mis.	2	6	0	1½	Mis.	2	6	0	1½	Mis.	2	0	0	1¼	
Lime, in Bags	1	6	0	0	4	1	6	0	0	4	1	6	0	0	4	
Lithofracteur or other explosives, owner's risk, in casks or cases.																
Lucerne—Seed																

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; 300 miles, 2s. 6d. per ton; marked ‡, means "Insecure"; marked §, in bundles or bags; marked ||, if loose; marked thus ¶, if loose, 3rd class; marked thus \*\*, if loose, 2nd class.

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 32—continued.

ARTICLES OF TRAFFIC.	1871. AUGUST 1.						1873. MAY 1.			1875. NOVEMBER 9.							
	Class.	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.
Machinery of All kinds											3	9	0	7			
Malt	2	7	0	5	2	7	0	5	2	7	0	5	2	7	0	5	
Mangold Wurzel	A	3	0	1 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	
Manure, Loose, 4-ton lots	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	B	4	0	2 $\frac{1}{4}$
Do. in Bags	C	4	9	2 $\frac{3}{4}$	D	5	6	0	2 $\frac{3}{4}$	C	5	0	2 $\frac{3}{4}$	C	5	0	2 $\frac{3}{4}$
Marble—Undressed (4-ton lots)	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	B	4	0	2 $\frac{1}{4}$
Meal	A	3	0	1 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	†A	3	0	1 $\frac{1}{2}$	†A	3	0	1 $\frac{1}{2}$	
Measurement Goods, 40 cubic feet to ton.									1	6	0	4	1	6	0	4	
Melons	A	3	0	1 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	
Millinery (in cases)	3	9	0	7	3	9	0	7	3	9	0	7	4	12	0	9	
Mirrors	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Muriate of Lime	1	6	0	4	1	6	0	4	1	6	0	4	1	6	0	4	
Musical Instruments	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Naphtha	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Offal	1	6	0	4	1	6	0	4	1	6	0	4	1	6	0	4	
Oil Cake									C	5	0	2 $\frac{3}{4}$	C	5	0	2 $\frac{3}{4}$	
Opium	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Ores (4-ton lots)	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$
Oysters									Mis.	3d.	pp	tn.	pp	mile			
Palings	C	4	9	2 $\frac{1}{2}$	D	5	6	0	2 $\frac{3}{4}$	B	4	0	2 $\frac{1}{4}$	B	4	0	2 $\frac{1}{4}$
Paintings and Engravings	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Paper	1	6	0	4	1	6	0	4	1	6	0	4	4	12	0	9	
Papier-maché Goods	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Perambulators	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Perfumery	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Picture frames	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Pitch	1	6	0	4	1	6	0	4	1	6	0	4	1	6	0	4	
Plants (in pots and cases)	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Plated Goods	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Plate Glass													4	12	0	9	
Pollard	†A	3	0	1 $\frac{1}{2}$	†B	4	0	2 $\frac{1}{4}$	†A	3	0	1 $\frac{1}{2}$	†A	3	0	1 $\frac{1}{2}$	
Portable Engines	2	7	0	5	2	7	0	5	2	7	0	5	3	9	0	7	
Posts and rails	C	4	9	2 $\frac{1}{2}$	D	5	6	0	2 $\frac{3}{4}$	B	4	0	2 $\frac{1}{4}$	B	4	0	2 $\frac{1}{4}$
Potatoes	A	3	0	1 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	
Poultry—Living (in crates)	3	9	0	7	3	9	0	7	3	9	0	7	3	9	0	7	
Preserved Meat (in cases or casks)	D	5	6	2 $\frac{3}{4}$	1	6	0	4	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	
Pumpkins	A	3	0	1 $\frac{1}{2}$	B	4	0	2 $\frac{1}{4}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	
Quicksilver	4	12	0	9	4	12	0	9	4	12	0	9	4	12	0	9	
Railway Materials	2	7	0	5	2	7	0	5	2	7	0	5	2	7	0	5	
Rags and Materials for making Paper (not chemicals)	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$
Regulus—4-ton lots	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	Crude A	3	0	1 $\frac{1}{2}$
Resin	2	7	0	5	2	7	0	5	2	7	0	5	C	5	0	2 $\frac{3}{4}$	
Road Metal	B	4	0	2 $\frac{1}{4}$	C	4	9	0	2 $\frac{1}{2}$	A	3	0	1 $\frac{1}{2}$	2	7	0	5
Salt—Rock and Calcutta	†C	4	9	2 $\frac{1}{2}$	†D	5	6	0	2 $\frac{3}{4}$	†C	5	0	2 $\frac{1}{2}$	Mis.	2	0	1 $\frac{1}{4}$
Do. Dairy and Meat-curing	1	6	0	4	1	6	0	4	1	6	0	4	†A	3	0	1 $\frac{1}{2}$	

† 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; 300 miles, 2s. 6d. per ton.

No. 32—continued.

ARTICLES OF TRAFFIC.	1871. AUGUST 1.			1873. MAY 1.			1875. NOVEMBER 9.		
	Class.	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.
		<i>Up Journey.</i>		<i>Down Journey.</i>					
Sand—4-ton lots .....	B	4 00	2 ½	C	4 90	0 2 ½	B	4 00	2 ½
Sawdust .....							A	3 00	1 ½
Scientific Instruments .....	4	12 00	0 9	4	12 00	0 9	4	12 00	0 9
Sewing Machines .....	4	12 00	0 9	4	12 00	0 9	4	12 00	0 9
Shale—Kerosene .....	Mis.	2 60	1 ½	Mis.	2 60	0 1 ½	Mis.	2 00	1 ½
Sheepskins .....	†1	6 00	4	†1	6 00	0 4	†C	5 00	2 ½
Shingles .....	C	4 90	2 ½	D	5 60	0 2 ½	B	4 00	2 ½
Silk Goods .....	3	9 00	7	3	9 00	0 7	3	9 00	7
Slate Slabs .....	4	12 00	9	4	12 00	0 9	4	12 00	9
Slates .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Sleepers—Railway .....	D	5 60	2 ¾	D	5 60	0 2 ¾	C	5 00	2 ½
Soda—Crystals .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Soda—Caustic .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Spokes and Shafts—Undressed .....	C	4 90	2 ½	D	5 60	0 2 ¾	B	4 00	2 ½
Stocks .....	C	4 90	2 ½	D	5 60	0 2 ¾	B	4 00	2 ½
Stone, undressed—4-ton lots .....	B	4 00	2 ½	C	4 90	0 2 ½	B	4 00	2 ½
Do. carved into Gravestones .....	2	7 00	5	2	7 00	0 5	2	7 00	5
Do. cut for Building or Grindstones .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Straw, pressed and branded with weight. (See page 69.)									
Do. loose. (See page 69.)									
Sugar .....	3	9 00	7	3	9 00	0 7	2	7 00	5
Sulphuric Acid—in truck loads of not less than 4 tons .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Tallow .....	2	7 00	5	2	7 00	0 5	2	7 00	5
Tar .....	1	6 00	4	1	6 00	0 4	1	6 00	4
Threshing Machines .....	2	7 00	5	2	7 00	0 5	2	7 00	5
Tiles .....	1	6 00	4	1	6 00	0 4	B	4 00	2 ½
Timber (in Log) .....	D	5 60	2 ¾	1	6 00	0 4	C	5 00	2 ½
Do. Undressed .....	D	5 60	2 ¾	1	6 00	0 4	C	5 00	2 ½
Do. Dressed .....	2	7 00	5	2	7 00	0 5	2	7 00	5
Tin Ore .....							C	5 00	2 ½
Tin-plates .....	2	7 00	5	2	7 00	0 5	2	7 00	5
Tobacco—Colonial Leaf .....									
Toys in cases .....	3	9 00	7	3	9 00	0 7	3	9 00	7
Tricycles .....	4	12 00	9	4	12 00	0 9	4	12 00	9
Turnips .....	A	3 00	1 ½	B	4 00	0 2 ½	A	3 00	1 ½
Velocipedes .....	4	12 00	9	4	12 00	0 9	4	12 00	9
Water-tanks (empty) .....	3	9 00	7	3	9 00	0 7	3	9 00	7
Whiting .....	1	6 00	4	1	6 00	0 4	C	5 00	2 ½
Wire-netting .....	3	9 00	7	3	9 00	0 7	3	9 00	7
Zinc .....	2	7 00	5	2	7 00	0 5	2	7 00	5
NOTE—All articles not enumerated above are carried as follows .....	3	9 00	7	3	9 00	0 7	3	9 00	7

† If loose or insecure, 1st Class rates.  
 § Marked thus, an additional charge is made for use of tarpaulins—40 miles, 1s.; 80, 1s. 6d.; 150 miles, 2s.; 200 miles, 2s. 3d.; 300 miles, 2s. 6d. per ton.  
 || All 3rd Class Goods are carried at owner's risk; if Commissioner's risk, an insurance rate of 10s. per cent. on the declared value of the articles will be made. Minimum charge for risk, 1s. 6d.

No. 32—TRAFFIC RATES—*continued.*

## 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.

## 1 April, 1873.—Rates for Live Stock.

When carried in small numbers not exceeding number for full Trucks, mixed consignments will be taken from same owner for a Truck or any portion of a Truck ; all to be conveyed at owner's risk only. Any number may be loaded in half (single) Trucks or (double) full Trucks, at option of owner, and at his risk.

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.	Calves, Sheep, or Pigs, in Dog Box, or otherwise— each.	Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck— each.
3d. per mile.	4d. per mile.	6d. per mile.	8d. per mile.	7d. per mile ; if more than one in Truck, 4 $\frac{1}{2}$ d.	1d. per mile.	2d. 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 AND HORSES.

In numbers of not less than 16, will be conveyed at Owner's risk,—Cattle at 7d., Horses at 8d. per Truck per mile. Any portion of a Truck less than a whole Truck to be charged subject to Rates for Live Stock. Minimum charge, 10s. 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 "	...	...	...	...	...	6d. "
60 to 80 "	...	...	...	...	...	6 $\frac{1}{2}$ d. "
80 to 100 "	...	...	...	...	...	7d. "
100 to 120 "	...	...	...	...	...	7 $\frac{1}{2}$ d. "
Over 120 "	...	...	...	...	...	8d. "

To be loaded and unloaded by Owners.

The charge for Sheep in flocks is for any number when the charge 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. The Commissioner reserves to himself the right of loading any number of Stock up to the maximum number of a Truck-load, when only a portion of a Truck is required.

## 1 May, 1873.—Rates for Live Stock.

No alteration since Rate of 1st April, 1873, excepting Calves, Sheep, or Pigs, in Dog Box or otherwise, reduced from 1d. to  $\frac{1}{2}$ d. per mile each.

No. 32—TRAFFIC RATES—*continued.*

## 9 November, 1875.—Rates for Live Stock.

When carried in small numbers not exceeding number for full Trucks, mixed consignments will be taken from same Owner for a Truck or any portion of a Truck, all to be conveyed at Owner's risk only.

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 60 Pigs— Full Truck.	Bulls— each.	Calves— each.	Sheep or Pigs— each	Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck— each.
3d per mile.	4d. per mile.	6d. per mile.	8d. per mile.	7d per mile; if more than one in Truck, 4 $\frac{1}{2}$ d.	1d. per mile.	$\frac{1}{2}$ d. per mile.	2d. per mile.

Minimum charge :—Cattle, 7s. 6d. ; Calves, 2s. ; Sheep, or Pigs, 1s. 6d. ; Bulls, 12s. 6d.

## CATTLE AND HORSES.

Will be conveyed at owner's risk, at 8d. per Truck per mile. No less charge than for a whole Truck to be made. Minimum charge, 15s. To be loaded and unloaded by Owners.

## RATES FOR SHEEP.

Sheep in flocks, conveyed at Owner's risk, as follows, viz. :—

	£	s.	d.
Not exceeding 40 miles, at per truck ... ..	2	2	0
40 to 60 „ „ ... ..	2	10	0
60 to 80 „ „ ... ..	2	15	0
80 to 100 „ „ ... ..	3	0	0
100 to 120 „ „ ... ..	3	5	0
120 to 140 „ „ ... ..	3	7	6
140 to 160 „ „ ... ..	3	10	0
Over 160 „ „ ... ..	3	15	

To be loaded and unloaded by owners. For open trucks half above rates.

## CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

Arrival at any particular time, or for any particular market, is not guaranteed.

Live Stock 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 which cases applicants for trucks must deposit with the Commissioner the sum of 10s. per truck on account of trainage, and the amount so deposited will be forfeited to the Commissioner if trucks be not used by applicant.

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. The Commissioner will have the right of loading any number of stock up to the maximum number of a Truck-load, when only a portion of a Truck is required.



No. 32—TRAFFIC RATES—*continued.*

## 9 November, 1875—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 thereof.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15 .....	0 4	0 6	0 8	0 10	1 0	1 2	0 3
30 .....	0 6	0 9	1 0	1 3	1 6	1 9	0 4
45 .....	0 8	1 0	1 4	1 8	2 0	2 4	0 5
60 .....	0 10	1 3	1 8	2 1	2 6	2 11	0 6
75 .....	1 0	1 6	2 0	2 6	3 0	3 6	0 7
90 .....	1 2	1 9	2 4	2 11	3 6	4 1	0 8
105 .....	1 4	2 0	2 8	3 4	4 0	4 8	0 9
120 .....	1 6	2 3	3 0	3 9	4 6	5 3	0 10
135 .....	1 8	2 6	3 4	4 2	5 0	5 10	0 11
150 .....	1 10	2 9	3 8	4 7	5 6	6 5	1 0
165 .....	2 0	3 0	4 0	5 0	6 0	7 0	1 1
180 .....	2 2	3 3	4 4	5 5	6 6	7 7	1 2
195 .....	2 4	3 6	4 8	5 10	7 0	8 2	1 3
210 .....	2 6	3 9	5 0	6 3	7 6	8 9	1 4
225 .....	2 8	4 0	5 4	6 8	8 0	9 4	1 5
240 .....	2 10	4 3	5 8	7 1	8 6	9 11	1 6

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.

Musical instruments, sewing machines, and perambulators, double parcels rate.

Corpses, 1s. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

## Rates for Carriage of Coal.

SOUTH AND WEST LINES.	NORTHERN LINE.
<p>1 July, 1870.</p> <p><i>Owner's Trucks.</i></p> <p>Under 7 miles ..... -/10</p> <p>Over 7 " to 10 miles ..... 1/-</p> <p>10 " 15 " ..... 1/3</p> <p>15 " 25 " ..... 1/10</p> <p>25 " 35 " ..... 2/4</p> <p>Above 35 miles, 1d. per ton per mile in addition to 35 miles.</p> <p><i>Commissioner's Trucks.</i></p> <p>15 miles ..... 3/9</p> <p>Over 15 miles ..... 1½d.</p>	<p>Same as South and West.</p>
<p>4 April, 1871.</p> <p><i>Miscellaneous Rate.</i></p> <p>2/6 for 15 miles.</p> <p>1½d. each additional mile.</p>	<p>No alteration.</p>

No. 32—TRAFFIC RATES—*continued.*Rates for Carriage of Coal—*continued.*

SOUTH AND WEST LINES.	NORTHERN LINE.														
<p><b>1 May, 1873.</b> <i>Miscellaneous Rate.</i> 2/- for 15 miles. 1½d. each additional mile.</p>	<p><b>1 May, 1873.</b> <i>Owner's Trucks.</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Under 7 miles .....</td> <td style="width: 10%; text-align: right;">-/10</td> <td rowspan="5" style="width: 10%; vertical-align: middle; text-align: center;">} Use of cranes in- and staiths in- cluded.</td> </tr> <tr> <td>Over 7 " to 10 miles .....</td> <td style="text-align: right;">1/-</td> </tr> <tr> <td>10 " 15 " .....</td> <td style="text-align: right;">1/3</td> </tr> <tr> <td>15 " 25 " .....</td> <td style="text-align: right;">1/10</td> </tr> <tr> <td>25 " 35 " .....</td> <td style="text-align: right;">2/4</td> </tr> <tr> <td>Over 35 miles, 1d. per ton per mile, in addition to the rate for 35 miles ...</td> <td></td> <td></td> </tr> </table> <p style="text-align: center;"><i>Commissioner's Trucks.</i> Same as South and West.</p>	Under 7 miles .....	-/10	} Use of cranes in- and staiths in- cluded.	Over 7 " to 10 miles .....	1/-	10 " 15 " .....	1/3	15 " 25 " .....	1/10	25 " 35 " .....	2/4	Over 35 miles, 1d. per ton per mile, in addition to the rate for 35 miles ...		
Under 7 miles .....	-/10	} Use of cranes in- and staiths in- cluded.													
Over 7 " to 10 miles .....	1/-														
10 " 15 " .....	1/3														
15 " 25 " .....	1/10														
25 " 35 " .....	2/4														
Over 35 miles, 1d. per ton per mile, in addition to the rate for 35 miles ...															
<p><b>9 November, 1875.</b> <i>Commissioner's Trucks.</i> Under 50 miles, 1½d. per ton per mile. Minimum, 2/6. Over 50 " id. " " " 5/3.</p> <p style="text-align: center;"><i>Owner's Trucks.</i></p> <p>Under 50 miles, 1d. per ton per mile. Minimum charge, 2/- Over 50 " ¾d. " " " with a terminal charge of 3d. per ton. Minimum charge, 4/3. Lots under 5 tons to be charged as 5 tons, or First-class rates.</p>	<p><b>9 November, 1875.</b> <i>Commissioner's Trucks.</i> Same as South and West.</p> <p style="text-align: center;"><i>Owner's Trucks.</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Under 7 miles .....</td> <td style="width: 10%; text-align: right;">-/10</td> <td rowspan="5" style="width: 10%; vertical-align: middle; text-align: center;">} 1d. per ton per mile.</td> </tr> <tr> <td>Over 7 to 10 miles .....</td> <td style="text-align: right;">1/-</td> </tr> <tr> <td>10 " 15 " .....</td> <td style="text-align: right;">1/3</td> </tr> <tr> <td>15 " 25 " .....</td> <td style="text-align: right;">1/10</td> </tr> <tr> <td>25 " 35 " .....</td> <td style="text-align: right;">2/4</td> </tr> <tr> <td>35 " 50 " .....</td> <td></td> <td></td> </tr> </table> <p>For distances over 50 miles, ¾d. per ton per mile with a terminal charge of 3d. a ton. Minimum charge, 4/3.</p>	Under 7 miles .....	-/10	} 1d. per ton per mile.	Over 7 to 10 miles .....	1/-	10 " 15 " .....	1/3	15 " 25 " .....	1/10	25 " 35 " .....	2/4	35 " 50 " .....		
Under 7 miles .....	-/10	} 1d. per ton per mile.													
Over 7 to 10 miles .....	1/-														
10 " 15 " .....	1/3														
15 " 25 " .....	1/10														
25 " 35 " .....	2/4														
35 " 50 " .....															

## RATES FOR CARRIAGE OF HAY, STRAW, AND CHAFF.

## Hay and Straw (Pressed).

	15 miles.	Over 15 miles.
1871—April 4 .....	Special A .....	15 miles.
August 1 .....	B, up journey .....	Over 15 miles.
	C, down journey .....	1½d.
1873—May 1 .....	Special A .....	2½d.
		2½d.

## Hay and Straw (Loose).

1871—April 4 .....	Special A .....	15 miles, 12/6	Up to 53 miles, 35/-	Sliding scale.
		No alteration since.		

## Chaff (Pressed).

	15 miles.	Over 15 miles.
1871—April 4 .....	Special A .....	15 miles.
August 1 .....	" C, up journey .....	Over 15 miles.
	" D, down journey .....	1½d.
1873—May 1 .....	" C .....	2½d.
1875—November 9 .....	" A .....	2½d.
		1½d.

## Chaff (Loose).

1875—November 9 .....	Special C .....	15 miles.	Over 15 miles.
		15 miles.	Over 15 miles.

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. 33.

COMPARATIVE STATEMENT of the RATES charged for Goods in New South Wales, Victoria, Queensland, and South Australia, 31st Dec., 1875.

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Articles of Traffic.	New South Wales.			Victoria.			Queensland.			‡ South Australia.			
	Class.	15 miles.	100 miles.	Class.	15 miles.	100 miles.	Class.	15 miles.	102 miles.	Class.	15 miles.	100 miles.	
Acids (in cases and carboys) .....	4	s. d. 12 0	s. d. 75 9	4	s. d. 17 6	s. d. 116 8	5	s. d. 15 10	s. d. 66 0	Double rate	4	s. d. 13 3	s. d. 77 0
Agricultural Machines .....	3	9 0	58 7	4	8 9	58 4	4	15 0	61 0	} 2d. to 9d. per mile, according to kind of machine.			
Ammunition .....	4	12 0	75 9	Not named.			Gunpowder rate	15 0	102 0		Not carried.		
Bark (in sheets, bundles, or bags) .....	A*	4 0	15 8	¶Miscellaneous	4 9	26 0†	Agricultural	3 4	20 0		1	5 9	27 0
Beet-root .....	A	3 0	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Bicycles .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0		4	13 3	77 0
Boards ..... { Not exceeding 2 inches .....	2	7 0	42 5	} Soft wood } 1	5 0	33 4	60 c. ft. to ton. }	Timber rate	but not named	1	5 9	27 0	
Boards ..... { If requiring 2 trucks .....	3	9 0	58 7										
Boats (80 cubic feet to ton) .....	2	7 0	42 5	2	6 3	41 8	1	7 6	46 0	1	40 cub. ft.	5 9	27 0
Boilers (if requiring 2 trucks, 3rd class rates) ... {	2	7 0	42 5	} 4	8 9	58 4	1	7 6	46 0	3	9 6	52 0	
Boilers (if requiring 2 trucks, 3rd class rates) ... }	3	9 0	58 7										
Bones (in bags) .....	A	3 0	13 8	§Special	2 10½	13 6†	Excep.	1 8	11 0		1	5 9	27 0
Do. (loose) .....	B	4 0	20 0	§Special	2 10½	13 6†	Excep.	1 8	11 0		1	5 9	27 0
Bottles (empty, in cases and crates) .....	B	4 0	20 0	¶Miscellaneous	4 9	26 0†	1	7 6	46 0		3	9 6	52 0
Bran .....	A*	4 0	15 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Bricks .....	A	3 0	13 8	§Special	2 10½	13 6†	Excep.	1 8	11 0		1	5 9	27 0
Cabbages .....	A	3	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Carpentry .....	3	9 0	58 7	3	7 6	50 0	4	15 0	61 0	Not named	3	9 6	52 0
Carrots .....	A	3 0	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Cases (new, empty) .....	B	4 0	20 0	2	6 3	41 8	2	10 0	51 0		3	9 6	52 0
Casks do. ....	B	4 0	20 0	2	6 3	41	2	10 0	51 0		3	9 6	52 0
Cement .....	1	6 0	34 4	1	5 0	33 4	Mineral	3 4	21 0		1	5 9	27 0

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Chaff .....	C#	6 0	24 9	} §Special	2 10½	13 6†	Agricultural	3 4	20 0	4	13 3	77 0													
Do. (pressed) .....	A	4 0	15 8																						
Charcoal (in bags) .....	C	5 0	22 9	} §Special	2 10½	13 6†	do	3 4	20 0	Not named															
Chicory Root .....	A	3 0	13 8	} §Special	2 10½	13 6†	1	7 6	46 0	2	7 8	39 6													
Clay .....	B	4 0	20 0	} §Special	2 10½	13 6†	1	7 6	46 0	Not named															
Coal .....	} Commisnr's Trucks Owner's Trucks	2 6	8 4	} §Special	2 10½	13 6†	Excep.	1 8	11 0	Not named	1	5 9	27 0												
		2 0	6 6																						
Do. (in bags) .....	Not named			} §Special	2 10½	13 6†	Excep.	1 8	11 0	Not named	1	5 9	27 0												
Coke do. ....	C	5 0	22 9	1	5 0	33 4	Excep.	1 8	11 0	Not named	2	7 8	39 6												
Do. ....	A	3 0	13 8	1	5 0	33 4	Not named	Excep.	1 8	11 0	2	7 8	39 6												
Colonial Wine .....	A	} Up journey	3 0	} †Miscellaneous	4 9	26 0	Up†	3	12 6	56 0	In bottle	2	7 8	39 6											
Copper (Smelted) .....	1		6 0												34 4	2	6 3	41 8	1	7 6	46 0	1	5 9	27 0	
Drain Pipes .....	B	4 0	20 0	} §Special	2 10½	13 6†	Mineral	3 4	21 0	1	5 9	27 0													
Dynamite (in casks, packed in secure bags) .....	Miscellaneous	15 0	100 0		Not named			Gunpowder rate	15 0	100 0	100 miles	Not carried.													
Felloes—undressed .....	} B A	4 0		} Firewood	1 3	8 4	Minimum 10s. per truck.	Timber	3 9	25 0	100 miles	1	5 9	27 0											
		13 8																							
Firewood .....	Miscellaneous	2 0	10 10	} Firewood	1 3	8 4	Minimum 10s. per truck	Firewood	2 6	16 8	100 miles	1	5 9	27 0											
Fireworks .....	4	12 0	75 9	4	8 9	58 4																			
Fish—fresh or shell (quantities not less than 2 cwt.)	} Miscellaneous	3 9	25 0	} 2	6 3	41 8	Fresh	5	15 10	66 0	Double rate	3	Not carried.	9 6	52 0										
																} 3	7 6	50 0	Dried	1	7 6	46 0	Not carried.	9 6	52 0
Flour .....	A*	4 0	15 8	} §Special	2 10½	13 6†		2	10 0	51 0	3	9 6	52 0												
Flower-pots .....	B	4 0	20 0	3	7 6	50 0		2	10 0	51 0	3	9 6	52 0												
Fruit .....	A*	4 0	15 8	} §Special	2 10½	13 6†	Agricultural	3 4	20 0	2	7 8	39 6													
Furniture .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0	4	13 3	77 0													
Furniture (in cases) .....	3	9 0	58 7	3	7 6	50 0	5	15 10	66 0	3	9 6	52 0													
Garden Produce .....	A	3 0	13 8	} §Special	2 10½	13 6†	Agricultural	3 4	20 0	2	7 8	39 6													
Glue pieces .....	C	5 0	22 9	2	6 3	41 8	2	10 0	51 0	Not named															
Grain .....	A*	4 0	15 8	} §Special	2 10½	13 6†	Agricultural	3 4	20 0	1	5 9	27 0													
Greaves .....	C	5 0	22 9	} †Miscellaneous	4 9	26 0†	Special	5 0	36 0	3	9 6	52 0													
Green Fodder .....	A	3 0	13 8	} §Special	Not named			Agricultural	3 4	20 0	Not named	2	7 8	39 6											
					2 10½	13 6†																			
Guano and Artificial Manures .....	C	5 0	22 9	} §Special	2 10½	13 6†		.....	Not named	2	7 8	39 6													

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Articles of Traffic.	New South Wales.			Victoria.			Queensland.			† South Australia.										
	Class.	15 miles.	100 miles.	Class.	15 miles.	100 miles.	Class.	15 miles.	102 miles.	Class.	15 miles.	100 miles.								
Gunpowder (in casks).....	Miscellaneous	s. d. 15 0	s. d. 100 0		s. d. Not named.	d.	Gunpowder	s. d. 15 0	s. d. 100 0	100 miles		s. d. Not carried.	s. d.							
Hardware .....	3	9 0	58 7	3	7 6	50 0	3	12 6	56 0		3	9 6	52 0							
Hats .....	4	12 0	75 9	4	17 6	116 8	5	15 10	66 0		4	24 6	152 0 Dble. rate.							
Hay (loose) (see page 78)																				
Do. (pressed and branded with weight) .....	A*	4 0	15 8	§Special	2 10½	13 6†					2	7 8	39 6							
Hides (down journey) (in Bundles).....	B	4 0	20 0	} ¶Miscellaneous	4 9	26 0	Up†	Special 1	5 0	36 0	}	1	5 9	27 0						
Do. do (if loose) .....	C	5 0	22 9												7 6	46 0				
Do. { If dry, in bales or secured bundles.....	2	7 0	42 5																	
Do. { If loose or insecure .....	3	9 0	58 7																	
Hoofs (in bags) .....	A	3 0	13 8	} ¶Miscellaneous	4 9	26 0†	Excep.	1 8	11 0		1	5 9	27 0							
Do. (loose) .....	B	4 0	20 0																	
Horns (in bags) .....	A	3 0	13 8	} ¶Miscellaneous	4 9	26 0†	Excep.	1 8	11 0		1	5 9	27 0							
Do. (loose) .....	B	4 0	20 0																	
Iron—Bar and Plate (up journey) .....	B	4 0	20 0	} ¶Miscellaneous	4 9	26 0†	1	7 6	46 0		1	5 9	27 0							
Do. Bar, Bundle, and Rod.....																				
Boiler-plate or Sheet .....				{ Sheet 2	6 3	41 8	}	1	7 6	46 0	1	5 9	27 0							
				{ Plate ¶Miscell.	4 9	26 0†														
Castings (if over 3 tons, owner's risk only) .....				1	5 0	33 4	}	1	7 6	46 0 heavy	}	1	5 9	27 0						
Corrugated (in cases) .....				2	6 3	41 8	}	1	7 6	46 0	}	1	5 9	27 0						
Girders (if requiring two trucks no less charge than for 3 tons will be made)	2	7 0	42 5				}	1	7 6	46 0	}	2	7 8	39 6						
Tanks (corrugated—80 cubic feet ton)...				3	7 6	50 0	}	2	10 0	51 0	} not exceeding 14 feet	3	9 6	52 0						
Wire (in bundles) .....				4	8 9	58 4	}	4	15 0	61 0	} 0 water	1	5 9	27 0						
Wheels and Axles (Railway).....				1	5 0	33 4	}	1	7 6	46 0	}	40 feet	1	5 9	27 0					
				2	6 3	41 8														
Iron (Fig).....	1	6 0	†34 4	} §Special	2 10½	13 6†	Mineral	3 4	21 0		1	5 9	27 0							
Do. (up journey) .....	A	3 0	13 8																	
Do. (Scrap).....	1	6 0	34 4	} §Special	2 10½	13 6†	Mineral	3 4	21 0		2	7 8	39 6							
Do. (up journey) .....	A	3 0	13 8																	
Ironmongery .....	3	9 0	58 7	3	7 6	50 0	3	12 6	56 0		3	9 6	52 0							
Joinery .....	3	9 0	58 7	4	8 9	58 4	4	15 0	61 0		3	9 6	52 0							
Kerosene Oil.....	1	6 0	34 4	3	7 6	50 0	3	12 6	56 0		2	7 8	39 6							

† This charge is made for small quantities only. A special rate is charged from iron mines.

Laths .....	B	4 0	20 0	2	6 3	41 8	1	7 6	46 0	1	5 9	27 0		
Lead (Pig) .....	}			2	6 3	41 8	Mineral	3 4	21 0	1	5 9	27 0		
(Sheet) .....		2	7 0	42 5	3	7 6	50 0	1	7 6	46 0	1	5 9	27 0	
Leather (in bales or secured bundles) .....	1	6 0	34 4	†Miscellaneous	4 9	26 0†	{	3	12 6	56 0	Dressed	3	9 6	52 0
				(Up Journey)				2	10 0	51 0	Undressed			
Do. (if loose or insecure bundles) .....	2	7 0	42 5											
Lime .....	B	5 0	22 0	§Special	2 10½	13 6†	Mineral	3 4	21 0	}	1	5 9	27 0	
Limestone .....	Miscellaneous	2 0	10 10	§Special	2 10½	13 6†	Mineral	3 4	21 0		Not carried			
Lithofracteur .....	Miscellaneous	15 0	100 0		Not named.			Not named.			Not named.			
Machinery (of all kinds) .....	3	9 0	58 7	2	6 3	41 8	{ Heavy 2 Light 3	10 0	51 0		Not named.			
Machinery (Mining) .....				Miscellaneous	2 10½	13 6†								
Malt .....	2	7 0	42 5	1	5 0	33 4	1	7 6	46 0	1	5 9	27 0		
Mangold Wurzel .....	A	3 0	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0	2	7 8	39 6		
Manure (loose) .....	B	4 0	20 0				Not named	Excep.	1 8	11 0	1	5 9	27 0	
Marble (undressed) .....	B	4 0	20 0	§Special	2 10½	13 6†	Mineral	3 4	21 0	1	5 9	27 0		
Measurement Goods, 80 cub. feet .....	1	6 0	34 4		Not named.			Not named.			Not named.			
Millinery .....	4	12 0	75 9	4	17 6	116 8	5	15 10	66 0	4	13 3	77 0		
Muriate of Lime .....	1	6 0	34 4		Not named.			Not named.		3	9 6	52 0		
Musical Instruments .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0	4	13 3	77 0		
Naphtha .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0	Double rate	Not carried.			
Offal .....	1	6 0	34 4		Not named.		Excep.	1 8	11 0	Not named	3	9 6	52 0	
Oil-cake .....	C	5 0	22 9	1	5 0	33 4		Not named.		3	9 6	52 0		
Ores and Crude Regulus .....	A	3 0	13 8	§Iron ore	2 10½	13 6†	Mineral	3 4	21 0	1	5 9	27 0		
Paintings and Engravings .....	4	12 0	75 9	{	4	17 6	116 8	5	15 10	66 0	4	13 3	77 0	
					Firewood	1 3	8 4	} Min. 10s. per truck	Firewood	2 6	16 8	100 miles	1	5 9
Palings .....	B	4 0												
	A	13 8												
		ov. 40ms.												
Paper .....	2	7 0	42 5	2	6 3	41 8	1	7 6	46 0	1	5 9	27 0		
	B	4 0	20 0	{	4	8 9	58 4	} 4 in cases						
Perambulators .....	4	12 0	75 9		4	17 6	116 8		5	15 10	66 0	4	13 3	77 0
Picture-frames .....	4	12 0	75 9	4	17 6	116 8	5	15 10	66 0	4	13 3	77 0		
Pier Glasses and Mirrors .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0	4	13 3	77 0		
Pitch .....	1	6 0	34 4	1	5 0	33 4	1	7 6	46 0	1	5 9	27 0		
Plate glass (in cases) .....	4	12 0	75 9	4	8 9	58 4	4	15 0	61 0	4	13 3	77 0		
Pollard .....	A*	4 0	15 8	§Special	2 10½	13 6	Agricultural	3 4	20 0	2	7 8	39 6		

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			† South Australia.			
	Class.	15 miles.	100 miles.	Class.	15 miles.	100 miles.	Class.	15 miles.	102 miles.	Class.	15 miles.	100 miles.	
Portable Engines .....	3	s. d. 9 0	s. d. 58 7	1	s. d. 5 0	s. d. 33 4	2	s. d. 10 0	s. d. 51 0	2	s. d. 7 8	s. d. 39 6	
Posts and Rails .....	{ B A	4 0 13 8		Firewood	1 3	8 4	Firewood	2 6	16 8	1	5 9	27 0	
Potatoes .....	A	ov. 40 ms. 3 0	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0	1	5 9	27 0	
Preserved Meat .....	A	3 0	13 8	¶Miscellaneous	4 9	26 0†	Special	5 0	36 0	1	5 9	27 0	
Quicksilver .....	4	(Up Journey) 12 0	75 9	3	7 6	50 0	4	15 0	61 0	3	9 6	52 0	
Rags and Materials for making Paper (not chemicals) .....	A	3 0	13 8	{ Rags—†Miscel. Rope—§Special	4 9 2 10½	26 0 13 6†	Excep.	1 8	11 0 Rags	3	9 6	52 0	
Railway Materials .....	2	7 0	42 5	¶Miscellaneous	4 9	26 0†	Mineral	3 4	21 0	2	7 8	39 6	
Regulus.....	C	5 0	22 9		Not named.			Not named.		1	5 9	27 0	
Resin.....	2	7 0	42 5	1	5 0	33 4	1	7 6	46 0	1	5 9	27 0	
Road Metal .....	Miscellaneous	2 0	10 10	§Special	2 10½	13 6†	Excep.	1 8	11 0	Not named.			
Salt—Rock and Calcutta .....	C*	6 0	24 9	¶Miscellaneous	4 9	26 0†	Mineral	3 4	21 0	1	5 9	27 0	
Do. do., if consigned between November and February, inclusive .....	A	4 0	15 8	1	5 0	33 4	Special	5 0	36 0	1	5 9	27 0	
Do Dairy and Meat-curing .....	1	6 0	34 4	§Special	2 10½	13 6†	Excep.	1 8	11 0	1	5 9	27 0	
Sand .....	B	4 0	20 0	¶Miscellaneous	4 9	26 0†	.....	.....	..... Not named	3	9 6	52 0	
Sawdust .....	A	3 0	13 8	4	8 9	58 4	5	15 10	66 0	4	13 3	77 0	
Scientific Instruments .....	4	12 0	75 9	2	6 3	41 8	2	10 0	51 0	Not named.			
Seed—Lucerne.....	1	6 0	34 4	4	8 9	58 4	4	15 0	61 0	4	13 3	77 0	
Sewing-machines .....	4	12 0	75 9	Shale—§Special	2 10½	13 6†	.....	.....	..... Not named	Not named.			
Shale—Kerosene, from Hartley Siding to Sydney .....	Miscellaneous	£2 per of 6	Truck tons.	¶Miscellaneous	4 9	26 0†	Special	5 0	36 0	}	1	5 9	27 0
Sheepskins (in bales or secured bundles) .....	O	5 0	22 9	2	7 6	50 5	1	7 6	46 0		1	5 9	27 0
Do. (if loose, or insecured bundles) .....	1	6 0	34 4	1	5 0	33 4	Timber	3 9	25 0 100 miles	1	5 9	27 0	
Shingles .....	B.	4 0	20 0	4	8 9	58 4	Mineral	3 4	21 0	2	7 8	39 6	
Slates .....	1	6 0	34 4	Firewood	1 3	8 4	5	15 10	66 0	1	5 9	27 0	
Slate Slabs for Billiard Tables .....	4	12 0	75 9		Min. 10s. per truck }		Firewood	2 6	16 8 100 miles	1	5 9	27 0	
Sleepers (Railway) .....	C	5 0	22 9										

Soda (Crystals) .....	1	6 0	34 4	1	5 0	33 4	1	7 6	46 0	1	5 9	27 0	
Do. (Caustic) .....	1	6 0	34 4	1	5 0	33 4	1	7 6	46 0	1	5 9	27 0	
Spokes and Shafts (undressed) .....	B	4 0		Firewood	1 3	8 4	} Timber	3 9	25 0	100 miles	1	5 9	27 0
	A	13 8			Min.	10s. $\Psi$ truck							
Stocks (undressed) .....	B	4 0		Firewood	1 3	8 4	} Timber	3 9	25 0	100 miles	1	5 9	27 0
	A	13 8			Min.	10s. $\Psi$ truck							
Stone (cut for building or grindstone) .....	1	6 0	34 4	{ Building Misc. Grindstones 1	4 9	26 0†	} Excep. 1	1 8	11 0	Building Grindstone	3	9 6	52 0
					6 3	42 6							
Stone (carved, including gravestones) .....	2	7 0	42 5	2	6 3	41 8	2	10 0	51 0	Not named			
Do. (undressed) .....	B	4 0	20 0	§Special	2 10½	13 6†	Excep.	1 8	11 0		1	5 9	27 0
Straw (pressed and branded) .....	A*	4 0	15 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Sugar .....	2	7 0	42 5	} 2 3 4	6 3	41 8	} 1 2	7 6	46 0	In mats & bags 0 In cases, &c. 4 Loaf, loose	1	5 9	27 0
						7 6							
Sulphuric Acid (not less than 4 tons) .....	1	6 0	34 4		8 9	58 4	2	10 0	51 0	Not named	3	9 6	52 0
Tallow .....	2	7 0	42 5	¶Miscellaneous	4 9	26 0†	Special	5 0	36 0		1	5 9	27 0
Tar .....	1	6 0	34 4	1	5 0	33 4	1	7 6	46 0		1	5 9	27 0
Tiles—Earthenware .....	B	4 0	20 0	§Special	2 10½	13 6†			Not named		2	7 8	39 6
Dressed... { not exceeding 2 inches .....	2	7 0	42 5	1	5 0	33 4			Not named		1	5 9	27 0
	do. if requiring 2 trucks	3	9 0	58 7	5 $\Psi$ cent.	added to above.			Not named		1	5 9	27 0
Timber { Hardwood in logs, 30 c. ft. to ton .....	C	5 0	22 9	Timber	25 cub. ft. to ton	4 1	} Timber	3 9	25 0	100 miles	1	5 9	27 0
Undressed .....	C	5 0	22 9	Timber	do.	do.	Timber	3 9	25 0	100 miles	1	5 9	27 0
Tin Plates .....	2	7 0	42 5	2	30 cub. ft. to ton.	6 3	Special	5 0	36 0		1	5 9	27 0
Tin Ore .....	C	5 0	22 9				Mineral	3 4	21 0	Not named	1	5 9	27 0
Tobacco—Colonial leaf .....	A	4 0	15 8	¶Miscellaneous	4 9	26 0	Agricultural	3 4	20 0		2	7 8	39 6
Tricycles .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0		4	13 3	77 0
Turnips .....	A	3 0	13 8	§Special	2 10½	13 6†	Agricultural	3 4	20 0		2	7 8	39 6
Velocipedes .....	4	12 0	75 9	4	8 9	58 4	5	15 10	66 0		4	13 3	77 0
Whiting .....	C	5 0	22 9	1	5 0	33 4	Special	5 0	36 0		1	5 9	27 0
Zinc .....	2	7 0	42 5	2	6 3	41 8	1	7 6	46 0		3	9 6	52 0
NOTE.—All articles not enumerated above are carried as follows .....	3	9 0	58 7										

\* 15 miles—Is. added for tarpaulins.

100 " 2s.  
|| Marked thus || will be carried only in quantities of 4 tons and over; smaller quantities will be charged as 4 tons, or subject to 1st class rates, at option of sender.

† Is. per ton included for loading and unloading.  
§ Special Class.—Minimum 15s. for distances up to 52 miles, min. 2 tons; otherwise 1st class rates.  
¶ Miscellaneous Class.—Minimum 20s. per ton or distances up to 36 miles; over 36 miles, min. 2 tons, otherwise 1st class rates.

‡ 2s. per ton included for loading and unloading.

No. 33—continued.

NEW SOUTH WALES.				VICTORIA.		QUEENSLAND.		SOUTH AUSTRALIA.		
<b>Wool Rates.</b> INCLUDING CARTAGE IN SYDNEY.				<b>Wool.</b>		<b>Wool.</b>		<b>Wool.</b>		
				15 miles. Per bale, not over 4 cwt.	100 miles. Per bale, not over 4 cwt.	15 miles. 14/- per ton.	102 miles. 55/- per ton.	15 miles.	100 miles.	
				1/6	5/-			5/9 } 1st class.	27/- } 2nd class.	
Wool will be carried at per bale on the following scale:—				Bales of wool over 4 cwt. each will be charged rate and a half.				Unpressed, } 7/7 " 39/6 "		
		Up Journey at per bale, not exceeding 5 cwt. each; over 5 cwt. each, 6d. per bale additional.	Wool rates—continued.							
		s. d.								
185 miles .....		9 0	80 miles .....							
165 " .....		8 6	66 " .....							
140 " .....		7 9	53 " .....							
130 " .....		7 3	40 " .....							
115 " .....		6 9	30 " .....							
100 " .....		6 3	20 " .....							
90 " .....		6 0	15 " .....							
		s. d.								
		9 0	5 3							
		8 6	5 0							
		7 9	4 3							
		7 3	3 3							
		6 9	2 6							
		6 3	1 9							
		6 0	1 6							
<p>The rates to and from Washing Establishments will be, for distances not exceeding 15 miles 1s. per bale, exceeding 15 but not exceeding 22 miles, 1s. 3d. per bale.</p> <p>The Wool delivery will commence at 6 a.m., and close at 4:30 p.m., at Redfern Wool Shed; and all Wool not accepted within fifteen minutes after same has been tendered at Consignee's Stores or Offices, by the Commissioner, will be stored at owner's risk and expense, and will be liable to charges for re-cartage in addition. The place for delivery must be stated on the delivery order.</p>										
<b>Rates for Live Stock.</b>										
<p>When carried in small numbers not exceeding number for full Trucks, mixed consignments will be taken from same owner for a Truck or any portion of a Truck, all to be conveyed at owner's risk only.</p>										
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 60 Pigs—Full Truck.	Bulls—each.	Calves—each.	Sheep or Pigs, each.	Valuable Rams & Ewes, if less number than for $\frac{1}{2}$ Truck—each.			
3d. per mile.	4d. per mile.	6d. per mile.	8d. per mile.	7d. per mile, if more than one in truck, 4 $\frac{1}{2}$ d.	1d. per mile.	$\frac{1}{2}$ d. per mile.	2d. per mile.			
Minimum charge:—Cattle, 7s. 6d; Calves, 2s.; Sheep or Pigs, 1s. 6d; Bulls, 12s. 6d.										
<b>CATTLE AND HORSES.</b>										
<p>Will be conveyed at Owner's risk, at 8d. per Truck per mile. No less charge than for a whole Truck to be made. Minimum charge, 15s. To be loaded and unloaded by Owners.</p>										
<b>Live Stock.</b>										
<p>Minimum charge for a sheep truck—40 miles, 40/- Minimum charge for goods truck, with sheep, 20 miles, 20/- Each sheep, pig, or calf, &amp;c., 24 miles, 2/- Do. beyond, -/1 3 to 10, half truck charged; over 10, full truck rate. 100 miles (Melbourne to Sandhurst), 75/- per sheep truck.</p>										
<b>Live Stock.</b>										
<b>CATTLE.</b>										
<p>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.</p>										
<b>SHEEP.</b>										
<p>Any number loaded. -/5 per 4-wheel waggon per mile, both floors. -/7 per 6-wheel " " " -/3 half 4-wheel " " " Quantities not requiring a sheep waggon will be charged as under, viz.:— 50 miles..... 1/- per head. 100 " ..... 2/- " " 150 " ..... 3/- " "</p>										
<p>From Melbourne to Stations in the Country. Sheep-trucks, each truck, each mile (minimum distance, 40 miles), 1/- Sheep in ordinary goods trucks, each truck, each mile (20 miles), 1/- Pigs or cattle, each truck, each mile (20 miles), 1/- Single cattle, at same rate as horses.</p>										
<p>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 van, 1/- per mile. Calves, goats, 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. Sheep van, -/9 per mile.</p>										

**RATES FOR SHEEP.**

Sheep in flocks, conveyed at Owner's risk, as follows, viz. :—

	£	s.	d.
Not exceeding 40 miles, at per truck .....	2	2	0
40 to 60 „ .....	2	10	0
60 to 80 „ .....	2	15	0
80 to 100 „ .....	3	0	0
100 to 120 „ .....	3	5	0
120 to 140 „ .....	3	7	6
140 to 160 „ .....	3	10	0
Over 160 „ .....	3	15	0

To be loaded and unloaded by Owners. For open trucks half above rates.

**CONDITIONS FOR CONVEYANCE OF LIVE STOCK.**

Arrival at any particular time, or for any particular market is not guaranteed.

Live Stock 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 which cases applicants for trucks must deposit with the Commissioner the sum of 10s. per truck on account of trainage, and the amount so deposited will be forfeited to the Commissioner if trucks be not used by applicant.

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. The Commissioner will have the right of loading any number of Stock up to the maximum number of a Truck load, when only a portion of a Truck is required.

**Rates for Fresh Meat.**

In numbers not less than 8 Carcasses of Beef, or 40 ditto Mutton, Pork, or Veal.

Distance.	Beef per Carcass.		Pork, Veal, or Mutton, per Carcass.		Distance.	Beef per Carcass.		Pork, Veal, or Mutton, per Carcass.	
	s.	d.	s.	d.		s.	d.	s.	d.
15 miles and under ...	1	3	0	4	85 miles and under ...	7	1	0	10½
25 „ „ ...	2	1	0	5	95 „ „ ...	7	11	0	11
35 „ „ ...	2	11	0	6	105 „ „ ...	8	9	0	11½
45 „ „ ...	3	9	0	7	115 „ „ ...	9	7	1	0
55 „ „ ...	4	7	0	8	125 „ „ ...	10	5	1	0½
65 „ „ ...	5	5	0	9	135 „ „ ...	11	3	1	1
75 „ „ ...	6	3	0	10	150 „ „ ...	12	6	1	2

To be loaded and unloaded by Owners, at their risk.

Arrival at any particular time, or for any particular market is not guaranteed.  
Pork or Veal weighing per Carcass over 90 lbs. will be charged rate and a quarter.

**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.

**HORSES.**

In goods trucks and by goods trains, on either Up or Down Journey, 1/6 per truck per mile; minimum distance, 15 miles; not more than 8 horses to be put in each truck.

For each mare with foal at foot, and each cow with yearling calf at foot, rate and a half.

**Pigs.**

-/6 per waggon per mile for 18 bacon or 24 pork pigs.

-/3 „ 9 bacon or 12 porkers.

**Fresh Meat.**

Class 2—15 miles, 6/3; 100 miles, 41/8.

**Fresh Meat.**

Class 1—15 miles, 7/6; 102 miles, 46/-

**Fresh Meat.**

Class 3—15 miles, 9/6; 100 miles, 52/-

**Live Stock, &c., for Agricultural Shows.**

Not named.

**Live Stock, &c., for Agricultural Shows.**

Not named.

**Live Stock, &c., for Agricultural Shows.**

Not named.

No. 33—continued.

NEW SOUTH WALES.	VICTORIA.	QUEENSLAND.	SOUTH AUSTRALIA.																																														
<p align="center"><b>Contractor's Plant, at Owner's Risk only.</b></p> <p>Waggons, Tools, and Implements, at 3d. per ton per mile.—Minimum charge, 10s.                      Waggons on wheels, 6d. per mile each. Minimum charge, 10s.                      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 align="center"><b>Contractor's Plant.</b></p> <p>-/10 per Truck per mile; minimum charge 20/-; Truck load is 5 tons.</p>	<p align="center"><b>Contractor's Plant.</b></p> <p>Not named.</p>	<p align="center"><b>Contractor's Plant.</b></p> <p>Not named.</p>																																														
<p align="center"><b>Rates for Hay and Straw, unpressed.</b></p> <table border="0"> <tr> <td align="center">£ s. d.</td> <td></td> <td align="center">£ s. d.</td> </tr> <tr> <td>Not exceeding 53 miles... 1 15 0</td> <td>per Truck.</td> <td>Not exceeding 34 miles... 1 5 0</td> </tr> <tr> <td>    "    45    "    ... 1 11 3</td> <td>    "    "</td> <td>    "    25    "    ... 0 18 9</td> </tr> <tr> <td>    "    40    "    ... 1 8 0</td> <td>    "    "</td> <td>    "    15    "    ... 0 12 6</td> </tr> </table>	£ s. d.		£ s. d.	Not exceeding 53 miles... 1 15 0	per Truck.	Not exceeding 34 miles... 1 5 0	"    45    "    ... 1 11 3	"    "	"    25    "    ... 0 18 9	"    40    "    ... 1 8 0	"    "	"    15    "    ... 0 12 6	<p align="center"><b>Hay and Straw—Loose.</b></p> <p>20/- per Truck under 20 miles; over 20 to 30 miles, 25/- per Truck; 30 to 50 miles, 30/- per Truck; -/6 per mile per Truck (additional) over 50 miles.                      Part of a Truck to be charged as a full Truck.</p>	<p align="center"><b>Hay and Straw—Loose.</b></p> <p>Class Agricultural—15 miles, 3/4 per ton; 100 miles, 20/- per ton.</p>	<p align="center"><b>Hay and Straw—Loose.</b></p> <p>Not named.</p>																																		
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<p align="center"><b>CONDITIONS.</b></p> <p>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 and removed from Railway premises within one clear working day from time 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.</p> <p><i>Note.</i>—Hay and Straw, Unpressed.—The Commissioner will not be 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 unpressed will be carried only between Sydney and Picton, Penrith and Richmond inclusive.</p>	<p align="center"><b>Returned Empties.</b></p> <table border="0"> <tr> <td></td> <td align="center">Under 50 miles.</td> <td align="center">100 miles.</td> </tr> <tr> <td>Pipes .....</td> <td align="center">2/-</td> <td align="center">3/-</td> </tr> <tr> <td>Tallow Puncheons .....</td> <td align="center">1/-</td> <td align="center">1/6</td> </tr> <tr> <td>Hhds. ....</td> <td align="center">-/9</td> <td align="center">1/0</td> </tr> <tr> <td>Quarter-casks &amp; barrels..</td> <td align="center">-/6</td> <td align="center">-/9</td> </tr> <tr> <td>Kegs .....</td> <td align="center">-/6</td> <td align="center">-/9</td> </tr> <tr> <td>Bags of empty bags, up to 3 bags of 25 each, 1/ per bag or bundle, over 3 bags 1st class rates.</td> <td></td> <td></td> </tr> <tr> <td>Cases, drums, cans, carboys, crates, butter boxes, and fowl coops, miscl., 4/9, 26/-; min. -/6.</td> <td></td> <td></td> </tr> <tr> <td>Fruit cases, special, 2/10½, 13/6; min. -/6.</td> <td></td> <td></td> </tr> </table>		Under 50 miles.	100 miles.	Pipes .....	2/-	3/-	Tallow Puncheons .....	1/-	1/6	Hhds. ....	-/9	1/0	Quarter-casks & barrels..	-/6	-/9	Kegs .....	-/6	-/9	Bags of empty bags, up to 3 bags of 25 each, 1/ per bag or bundle, over 3 bags 1st class rates.			Cases, drums, cans, carboys, crates, butter boxes, and fowl coops, miscl., 4/9, 26/-; min. -/6.			Fruit cases, special, 2/10½, 13/6; min. -/6.			<p align="center"><b>Returned Empties.</b></p> <table border="0"> <tr> <td></td> <td align="center">50 miles.</td> <td align="center">100 miles.</td> </tr> <tr> <td>Pipes and tierces .....</td> <td align="center">1/-</td> <td align="center">1/6</td> </tr> <tr> <td>Hogsheads.....</td> <td align="center">-/6</td> <td align="center">-/9</td> </tr> <tr> <td>Quarter-casks, kegs, boxes and cases ...</td> <td align="center">-/3</td> <td align="center">-/6</td> </tr> <tr> <td>Bags and bundles.....</td> <td align="center">1/-</td> <td align="center">1/6</td> </tr> <tr> <td>Carriage to be prepaid.</td> <td></td> <td></td> </tr> </table>		50 miles.	100 miles.	Pipes and tierces .....	1/-	1/6	Hogsheads.....	-/6	-/9	Quarter-casks, kegs, boxes and cases ...	-/3	-/6	Bags and bundles.....	1/-	1/6	Carriage to be prepaid.			<p align="center"><b>Returned Empties.</b></p> <p>H'hds., 56 galls..... 3d. per mile, minimum, -/4.</p> <p>¼-casks .....</p>	3d. per mile, minimum, -/3
	Under 50 miles.	100 miles.																																															
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<p align="center"><b>Returned Empties.—(Owner's risk.)</b></p> <p>Freight must be prepaid.</p> <p>Returned Empties:—Pipes and tierces, under 50 miles, 1s. each, over 50 and under 100 miles, 2s. each; over 100 miles, 3s. each; Hhds., under 50 miles, 6d. each, over 50 and under 100 miles 1s. each, over 100 miles, 1s. 6d. each; Quarter-casks, under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each; Coops and cases, measuring over 6 cubic feet, under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each; Coops and cases, over 15 cubic feet, double rates; Bags—in bundles, bales, or bags, each, not exceeding 112 lbs., under 50 miles, 3d. each, over 50 and under 100 miles, 6d. each, over 100 miles, 9d. each, if over 112 lbs., First Class Rates. All other return empties free.</p>																																																	

**Horses**

Will be conveyed only to such stations as have accommodation for loading and unloading.  
**IN BOXES** :—Full horse-box (3 horses), one owner, 1s. per mile, minimum charge, 15s. ; one horse, 5d. per mile ; two horses, 9d. per mile, minimum charge, 7s. 6d. each ; stud horses, 1s. per mile each, minimum charge, 15s. Mares, with foal at foot, rate and a half. Horses to be at the station thirty minutes before the departure of the train by which they are to be despatched, but their despatch will not be guaranteed by any particular time or train.

When possible, horses will be conveyed by Passengers' Trains.  
 Return tickets at rate and a half, available for three days, for distances not exceeding 45 miles (those issued on Friday and Saturday, available for return until Monday and Tuesday following), and for distances over 45 miles, available for one week. Notice of day for return is requested to be given to Station Master at return Station.

**Carriages**

Will be conveyed to and from such stations only as have accommodation for loading and unloading, and when possible will be conveyed by Passengers' Trains.

Carriages, gigs, and dog-carts, 4d. per mile ; two vehicles, one owner, if on one truck, 6d. per mile ; 4-wheeled waggons and bullock drays (empty), 6d. per mile ; minimum charge, 7s. 6d. Vehicles to be at the station 30 minutes before the departure of the train by which they are to be despatched, but their despatch will not be guaranteed by any particular time or train.

**Dogs.**

Carriage to be prepaid. One half-penny per mile each for distances up to 50 miles, and 4d. additional for every 30 miles or portion of 30 miles thereafter ; minimum charge, 6d. Dogs must be provided with chains or other sufficient means to secure them, and in all cases they will only be carried at owner's risk, who must load and unload if required by Station Master.

**Gold Dust and Bullion, and Gold and Silver Coin.**

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.

	Distance not over 55 miles.	Distance not over 100 miles.	Distance not over 150 miles.
Gold dust and bullion, $\Psi$ 100 ozs. ....	2s.	3s. 6d.	4s. 3d.
Gold coin, $\Psi$ £100 .....	6d.	10d.	1s. 3d.
Silver coin, $\Psi$ £100 .....	1s.	1s. 9d.	2s. 6d.

Fractions over 100 and under 50 will not be charged, but fractions of 50 and over will be charged as 100.

**Rates for Milk.**

*In quantities of not less than 300 gallons, less than 300 gallons double rates.*

15 miles and under .....	$\frac{1}{2}$ d. per gallon.
40 " " .....	$\frac{3}{4}$ d. "
90 " " .....	$\frac{5}{8}$ d. "
Beyond 90 miles .....	1d. "

**Horses.**

Miles.  
 Each, mare, gelding, &c., not over 40... 20/  
 Do., each mile beyond 40... -/6  
 Each stud-horse, not over 16 miles ... 20/  
 Do., each mile over 16 ..... 1/3  
 Horse-box, 1/3 per mile ; min. 40/.

**Carriages.**

-/6 per mile ; minimum 20/  
 2 vehicles, same owner, -/9 per truck per mile.  
 3 vehicles, on same terms, 1/ per truck per mile ; minimum, 20/  
 Vehicles for repairs, return tickets for four weeks ; 50 per cent. added.

**Dogs.**

15 miles, -/7 $\frac{1}{2}$  ; 100 miles, 4/2.

**Gold Dust and Gold and Silver Coin.**

	55 miles.	100 miles.	150 miles.
Gold dust, per 1,000 ozs. ....	25/-	40/-	60/-
Gold coin, per £1,000 .....	6/3	10/-	15/-
Silver coin, per £1,000 ...	12/6	20/-	30/-

**Milk.**

Misc. .... 50 miles. 100 miles.  
 4/9 26/-

**Horses.**

1 horse, -/4 per mile.  
 2 do. or more, -/3 each per mile.  
 Stud horses, double rates, min. 20 miles.

**Carriages.**

Carriages, gigs, dog-carts, drays, and carts, -/5 per mile.  
 Minimum, 10 miles.

**Dogs.**

Dogs, 15 miles, 2/- ; 100 miles, 4/6.

**Gold Dust, and Gold and Silver Coin.**

	15 miles.	100 miles.
Gold dust, per 1,000 oz. ....	17/6	30/-
Gold coin, per £1,000 .....	6/6	15/-
Silver coin, per £1,000 .....	15/-	27/6

**Milk.**

Not named.

**Horses.**

See Live Stock.

**Carriages.**

Gigs, dog-carts, and light drays, empty, -/4 per mile. Minimum charge, 4/-  
 Carriages and Waggons, empty, -/6 per mile. Minimum charge, 6/-

**Dogs.**

Not named.

**Gold Dust, and Gold Coin.**

	15 miles.	100 miles.
Gold dust, per 1,000 oz. ....	20/-	40/-
Gold coin, per £1,000 .....	5/-	10/-

**Milk.**

Not named.

NEW SOUTH WALES.								VICTORIA.				QUEENSLAND.				SOUTH AUSTRALIA.												
Parcels Rates.								Parcel Rates.				Parcels Rates.				Parcels under £10 value.												
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 thereof.	Under— lbs.....	15 miles—	100 miles—	Every 28 lbs., or part, —	7 lbs.	14 lbs.	28 lbs.	56 lbs.	15 miles	100 „	All packages over 56 lbs. at goods rates.	Any distance not exceeding miles—	Weight not exceeding—			For every additional 50 lbs. or part of 50 lbs.					
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	1	3	7	14	28	56	84	112	1/-	1/3	1/6	1/9	25 lbs.	50 lbs.	100 lbs.	s. d.	s. d.	s. d.	s. d.		
Distance not over—																												
15 .....	0 4	0 6	0 8	0 10	1 0	1 2	0 3																					
30 .....	0 6	0 9	1 0	1 3	1 6	1 9	0 4																					
45 .....	0 8	1 0	1 4	1 8	2 0	2 4	0 5																					
60 .....	0 10	1 3	1 8	2 1	2 6	2 11	0 6																					
75 .....	1 0	1 6	2 0	2 6	3 0	3 6	0 7																					
90 .....	1 2	1 9	2 4	2 11	3 6	4 1	0 8																					
105 .....	1 4	2 0	2 8	3 4	4 0	4 8	0 9																					
120 .....	1 6	2 3	3 0	3 9	4 6	5 3	0 10																					
135 .....	1 8	2 6	3 4	4 2	5 0	5 10	0 11																					
150 .....	1 10	2 9	3 8	4 7	5 6	6 5	1 0																					
165 .....	2 0	3 0	4 0	5 0	6 0	7 0	1 1																					
180 .....	2 2	3 3	4 4	5 5	6 6	7 7	1 2																					
195 .....	2 4	3 6	4 8	5 10	7 0	8 2	1 3																					
210 .....	2 6	3 9	5 0	6 3	7 6	8 9	1 4																					
225 .....	2 8	4 0	5 4	6 8	8 0	9 4	1 5																					
240 .....	2 10	4 3	5 8	7 1	8 6	9 11	1 6																					

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.

Musical Instruments, Sewing Machines, and Perambulators, double parcels rate.

Corpses, 1s. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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## No. 34.

RECEIPTS per mile on British and Colonial Railways for Carriage of Mails during 1874.

Name of Railway.	Miles open.	Receipts.	Receipts per mile open.
<b>ENGLAND AND WALES.</b>			
	No.	£	£
Bristol and Exeter.....	204	12,427	60'91
Great Eastern.....	852	26,050	30'57
Great Western.....	1,532	56,098	36'61
London and North-western.....	1,600	145,745	91'09
London and South-western.....	685	22,174	32'37
Midland.....	1,114	48,332	43'39
North-eastern.....	1,386	44,645	32'21
South-eastern.....	331	28,618	86'46
<b>SCOTLAND.</b>			
Caledonian.....	826	54,610	66'11
Highland.....	402	25,552	63'56
<b>IRELAND.</b>			
Dublin and Belfast Junction.....	63	11,702	185'74
Great Southern and Western.....	465	32,098	69'03
Ulster.....	140	11,096	79'25
All England.....	11,622	445,808	38'35
Scotland.....	2,700	106,551	39'46
Ireland.....	2,127	103,834	48'81
United Kingdom.....	16,449	656,193	39'89
Victoria (30 June, 1875).....	586	15,031	25'65
New South Wales.....	403	4,612	11'47

## No. 35.

STATEMENT of Increase in the Quantity and Earnings from all Sources of Traffic from 1871 to 1875.

QUANTITY.		1871. 31 December.	1875. 31 December.	Increase.	Per cent. Increase.
<b>COACHING.</b>					
Passengers, 1st Class.....	No.	93,646	207,115	113,469	121'17
2nd ".....	"	665,416	1,081,110	415,694	62'47
Total, 1st and 2nd.....		759,062	1,288,225	529,163	69'71
Season-ticket holders.....	No.	2,766	4,676	1,910	69'05
Horses.....	"	3,860	7,216	3,356	86'94
Carriages.....	"	1,904	2,881	977	51'31
Dogs.....	"	3,378	5,104	1,726	51'09
<b>GOODS.</b>					
Cattle.....	No.	5,987	11,487	5,500	91'87
Sheep.....	"	116,442	347,164	230,722	198'14
Pigs.....	"	11,819	16,213	4,394	37'18
Wool.....	Bales	97,630	118,815	21,185	21'70
Minerals.....	Tons	557,861	877,273	319,412	57'27
General Merchandise.....	"	184,125	294,081	109,956	59'72
Total tonnage Goods.....	"	741,986	1,171,354	429,368	57'87
<b>EARNINGS.</b>					
Passengers.....	£	107,007	174,859	67,852	63'48
Excess luggage, horses, &c.....	"	18,460	26,388	7,928	42'95
Mails.....	"	4,029	4,694	665	16'53
Total Coaching.....	£	129,496	205,941	76,445	59'03
Live Stock.....	£	7,871	13,587	5,716	72'62
Minerals.....	"	32,084	69,931	37,847	117'96
Wool.....	"	25,520	38,160	12,640	49'53
General Merchandise.....	"	160,351	287,029	126,678	79'00
Total Goods.....	£	225,826	408,707	182,881	80'98
Gross earnings.....	£	355,322	614,648	259,326	72'98
Working expenses.....	"	197,065	296,174	99,109	50'29
Net earnings.....	£	158,257	318,474	160,217	101'23
Miles open.....	No.	358	437	79	22'06

## No. 36.

TABLE showing the Rainfall at Sydney, Windsor, Newcastle, and West Maitland, each month, during the years 1872 to 1875, inclusive.

	1872.	1873.	1874.	1875.
<b>SYDNEY.</b>				
	Inches.	Inches.	Inches.	Inches.
January .....	5'046	5'521	3'862	1'145
February .....	1'648	18'556	10'487	5'593
March .....	6'270	2'424	4'380	6'731
April .....	2'081	3'901	9'114	4'781
May .....	1'909	1'025	8'623	12'549
June .....	1'355	10'518	0'266	7'818
July .....	0'976	10'879	6'255	1'611
August .....	2'972	2'979	1'355	0'520
September .....	2'282	1'594	2'100	1'700
October .....	5'770	2'135	3'876	1'055
November .....	3'290	9'447	3'330	0'881
December .....	3'523	4'425	0'952	1'867
<b>Total .....</b>	<b>37'122</b>	<b>73'404</b>	<b>63'600</b>	<b>46'251</b>
<b>WINDSOR.</b>				
January .....	2'707	3'863	4'396	1'193
February .....	1'819	8'323	8'138	4'680
March .....	3'569	1'653	3'442	5'510
April .....	1'158	2'801	2'019	2'710
May .....	0'301	0'334	2'630	7'314
June .....	0'324	8'477	1'297	7'786
July .....	0'517	4'379	3'675	0'069
August .....	1'444	1'538	0'429	0'350
September .....	1'025	0'656	1'108	0'837
October .....	3'063	0'889	2'391	1'275
November .....	4'273	5'054	2'219	0'510
December .....	4'054	3'413	1'210	1'144
<b>Total .....</b>	<b>24'254</b>	<b>41'380</b>	<b>32'954</b>	<b>33'378</b>
<b>NEWCASTLE.</b>				
January .....	1'420	4'040	6'940	1'370
February .....	4'110	8'000	7'660	7'700
March .....	7'120	2'850	6'310	9'350
April .....	3'690	7'570	6'660	1'230
May .....	0'740	2'320	5'620	7'980
June .....	0'790	7'950	7'510	7'190
July .....	0'930	6'770	5'330	3'600
August .....	6'740	3'030	5'250	0'420
September .....	1'410	1'620	3'690	3'360
October .....	4'250	3'460	3'320	1'610
November .....	2'560	5'840	4'460	3'720
December .....	4'080	4'150	0'180	2'070
<b>Total .....</b>	<b>37'840</b>	<b>57'600</b>	<b>62'930</b>	<b>49'600</b>
<b>WEST MAITLAND.</b>				
January .....	2'665	2'070	6'750	1'350
February .....	3'266	4'850	5'300	6'600
March .....	2'635	2'270	2'570	11'830
April .....	1'170	3'670	3'960	1'670
May .....	0'280	0'520	1'770	3'350
June .....	0'810	6'590	2'900	7'280
July .....	0'720	7'200	4'380	0'915
August .....	2'680	3'010	2'020	0'145
September .....	1'300	1'400	1'375	1'510
October .....	2'980	0'650	2'150	0'560
November .....	2'670	4'870	3'420	1'960
December .....	2'030	3'990	1'020	0'630
<b>Total .....</b>	<b>23'206</b>	<b>41'090</b>	<b>37'615</b>	<b>37'800</b>

No. 37.

RETURN of the number and tonnage of Coasters entered Inwards and Outwards at the Port of Newcastle, and the quantity of Coal shipped coastwise, 1861-1875.

Year.	Inwards.		Outwards.		
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	Tons of coal.
1861.....	1,081	99,119	946	66,395	87,721
1862.....	1,365	136,717	1,122	94,731	127,613
1863.....	1,373	152,998	1,215	107,385	142,382
1864.....	1,441	180,291	1,255	130,160	160,481
1865.....	1,399	172,720	1,223	124,853	159,640
1866.....	1,650	227,678	1,422	166,571	215,723
1867.....	1,545	223,843	1,324	155,610	194,011
1868.....	1,491	212,261	1,272	138,288	180,360
1869.....	1,397	222,557	1,151	130,179	180,479
1870.....	1,284	221,528	1,041	135,919	166,787
1871.....	1,494	251,469	1,209	161,345	181,178
1872.....	1,583	279,224	1,388	*202,972	205,509
1873.....	1,574	396,990	1,349	*207,338	219,972
1874.....	1,787	360,045	1,685	*319,204	276,317
1875.....	1,963	392,146	1,907	*336,710	287,597

\* Including the tonnage of steamers running daily between Sydney and Newcastle which do not ship coal as cargo.

Foreign and Intercolonial Trade.

Year.	Entered Inwards.		Cleared Outwards.		Total Value of Imports.	Quantity and Value of Coal Exported.		Total Value of Exports (including Coal).
	No.	Tonnage.	No.	Tonnage.		Tons.	Value.	
1861.....	432	91,243	601	128,257	£ s. d.	131,203	£ s. d.	£ s. d.
1862.....	519	137,715	705	186,170	35,932 6 0	239,810	95,122 11 0	172,637 14 10
1863.....	486	121,237	672	170,437	34,675 9 0	229,656	174,275 5 0	247,218 5 6
1864.....	664	196,961	795	266,528	33,657 0 3	299,150	151,563 6 6	204,824 15 6
1865.....	676	189,620	872	248,769	59,656 2 0	302,362	144,748 0 6	248,316 9 6
1866.....	799	246,346	992	308,575	78,355 17 0	411,746	142,159 9 0	238,972 6 2
1867.....	688	229,064	925	303,504	53,219 3 5	398,022	184,132 16 9	216,177 17 5
1868.....	571	296,517	1,100	372,718	98,083 6 1	480,069	182,288 1 9	209,949 16 3
1869.....	854	297,855	1,084	386,176	84,486 15 5	503,866	226,440 0 0	283,783 5 0
1870.....	765	283,091	1,046	383,242	151,410 4 5	511,545	223,566 4 2	252,124 3 6
1871.....	745	277,959	1,040	376,378	154,816 5 8	489,714	223,077 7 0	241,435 16 8
1872.....	876	342,514	1,092	427,845	203,168 2 7	505,994	208,833 9 0	236,683 9 3
1873.....	978	389,121	1,259	498,468	268,141 12 11	650,899	243,911 18 0	282,834 9 10
1874.....	1,156	510,291	1,269	543,693	310,101 11 11	723,844	412,631 5 9	591,032 6 6
1875.....	1,162	510,902	1,341	573,826	343,297 19 11	771,144	496,448 15 0	697,048 7 7
					480,771 19 6		527,949 12 10	644,615 0 6

No. 38.

MONTHLY Return of Coal hauled on the Great Northern Railway, 1872.

1872.	A. A. Co.		Waratah.		New Lambton.		Lambton.		Co-operative.		Wallsend.		Anvil Creek.		Burwood.		Woodford.		Total.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
		£		£		£		£		£		£		£		£		£		£
January	3,335	139	6,230	260	11,722	488	8,773	366	9,678	484	17,439	872	348	41	111	5			57,636	2,655
February	3,002	125	6,229	260	6,801	293	7,397	308	6,626	331	9,455	473	415	48	217	9	47	3	49,189	1,850
March	4,770	199	4,950	206	8,524	353	13,271	553	3,722	186	13,426	671	292	34	63	2			49,018	2,206
April	3,791	158	6,111	162	9,661	403	9,646	402	9,077	454	11,758	588	317	37	91	4			59,452	2,301
May	2,777	116	3,887	159	11,022	459	13,233	551	10,889	544	14,318	716	416	49	97	4			56,639	2,801
June	2,511	105	3,817	159	12,409	517	11,049	460	8,336	417	13,306	665	481	56					51,909	2,379
July	3,817	159	6,469	260	6,747	281	13,702	571	6,300	315	5,746	287	406	47					43,187	1,929
August	5,438	227	3,948	155	8,482	353	14,724	614	8,432	422	13,879	694	408	48					55,311	2,523
September	3,628	151	4,664	194	10,358	396	13,359	557	11,099	555	16,602	830	284	34			74	5	60,068	2,722
October	3,183	133	5,208	217	9,721	385	15,644	652	9,482	474	15,484	774	338	39					59,060	2,674
November	3,059	127	3,503	146	3,715	139	14,146	589	7,219	361	11,831	592	483	56					43,955	2,010
December	1,742	72	6,692	279	4,538	185	14,612	584	6,553	328	11,531	577	556	65					45,624	2,090
Total	41,053	1,711	61,708	2,572	103,700	4,254	148,956	6,207	97,413	4,871	154,775	7,739	4,744	554	579	24	121	8	613,049	27,940

MONTHLY Return of Coal hauled on the Great Northern Railway, 1873.

1873.	A. A. Co.		Waratah.		New Lambton.		Lambton.		Co-operative.		Wallsend.		Anvil Creek.		Greta.		East Maitland.		West Maitland.		Burwood.		Wingen.		Total.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
		£		£		£		£		£		£		£		£		£		£		£		£		£
January	32	1	21	1	755	32	3,181	133	772	39	474	24	4,435	599	360	43	17	2	9	2					10,056	876
February	2,008	87	1,594	67	7,256	290	14,419	601	7,610	380	9,592	480	1,512	177	1,122	133	38	5							45,255	2,229
March	2,625	109	4,451	186	13,485	534	13,557	565	10,676	534	15,467	773	933	109											61,198	2,814
April	1,224	51	5,135	214	11,705	481	13,316	555	9,535	477	14,677	734	708	83											56,300	2,595
May	3,171	132	5,454	227	10,062	400	12,703	529	9,183	459	17,105	855	706	83											58,384	2,685
June	2,511	105	3,817	159	12,410	517	11,049	460	8,336	417	13,306	665	481	56											51,910	2,378
July	1,284	54	3,286	137	12,652	506	14,751	615	11,163	567	19,224	961	732	86											63,322	2,936
August	418	17	4,389	183	14,084	568	15,001	625	10,313	530	19,564	978	644	75											64,698	2,688
September	45	2	1,169	49	14,796	603	14,458	602	10,945	554	21,849	1,092	1,003	117	3	2									204	9
October	3,183	132	5,208	217	9,721	385	15,644	652	9,482	475	15,484	774	338	39											59,060	2,674
November	1,071	45	2,401	100	13,927	556	12,958	540	11,092	559	13,909	696	1,189	139											32	1
December	2,269	95	3,485	145	9,600	377	11,263	469	10,812	543	16,016	801	1,019	119	7	3									30	1
Total	19,931	830	40,410	1,685	130,453	5,249	152,300	6,346	109,919	5,534	176,667	8,833	13,700	1,682	1,492	181	55	7	9	2	781	33	18	12	645,735	30,394

No. 38—continued.

MONTHLY Return of Coal hauled on the Great Northern Railway, 1874.

1874.	A. A. Co.		Waratah.		New Lambton.		Lambton.		Co-operative.		Wallsend.		Anvil Creek.		Greta.		West Maitland.		Stony Creek.		Burwood.		Minmi.		Total.				
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.			
January	1,024	43	5,049	210	10,782	449	9,633	402	11,414	573	13,695	685	1,072	125	218	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52,918	2,516	
February	2,415	101	3,623	151	10,836	320	7,372	307	9,764	488	16,648	832	1,291	151	1,074	125	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	53,033	2,476	
March	1,471	61	3,952	165	10,885	434	11,758	490	11,311	571	10,876	994	1,256	147	1,439	180	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,048	3,042	
April	2,253	94	1,824	76	9,276	362	12,126	505	9,370	475	16,795	839	2,464	287	1,949	256	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,057	2,804	
May	1,339	57	2,414	101	11,368	454	11,032	460	10,971	559	18,054	903	2,466	288	1,963	262	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59,607	3,084	
June	2,182	91	1,567	65	9,431	395	15,137	631	11,606	586	21,318	1,067	2,607	304	2,439	317	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66,287	3,456	
July	947	42	3,114	130	17,141	680	12,413	517	14,571	735	22,889	1,143	2,097	271	2,414	261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75,286	3,779	
August	921	38	1,472	62	13,474	555	10,808	455	14,802	744	23,892	1,195	2,594	303	2,422	284	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70,385	3,636	
September	479	20	621	26	13,032	513	11,411	475	14,843	745	22,692	1,135	2,943	308	2,943	347	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68,694	3,573	
October	2,950	124	2,647	110	9,169	343	9,668	493	14,155	714	23,632	1,182	3,058	358	2,908	342	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69,117	3,625	
November	2,054	85	4,711	196	8,420	322	4,327	180	14,482	729	19,838	991	3,603	420	2,941	343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,906	3,345
December	973	40	4,444	185	10,202	389	8,346	348	11,642	584	13,321	666	2,230	260	3,219	376	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,234	2,942
Total	19,018	797	35,438	1,477	134,016	5,216	124,031	5,173	148,931	7,503	232,640	11,632	27,381	3,222	25,629	3,120	10	1	89	12	31	2	4,258	213	751,472	38,368			

MONTHLY Return of Coal hauled on the Great Northern Railway, 1875.

1875.	A. A. Co.		Waratah.		New Lambton.		Lambton.		Co-operative.		Wallsend.		Anvil Creek.		Greta.		Stony Creek.		Burwood.		Minmi.		Woodford.		Total.				
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.			
January	1,239	51	2,309	83	8,195	341	10,951	419	12,682	636	14,679	733	2,177	254	3,153	368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,190	2,971
February	3,371	140	2,812	88	11,593	483	12,498	521	10,855	543	11,366	568	2,059	241	3,829	447	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60,675	3,146
March	1,580	66	3,188	133	11,206	433	9,158	382	12,257	613	15,352	767	2,624	306	3,404	397	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60,018	3,159
April	1,914	80	1,794	75	13,306	542	8,316	347	14,921	748	20,973	1,049	2,645	309	5,140	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69,805	3,791
May	649	27	435	19	11,883	487	10,116	421	12,631	633	18,458	923	2,776	324	4,500	520	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,452	3,355
June	2,475	103	124	8	11,653	478	12,104	504	14,767	739	17,934	897	2,925	341	4,761	555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66,743	3,625
July	1,392	58	75	3	8,994	375	15,053	627	17,570	906	22,284	1,129	1,622	189	5,253	613	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72,636	3,922
August	2,199	92	.....	.....	7,621	318	15,957	665	15,629	808	21,689	1,090	2,338	273	4,632	540	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70,530	3,814
September	2,425	103	822	35	10,193	425	14,476	603	17,266	893	21,697	1,094	1,882	219	1,124	131	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70,968	3,575
October	1,921	80	1,283	53	16,023	231	5,547	668	16,110	821	20,069	1,004	3,744	447	793	93	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66,936	3,485
November	2,328	97	1,709	71	9,163	349	12,974	540	15,916	842	21,611	1,081	2,274	265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69,249	3,418
December	3,377	141	2,275	95	7,262	278	11,827	493	16,431	856	16,207	812	2,096	245	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64,371	3,180
Total	24,870	1,038	16,826	663	116,616	4,740	148,553	6,190	177,035	9,038	222,319	11,147	29,162	3,413	36,589	4,264	8	2	188	24	14,018	711	3,389	211	789,573	41,441			

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

## No. 39.

ABSTRACT of the Annual Tonnage and Amount received for Carriage of Coal on Great Northern Railway, from 1872 to 1875 inclusive.

Name of Company.	1872.		1873.		1874.		1875.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
A. A. Company .....	41,953	£ s. d. 1,710 12 9	19,931	£ s. d. 830 10 5	19,018	£ s. d. 797 5 6	24,870	£ s. d. 1,038 10 8
Minmi .....					4,258	212 19 0	14,018	710 19 1
Wallsend .....	154,775	7,738 17 5	176,667	8,833 12 4	232,640	11,632 5 9	222,319	11,146 17 4
Waratah .....	61,708	2,571 13 10	40,410	1,684 19 1	35,438	1,477 5 6	16,826	663 1 7
Lambton .....	148,956	6,207 1 2	152,300	6,345 16 5	124,031	5,172 12 5	148,553	6,189 16 0
Anvil Creek .....	4,744	554 3 5	13,700	1,681 15 8	27,381	3,222 8 9	29,162	3,412 15 7
Woodford .....	121	7 11 10					3,389	211 0 7
Co-operative .....	97,413	4,871 7 5	109,919	5,534 2 10	148,931	7,502 16 0	177,035	9,038 4 2
Stoney Creek .....					89	11 17 11	8	1 3 2
Burwood .....	579	24 2 4	781	32 11 9	31	1 6 3	188	24 14 2
New Lambton .....	103,700	4,254 9 4	130,453	5,248 18 5	134,016	5,216 8 0	116,616	4,739 19 9
Greta .....			1,492	180 9 6	25,629	3,120 10 5	36,589	4,264 5 10
East Maitland .....			55	8 1 5				
West Maitland .....			9	1 13 7	10	0 18 7		
Wingen .....			18	11 17 6				
Totals .....	613,049	27,939 19 6	645,735	30,394 8 11	751,472	38,368 14 1	789,573	41,441 7 11

## No. 40.

ABSTRACT of the total number of Tons and the gross Amount received for the Carriage of Coal on the Great Northern Railway, each year, from 1861 to 1875 inclusive.

Year.	Tons.	Amount received for Freight.	Year.	Tons.	Amount received for Freight.
1861	44,913	£ s. d. 3,090 16 6	Continued.	2,670,828	£ s. d. 135,191 5 6
1862	135,670	9,426 19 4			
1863	135,293	9,467 3 9			
1864	272,715	15,559 7 7			
1865	306,578	13,591 10 2			
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			
	2,670,828	135,191 5 6	Total .....	6,583,843	324,361 0 8

Average per annum, 438,923 tons, £21,624. Average price per ton, 11½d.

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 41.

RETURN of the Tonnage and the Amount received from the Collieries in the Newcastle District for carriage of Coal on the Great Northern Railway each year, from 1861 to 1875 inclusive.

Name of Colliery.	Tons.	Amount.	Name of Colliery.	Tons.	Amount.
1861.			1870.		
Wallsend.....	43,273	£ 2,960 1 6	Burwood.....	6,219	£ 259 2 6
Minmi.....	1,640	130 15 0	A. A. Company.....	34,880	1,453 6 8
	44,913	3,090 16 6	Waratah.....	18,212	758 16 8
1862.			New Lambton.....	117,962	4,915 1 8
Wallsend.....	124,218	8,522 5 2	Lambton.....	156,169	6,507 0 10
Minmi.....	11,452	904 14 2	Wallsend.....	166,072	8,303 12 0
	135,670	9,426 19 4	Co-operative.....	56,655	2,832 15 0
1863.			Woodford.....	762	47 12 6
Wallsend.....	113,610	7,781 18 2	Anvil Creek.....	8,924	996 0 8
Minmi.....	12,070	947 3 2		565,855	26,073 8 6
Anvil Creek.....	1,236	324 14 5	1871.		
Waratah.....	5,016	245 6 8	Burwood.....	6,882	286 15 0
Lambton.....	3,361	168 1 4	A. A. Company.....	44,025	1,834 7 6
	135,293	9,467 3 9	Waratah.....	50,542	2,105 18 4
1864.			New Lambton.....	89,671	3,736 5 10
Wallsend.....	131,413	8,692 6 2	Lambton.....	133,162	5,548 8 4
Minmi.....	7,835	521 9 4	Wallsend.....	142,111	7,105 11 0
Anvil Creek.....	272	58 18 8	Co-operative.....	73,834	3,691 14 0
Waratah.....	59,912	2,856 4 11	Minmi.....	33	1 13 0
Lambton.....	67,903	3,223 13 9	Woodford.....	3,393	212 1 3
A. A. Company.....	5,380	206 14 9	Anvil Creek.....	3,678	429 2 0
	272,715	15,559 7 7		547,331	24,951 16 3
1865.			1872.		
Wallsend.....	154,740	7,737 8 8	A. A. Company.....	41,953	1,710 12 9
Anvil Creek.....	322	52 6 6	Wallsend.....	154,775	7,738 17 5
Waratah.....	31,314	1,197 19 2	Waratah.....	61,708	2,571 13 10
Lambton.....	114,393	4,289 5 5	Lambton.....	148,956	6,207 1 2
A. A. Company.....	2,573	96 9 9	Anvil Creek.....	4,744	554 3 10
Woodford.....	275	21 15 5	Woodford.....	121	7 11 5
Stony Creek.....	519	84 6 9	Co-operative.....	97,413	4,871 7 5
Co-operative.....	2,442	111 18 6	Burwood.....	579	24 2 4
	306,578	13,591 10 2	New Lambton.....	103,700	4,254 9 4
1866.				613,049	27,939 19 6
A. A. Company.....	9,746	416 12 0	1873.		
Waratah.....	26,394	1,101 1 10	A. A. Company.....	19,931	830 10 5
Lambton.....	151,136	6,336 15 2	Wallsend.....	176,667	8,833 12 4
Wallsend.....	170,215	8,869 9 4	Waratah.....	40,410	1,684 19 1
Co-operative.....	24,600	1,264 8 8	Lambton.....	152,300	6,345 16 5
Minmi.....	1,569	82 2 7	Anvil Creek.....	13,700	1,681 15 8
Stony Creek.....	288	32 8 0	Co-operative.....	109,919	5,534 2 10
Anvil Creek.....	71	9 4 3	Burwood.....	781	32 11 9
	384,019	18,112 1 10	New Lambton.....	130,453	5,248 18 5
1867.			Greta.....	1,492	180 9 6
A. A. Company.....	16,367	750 3 1	East Maitland.....	55	8 1 5
Waratah.....	23,328	1,069 4 0	West Maitland.....	9	1 13 7
New Lambton.....	5	0 4 7	Wingen.....	18	11 17 6
Lambton.....	182,007	8,341 19 9		645,735	30,394 8 11
Wallsend.....	135,108	7,318 7 0	1874.		
Co-operative.....	29,845	1,616 12 1	A. A. Company.....	19,018	797 5 6
Minmi.....	6,238	337 17 10	Minmi.....	4,258	212 19 0
Anvil Creek.....	3,171	396 7 6	Wallsend.....	232,640	11,632 5 9
	396,069	19,830 15 10	Waratah.....	35,438	1,477 5 6
1868.			Lambton.....	124,031	5,172 12 5
A. A. Company.....	30,440	1,315 19 8	Anvil Creek.....	27,381	3,222 8 9
Waratah.....	42,993	1,878 18 1	Co-operative.....	148,931	7,502 16 0
New Lambton.....	44,437	1,898 14 4	Stony Creek.....	89	11 17 11
Lambton.....	162,290	7,032 8 1	Burwood.....	31	1 6 3
Wallsend.....	128,089	6,527 1 10	New Lambton.....	134,016	5,216 8 0
Co-operative.....	33,363	1,702 5 6	Greta.....	25,629	3,120 10 5
Minmi.....	9,476	489 1 4	West Maitland.....	10	0 18 7
Anvil Creek.....	3,357	419 12 6		751,472	38,368 14 1
	454,439	21,264 1 4	1875.		
1869.			A. A. Company.....	24,870	1,038 10 8
Burwood.....	166	6 18 4	Minmi.....	14,018	710 19 1
A. A. Company.....	37,391	1,557 19 2	Wallsend.....	222,319	11,146 17 4
Waratah.....	34,717	1,446 10 10	Waratah.....	16,826	663 1 7
New Lambton.....	108,702	4,529 5 0	Lambton.....	148,553	6,189 16 0
Lambton.....	158,345	6,597 14 2	Anvil Creek.....	29,162	3,412 15 7
Wallsend.....	147,227	7,361 7 0	Woodford.....	3,389	211 0 7
Co-operative.....	41,783	2,089 3 0	Co-operative.....	177,035	9,038 4 2
Minmi.....	2,970	148 10 0	Stony Creek.....	8	1 3 2
Anvil Creek.....	9,831	1,111 1 8	Burwood.....	188	24 14 2
	541,132	24,848 9 2	New Lambton.....	116,616	4,739 19 9
			Greta.....	36,589	4,264 5 10
				789,573	41,441 7 11

## No. 42.

TABULAR Statement of the Amounts received from the Collieries in the Newcastle District for the Carriage of Coal on the Great Northern Railway, from the commencement in 1861 to 31 December, 1875.

Name of Colliery.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	Total.
	£.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Wallsend .....	2,960	8,522	7,782	8,692	7,738	8,870	7,318	6,527	7,361	8,303	7,106	7,739	8,834	11,632	11,147	120,531
Minmi .....	131	905	947	521	...	82	338	489	149	...	2	...	...	213	711	4,488
Waratah .....	...	...	245	2,856	1,198	1,101	1,069	1,879	1,447	759	2,106	2,572	1,685	1,477	663	19,057
Lambton .....	...	...	168	3,224	4,289	6,337	8,342	7,032	6,598	6,507	5,548	6,207	6,346	5,173	6,190	71,961
Anvil Creek.....	...	...	325	59	52	9	397	420	1,111	996	429	554	1,682	3,223	3,413	12,670
A. A. Company .....	...	...	...	207	97	417	750	1,316	1,558	1,453	1,834	1,711	830	797	1,038	12,008
Woodford.....	...	...	...	...	22	...	...	...	...	48	212	8	...	...	211	501
Co-operative .....	...	...	...	...	112	1,264	1,617	1,702	2,089	2,833	3,692	4,871	5,534	7,503	9,038	40,255
Stony Creek.....	...	...	...	...	84	32	...	...	...	...	...	...	...	12	1	129
New Lambton.....	...	...	...	...	...	...	...	1,899	4,529	4,915	3,736	4,254	5,249	5,216	4,740	34,538
Burwood .....	...	...	...	...	...	...	...	...	7	259	287	24	32	1	25	635
Greta.....	...	...	...	...	...	...	...	...	...	...	...	...	180	3,121	4,264	7,565
East Maitland.....	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	8
West Maitland.....	...	...	...	...	...	...	...	...	...	...	...	...	2	1	...	3
Wingen .....	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	12
Total.....	3,091	9,427	9,467	15,559	13,592	18,112	19,831	21,264	24,849	26,073	24,952	27,940	30,394	38,369	41,441	324,361

No. 43.

RETURN of Coal carried on Great Western and Southern Railways—year ending 31 December, 1872.

310—M

1872.	Esk-Bank (Lithgow Valley).		Lithgow Valley Co. (Lithgow Valley).		Bowenfels Co. (Lithgow Valley).		Rock Roof Mine (near Sutton Forest).		Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
January.....	278	£ s. d. 44 15 8	...	.....	14	£ s. d. 1 18 4	...	.....	292	£ s. d. 46 14 0
February.....	263	39 18 10	...	.....	...	.....	51	12 18 6	314	52 17 4
March.....	234	35 15 6	...	.....	...	.....	59	14 15 6	293	50 11 0
April.....	321	47 11 4	...	.....	23	2 19 2	27	6 13 9	371	57 4 3
May.....	342	51 14 7	...	.....	54	10 1 10	20	4 18 0	416	66 14 5
June.....	268	41 1 11	...	.....	43	12 13 6	55	13 15 6	366	67 10 11
July.....	287	46 3 8	...	.....	52	11 6 3	9	2 7 6	348	59 17 5
August.....	520	98 3 9	5	1 4 7	63	21 3 6	...	.....	588	120 11 10
September.....	421	84 8 4	...	.....	107	46 8 10	...	.....	528	130 17 2
October.....	533	98 11 6	...	.....	32	14 3 6	...	.....	565	112 15 0
November.....	479	83 12 6	...	.....	17	7 1 9	...	.....	496	90 14 3
December.....	573	110 0 0	...	.....	18	9 12 0	...	.....	591	119 12 0
Total.....	4,519	781 17 7	5	1 4 7	423	137 8 8	221	55 8 9	5,168	975 19 7

RETURN of Coal carried on Great Western and Southern Railways—year ending 31 December, 1873.

1873.	Esk-Bank (Lithgow Valley).		Lithgow Valley Co. (Lithgow Valley).		Bowenfels Co. (Lithgow Valley).		Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
January.....	671	£ s. d. 158 7 8	.....	.....	154	£ s. d. 80 7 8	825	£ s. d. 238 15 4
February.....	956	224 4 10	.....	.....	172	89 13 8	1,128	313 18 6
March.....	1,047	286 16 0	.....	.....	230	97 8 7	1,277	384 4 7
April.....	971	279 8 6	25	5 12 6	269	93 15 3	1,265	378 16 3
May.....	1,096	254 19 3	110	24 15 0	244	114 15 4	1,450	394 9 7
June.....	730	179 18 7	231	76 1 1	281	137 2 0	1,242	393 1 8
July.....	883	149 8 2	572	236 11 9	309	142 12 8	1,764	528 12 7
August.....	1,016	239 8 10	630	271 10 7	621	249 7 0	2,267	760 6 5
September.....	991	313 3 6	505	181 0 1	325	146 2 3	1,821	640 5 10
October.....	954	313 5 0	468	159 19 6	318	129 12 9	1,740	602 17 3
November.....	1,092	341 4 8	267	131 13 8	382	139 2 0	1,741	612 0 4
December.....	706	150 17 8	97	39 8 4	596	177 13 7	1,399	367 19 7
Total.....	11,113	2,891 2 8	2,905	1,126 12 6	3,901	1,597 12 9	17,919	5,615 7 11

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

RETURN of Coal carried on Great Western and Southern Railways—Year ending 31st December, 1874.

1874.	Vale of Clwyd Co. (Lithgow Valley).		Esk-Bank (Lithgow Valley).		Lithgow Valley Co. (Lithgow Valley).		Bowenfels Co. (Lithgow Valley).		Buckley's (Wallerawang).		Rock Roof Mine (near Sutton Forest).		Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
January		£ s. d.	342	139 0 5	698	272 14 5	722	242 4 0					1,762	653 18 10
February			506	216 1 7	944	321 5 4	653	252 3 3					2,103	789 10 2
March			721	341 0 0	822	285 19 11	359	163 17 1					1,902	790 17 0
April			518	216 9 2	1,078	371 12 8	383	167 13 1	4	0 16 4			1,983	756 11 3
May			469	191 4 7	1,488	472 10 2	590	253 16 5					2,547	917 11 2
June			723	291 8 4	1,373	435 2 1	677	294 17 0	10	1 18 10			2,783	1,023 6 3
July			748	297 16 5	1,640	578 1 8	1,219	454 16 2			35	7 12 7	3,642	1,338 6 10
August			891	372 18 4	1,998	738 15 10	990	421 2 9	4	0 18 5	29	5 15 4	3,912	1,539 10 8
September			746	322 16 2	1,698	645 1 7	693	273 9 4	10	1 19 10	5	1 3 5	3,152	1,244 10 4
October			731	293 0 8	1,544	566 9 5	373	175 5 4			60	13 2 3	2,708	1,047 17 8
November	10	4 3 5	716	289 17 7	1,364	475 4 10	347	262 4 6	5	1 0 5	33	7 2 5	2,475	939 13 2
December			696	286 15 1	1,517	542 18 8	203	86 12 3	20	4 1 8	34	7 6 2	2,470	927 13 10
Total	10	4 3 5	7,807	3,258 8 4	16,164	5,705 16 7	7,209	2,948 1 2	53	10 15 6	196	42 2 2	31,439	11,969 7 2

RETURN of Coal carried on Great Western and Southern Railways—Year ending 31st December, 1875.

1875.	Vale of Clwyd Co. (Lithgow Valley).		Esk-Bank (Lithgow Valley).		Lithgow Valley Co. (Lithgow Valley).		Bowenfels Co. (Lithgow Valley).		Buckley's (Wallerawang).		Rock Roof Mine (near Sutton Forest).		Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
January	111	53 9 9	526	227 13 11	1,643	645 7 9	325	124 12 11			54	11 12 3	2,659	1,062 16 7
February	389	180 10 2	708	297 19 6	1,221	436 16 4	468	208 13 0			10	2 3 10	2,796	1,125 12 10
March	207	90 2 6	716	317 12 10	551	246 14 7	880	391 1 7	25	5 2 1	26	7 16 7	2,405	1,058 10 2
April	368	166 11 10	732	307 16 9	1,240	419 12 2	377	177 8 6	30	6 2 6			2,747	1,077 11 9
May	510	174 10 10	1,155	441 15 1	1,788	674 5 2	621	205 8 11	55	11 4 7	15	3 4 0	4,144	1,510 8 7
June	933	449 8 1	1,204	541 15 4	1,260	359 17 2	499	217 3 6	80	16 6 8			3,976	1,584 10 9
July	674	313 5 5	664	295 9 9	1,139	290 17 6	521	226 17 7	78	15 18 6			3,076	1,142 8 9
August	988	485 2 9	845	398 1 10	646	166 6 5	391	173 17 0	179	36 10 11			3,049	1,259 18 11
September	749	375 19 2	814	393 13 6	879	224 2 6	562	239 1 10	90	18 8 7			3,094	1,251 5 7
October	808	395 19 4	1,004	467 5 3	1,154	344 0 10	158	80 9 9	60	15 0 0			3,184	1,302 15 2
November	328	148 9 4	616	234 7 11	928	231 1 5	73	28 5 5	105	20 17 6			2,050	663 1 7
December	734	280 11 0	553	191 1 5	1,271	294 13 10	359	116 9 1					2,917	882 15 4
Total	6,799	3,114 0 2	9,537	4,114 3 1	13,720	4,333 15 8	5,234	2,189 9 1	702	145 11 4	105	24 16 8	36,097	13,921 16 0

## No. 44.

RETURN showing the alterations in rates for the haulage of Coal from the various Collieries into Newcastle, from 1st January, 1871, to 31st December, 1875, and their distance from the port.

Company.	1 January, 1871, to 31 July, 1871.		1 August, 1871, to 31 March, 1873.		1 April, 1873, to 3 November, 1875.		9 November, 1875, to 31 December, 1875.		Distance from Newcastle		
	Owner's Waggons.	Comrs. Trucks.	Owner's Waggons.	Comrs. Trucks.	Owner's Waggons.	Comrs. Trucks.	Owner's Waggons.	Comrs. Trucks.	Comps. Lines.	Govt. Lines.	Total.
	Rate per ton.	per ton.	per ton.	per ton.	per ton.	per ton.	per ton.	per ton.	Miles.	Miles.	Miles.
A. A. Co. ....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.			
Waratah Co. ....	0 10	2 0	0 10	2 6	0 10	2 0	0 10	2 6	$\frac{3}{4}$	2	2 $\frac{3}{4}$
Burwood Co. ....	0 10	2 0	0 10	2 6	0 10	2 0	0 10	2 6	2	3	5
New Lambton Co. ....	0 10	2 0	0 10	2 6	0 10	2 0	0 10	2 6	2	$\frac{1}{2}$	2 $\frac{1}{2}$
Lambton Co. ....	0 10	2 0	0 10	2 6	0 10	2 0	0 10	2 6	2 $\frac{1}{2}$	3	5 $\frac{1}{2}$
Co-operative Co. ....	1 0	3 0	1 0	2 6	1 0	2 0	1 0	2 6	2	3	5
Wallsend Co. ....	1 0	3 0	1 0	2 6	1 0	2 0	1 0	2 6	3	4 $\frac{1}{2}$	7 $\frac{1}{2}$
Minmi Co. ....	1 0	3 0	1 0	2 6	1 0	2 0	1 0	2 6	3 $\frac{1}{2}$	4 $\frac{1}{2}$	8
Woodford Co. ....	1 3	3 0	1 3	2 6	1 3	2 0	1 3	2 6	5 $\frac{1}{2}$	10	15 $\frac{1}{2}$
East Maitland .....	1 10	3 5	1 10	2 10	1 10	2 4	1 10	2 6	$\frac{3}{4}$	14	14 $\frac{3}{4}$
West Maitland .....	1 10	3 8	1 10	3 1	1 10	2 7	1 10	2 6	...	18	18
Stoney Creek .....	1 10	3 11	1 10	3 3	1 10	2 9	1 10	2 6	...	20	20
Anvil Creek Co. ....	2 4	5 2	2 4	4 4	2 4	3 10	2 4	3 4	...	22	22
Greta Co. ....	2 4	5 2	2 4	4 4	2 4	3 10	2 4	3 4	$\frac{1}{2}$	31	31 $\frac{1}{2}$
Wingen .....	.....	.....	8 4	12 1	8 4	11 7	8 4	8 11	...	31 $\frac{1}{2}$	32
									106		106

East and West Maitland, Stony Creek, and Wingen, are not connected with the Great Northern Railway.

## No. 45.

ABSTRACT of the tonnage and amount received for the carriage of Coal and Shale on the Great Western and Southern Railways, each year from 1872 to 1875 inclusive.

Names of Mines.	1872.		1873.		1874.		1875.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
LITHGOW VALLEY—		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Esk Bank .....	4,519	781 17 7	11,113	2,891 2 8	7,807	3,258 8 4	9,537	4,114 3 1
Lithgow Valley .....	5	1 4 7	2,905	1,126 12 6	16,164	5,705 16 7	13,720	4,333 15 8
Bowenfels .....	423	137 8 8	3,901	1,597 12 9	7,209	2,948 1 2	5,234	2,189 9 1
Vale of Clwydd .....	.....	.....	.....	.....	10	4 3 5	6,799	3,114 0 2
WALLERAWANG—								
Buckley's .....	.....	.....	.....	.....	53	10 15 6	702	145 11 4
SUTTON FOREST—								
Rock-roof .....	221	55 8 9	.....	.....	196	42 2 2	105	24 16 8
Total .....	5,168	975 19 7	17,919	5,615 7 11	31,439	11,969 7 2	36,097	13,921 16 0
HARTLEY VALE—								
Shale .....	7,676	3,452 3 8	11,254	5,235 14 10	9,173	4,129 1 9	9,776	4,319 13 3

## No. 46.

## DETAILED STATEMENT of Mileage, 1st January to 31st December, 1872.

	Southern.	Western.	Richmond.	Northern.	Total.
<b>TRAIN MILES.</b>					
Passenger .....	272,882	121,411	21,840	151,594	567,727
Special do. ....	3,352	4,086	490	5,652	13,580
Funeral .....	12,540	.....	.....	.....	12,540
Goods .....	91,261	139,071	.....	75,687	305,419
Special do. ....	11,569	41,349	11,193	7,764	71,875
Coal .....	.....	.....	.....	64,735	64,735
Special do. ....	.....	.....	.....	379	379
<b>Total Train Miles .....</b>	<b>391,604</b>	<b>305,917</b>	<b>33,523</b>	<b>305,211</b>	<b>1,036,255</b>
<b>OTHER MILEAGE.</b>					
Ballasting .....	12,177	6,960	3,130	17,007	39,274
Shunting .....	72,234	36,548	4,850	106,602	220,234
Empty .....	4,302	644	137	8,308	13,391
Fuel .....	9,362	.....	.....	.....	9,362
<b>Total other Mileage .....</b>	<b>98,075</b>	<b>44,152</b>	<b>8,117</b>	<b>131,917</b>	<b>282,261</b>
<b>Total Mileage, including Shunting, &amp;c. ....</b>	<b>489,679</b>	<b>350,069</b>	<b>41,640</b>	<b>437,128</b>	<b>1,318,516</b>

## DETAILED STATEMENT of Mileage, 1st January to 31st December, 1873.

	Southern.	Western.	Richmond.	Northern.	Total.
<b>TRAIN MILES.</b>					
Passenger .....	275,200	135,916	21,677	154,343	587,136
Assisting do. ....	.....	.....	.....	1,359	1,359
Special do. ....	3,486	4,554	1,013	4,595	13,648
Assisting do. ....	.....	.....	.....	237	237
Funeral .....	14,506	.....	.....	.....	14,506
Goods .....	94,068	169,751	.....	86,243	350,062
Assisting do. ....	.....	.....	.....	2,693	2,693
Special do. ....	17,393	34,777	10,663	7,276	70,109
Assisting do. ....	.....	.....	.....	106	106
Coal .....	.....	.....	.....	66,844	66,844
Special do. ....	.....	.....	.....	3,179	3,179
<b>Total Train Miles .....</b>	<b>404,653</b>	<b>344,998</b>	<b>33,353</b>	<b>326,875</b>	<b>1,109,879</b>
<b>OTHER MILEAGE.</b>					
Ballasting .....	6,429	13,238	.....	18,094	37,761
Shunting .....	79,080	39,063	5,658	139,068	262,869
Empty .....	3,637	850	137	9,611	14,235
Fuel .....	8,426	.....	.....	.....	8,426
<b>Total other Mileage .....</b>	<b>97,572</b>	<b>53,151</b>	<b>5,795</b>	<b>166,773</b>	<b>323,291</b>
<b>Total Miles, including shunting, &amp;c. ....</b>	<b>502,225</b>	<b>398,149</b>	<b>39,148</b>	<b>493,648</b>	<b>1,433,170</b>

## DETAILED STATEMENT of Mileage from 1st January to 31st December, 1874.

	Southern.	Western.	Richmond.	Northern.	Total.
<b>TRAIN MILES.</b>					
Passenger .....	262,316	102,666	21,704	159,071	545,757
Assisting do. ....	.....	.....	.....	1,506	1,506
Special do. ....	5,228	4,360	775	7,160	17,523
Funeral .....	13,140	.....	.....	.....	13,140
Goods .....	180,956	246,260	.....	86,810	514,026
Assisting do. ....	.....	.....	.....	3,815	3,815
Special do. ....	18,424	13,395	15,098	9,276	56,193
Coal .....	.....	.....	.....	97,253	97,253
Special do. ....	.....	.....	.....	20	20
<b>Total Train Miles .....</b>	<b>480,064</b>	<b>366,681</b>	<b>37,577</b>	<b>364,911</b>	<b>1,249,233</b>
<b>OTHER MILEAGE.</b>					
Ballasting .....	98,360	42,892	5,261	173,321	319,834
Shunting .....	9,628	7,079	.....	18,045½	34,752½
Empty .....	1,968	619	129	12,212	14,928
Fuel .....	8,570	.....	.....	.....	8,570
<b>Total Other Mileage .....</b>	<b>118,526</b>	<b>50,590</b>	<b>5,390</b>	<b>203,578½</b>	<b>378,084½</b>
<b>Total miles, including shunting, &amp;c. ....</b>	<b>598,590</b>	<b>417,271</b>	<b>42,967</b>	<b>568,489½</b>	<b>1,627,317½</b>

No. 46—continued.

DETAILED STATEMENT of Mileage for the year 1875.

	Southern.	Western.	Richmond.	Northern.	Total
<b>TRAIN MILES.</b>					
Passenger .....	393,999	169,740	21,751	165,365	750,855
Do. Assisting .....				1,201	1,201
Do. Special .....	3,919	7,030	928	4,937	16,814
Do. Assisting .....				60	60
Funeral .....	13,582				13,582
<b>Total Passenger .....</b>	<b>411,500</b>	<b>176,770</b>	<b>22,679</b>	<b>171,563</b>	<b>782,512</b>
Goods .....	170,131	259,046	624	117,118	546,919
Assisting .....				1,833	1,833
Special .....	8,146	5,708	13,208	9,307	36,369
Coal .....				104,488	104,488
Do. Assisting .....				21	21
Special Coal .....				62	62
<b>Total Goods .....</b>	<b>178,277</b>	<b>264,754</b>	<b>13,832</b>	<b>232,829</b>	<b>689,692</b>
<b>Total Train Miles .....</b>	<b>589,777</b>	<b>441,524</b>	<b>36,511</b>	<b>404,392</b>	<b>1,472,204</b>
<b>OTHER MILEAGE.</b>					
Ballasting .....	10,698	8,311	1,766	18,942	39,717
Shunting .....	118,582	45,796	5,151	187,733	357,262
Empty .....	2,822	1,396	23	12,114	16,355
Coal .....	14,308				14,308
<b>Total Other Mileage .....</b>	<b>146,410</b>	<b>55,503</b>	<b>6,940</b>	<b>218,789</b>	<b>427,642</b>
<b>Total Miles run, including shunting, &amp;c. ....</b>	<b>736,187</b>	<b>497,027</b>	<b>43,451</b>	<b>623,181</b>	<b>1,899,846</b>

No. 47.

ANNUAL Mileage of Engines, 1872 to 1875 inclusive.

Lines of Railway and Class of Work.	1872.	1873.	1874.	1875.
<b>TRAIN MILES.</b>				
Southern .....	391,604	404,653	480,064	589,777
Western .....	305,917	344,998	366,681	441,524
Richmond .....	33,523	33,353	37,577	36,511
Northern .....	305,211	326,875	364,911	404,392
<b>Total train miles .....</b>	<b>1,036,255</b>	<b>1,109,879</b>	<b>1,249,233</b>	<b>1,472,204</b>
<b>CLASS OF ENGINE.</b>				
Passenger .....	593,847	616,886	577,926	782,512
Goods .....	442,408	492,993	671,307	689,692
<b>Total .....</b>	<b>1,036,255</b>	<b>1,109,879</b>	<b>1,249,233</b>	<b>1,472,204</b>
<b>OTHER MILEAGE.</b>				
South .....	98,075	97,572	118,526	146,410
West .....	44,152	53,151	50,590	55,503
Richmond .....	8,117	5,795	5,390	6,940
North .....	131,917	166,773	203,578	218,789
<b>Total .....</b>	<b>282,261</b>	<b>323,291</b>	<b>378,084</b>	<b>427,642</b>
<b>CLASS OF WORK.</b>				
Ballasting .....	39,274	37,761	34,752	39,717
Shunting .....	220,234	262,869	319,834	357,262
Empty .....	13,391	14,235	14,928	16,355
Fuel .....	9,362	8,426	8,570	14,308
<b>Total .....</b>	<b>282,261</b>	<b>323,291</b>	<b>378,084</b>	<b>427,642</b>
<b>Total with shunting, ballasting, &amp;c. ....</b>	<b>1,318,516</b>	<b>1,433,170</b>	<b>1,627,317</b>	<b>1,899,846</b>

No. 48.

DETAILED Statement of the Mileage run by each Engine, from 1872 to 1875, inclusive.

GREAT SOUTHERN AND WESTERN LINES.

No.	Class of Engine.	1872.	1873.	1874.	1875.
		Miles run.	Miles run.	Miles run.	Miles run.
1	Passenger and Goods	7,489	7,004	14,366	13,459
2	" "	13,012	8,830	21,094	32,416
3	" "	6,078	9,850	18,915	24,375
4	" "	10,178	6,495	643	3,939
5	Passenger			13,131	15,029
6	"	20,030	18,360	14,816	3,111
7	"	12,416	13,296	21,435	5,126
8	"	7,417	12,037	6,145	Under repair.
9	"	13,759	12,589	5,580	14,457
10	"	31,880	27,874	35,429	34,642
11	"	7,284	13,612	8,887	10,649
12	"	7,831	3,097	1,208	49
13	"	11,458	9,690	13,687	10,187
14	"	15,924	11,239	21,084	20,748
15	"	24,412	24,813	24,824	25,292
16	"	20,462	13,326	16,524	17,599
17	Goods	15,574	16,549	23,496	16,657
18	"	21,926	21,579	23,913	17,674
19	"	20,436	21,261	25,516	12,038
20	"	19,312	18,987	13,389	22,706
21	"	20,075	19,061	22,009	11,674
22	"	21,965	24,909	30,131	18,781
23	Passenger	13,487	9,365	10,731	6,919
24	"	25,835	20,808	17,701	27,993
25	"	32,821	33,101	20,679	20,148
26	"	28,906	33,059	29,321	23,557
27	"	20,059	28,600	28,795	25,564
28	"	26,254	29,735	13,785	35,574
29	"	14,926	13,701	16,886	18,578
30	"	14,475	15,764	17,389	16,405
31	"	18,416	17,080	16,594	14,911
32	"	20,832	27,441	20,470	29,210
33	"	23,065	27,085	32,269	33,632
34	"	27,968	26,768	32,076	32,313
35	"	32,384	31,505	31,850	31,494
36	Passenger and Goods	16,445	21,117	24,080	18,713
37	"	11,639	35,253	29,913	11,649
38	"	29,092	31,681	30,760	24,881
39	"	20,135	15,004	23,234	26,739
40	Goods	23,081	26,445	29,328	17,578
41	"	18,080	30,103	36,987	29,977
42	"	18,785	23,165	32,397	20,369
43	"	17,358	21,941	22,495	20,189
44	"	26,121	23,054	32,241	16,548
45	"	25,041	27,486	23,688	20,895
46	"	24,131	28,119	24,289	26,810
47	"	23,134	22,468	29,283	12,368
48	"		2,789	13,209	23,285
49	"		739	4,814	20,683
50	"		1,500	14,244	12,744
51	"	(Blunt's)	188	2,839	18,097
52	"			7,534	21,859
53	"				18,097
54	"				11,984
55	"				13,584
56	"				9,286
57	"				8,946
58	"				10,300
59	"				8,480
60	Passenger and Goods			4,410	17,441
61	"			2,910	24,150
62	"			197	10,350
63	"			1,319	19,434
64	"			24	12,909
65	"				32,028
66	Passenger			3,865	14,643
67	"				17,384
68	"				16,754
69	"				9,228
70	"				9,569
71	"				8,774
72	"				1,541
73	"				6,337
74	"				3,304
Mason & Co....					715
" Native Bear"					134
50	(Now 26 North.)				1,003
Total No. of miles run.....		881,388	939,522	1,058,828	1,276,665

No. 49 is now No. 23 on Great Northern Line.

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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No. 48—continued.  
GREAT NORTHERN LINE.

No.	Class of Engine.	1872.	1873.	1874.	1875.
		Miles run.	Miles run.	Miles run.	Miles run.
1	Passenger and Goods	30,068	22,983½	30,338	25,880
2	" "	25,276	7,852	20,417	34,892
3	" "	19,282	22,557½	18,557½	31,547
4	" "	5,370	34,440	30,570	36,033
5	Passenger	27,450	32,771	31,660	36,092
6	Goods	22,439	22,253	17,061	16,902
7	" "	21,013	18,367	25,108	19,531
8	Passenger	19,779	29,679	25,738	29,283
9	" "	25,913	15,565	19,038	15,753
10	Goods	24,077	17,405	22,550	23,799
11	" "	25,086	27,538	5,986	31,512
12	" "	19,631	24,250	24,846	10,857
13	" "	15,108	20,005	12,656	Under repair.
14	Passenger	11,200	15,114	35,513	32,629
15	" "	25,493	19,000½	19,974	24,513
16	" "	13,048	25,000	20,860	21,561
17	" "	31,144	38,970½	36,612	10,265
18	Goods	30,061	40,322	26,561	27,788
19	" "	32,869	34,262	30,113	32,060
20	" "	12,731	21,949	23,548	22,139
21	" "		2,722	35,048	24,394
22	" "		642	29,846	28,732
23	" "			14,315	19,696
24	" "			11,574	28,187
25	" "				18,277
26	" "				20,859
Total No. of miles run		437,128	493,648	568,489½	623,181

No. 23 was formerly No. 49, South and West.

Total, South and West ... 1,276,665

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623,181

1,899,846

## No. 49.

## AVERAGE Daily Mileage of Engines and Work performed by each, including Sundays.

Line of Railway.	1872.	1873.	1874.	1875.
Train Miles run—				
Southern	1,072'89	1,108'63	1,315'24	1,615'83
Western	838'13	945'20	1,004'60	1,209'66
Richmond	91'84	91'38	102'95	100'03
Northern	836'19	895'55	999'76	1,107'92
Total Train Mileage	2,839'05	3,040'76	3,422'55	4,033'44
Class of Engine—				
Passenger	1,626'98	1,690'09	1,583'36	2,143'87
Goods	1,212'07	1,350'67	1,839'19	1,889'57
Total	2,839'05	3,040'76	3,422'55	4,033'44
Other Mileage—				
Southern	268'69	267'32	324'73	401'12
Western	120'97	145'62	138'60	152'07
Richmond	22'24	15'88	14'77	19'01
Northern	361'42	456'91	557'75	599'42
Total	773'32	885'73	1,035'85	1,171'62
Class of Work—				
Ballasting	107'60	103'46	95'21	108'81
Shunting	603'38	720'19	876'26	978'80
Empty	36'69	39'00	40'90	44'81
Fuel	25'65	23'08	23'48	39'20
Total	773'32	885'73	1,035'85	1,171'62
Total—including Shunting, &c.	3,612'37	3,926'49	4,458'40	5,205'06
Number of Engines	67	73	83	100
Average Daily Mileage per Engine—				
Per Train Mile	42'37	41'65	41'23	40'34
Shunting, &c.	11'53	12'13	12'47	11'71
Total Work	53'90	53'78	53'70	52'05

Revenue and Expenditure of each Station, with other particulars, for the Years ending 31st December, 1872, 1873, 1874, and 1875.

SUBURBAN RAILWAY, INCLUDING SYDNEY STATION.

Stations.	Height above H.W. M., Sydney.	Distance.	Year.	No of hands employed, including Station Master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.	Total Revenue from all sources.			
								Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.					
					£ s. d.		£ s. d.											£ s. d.	£ s. d.			
Sydney .....	64	—	1872	109	12,950 2 0	160,488½	48,134 13 4	50,121	50,449	1,772	42	.....	24,773	50	4,011	2,861½	34,755	55,012 5 3	103,146 18 7			
			1873	110	11,804 19 8	168,276½	47,903 11 11	57,556	70,443	4,201	1,938	142	20,702	14	4,146	3,284	40,838	66,873 11 0	114,837 2 11			
			1874	114	12,698 15 6	202,801½	50,726 15 10½	55,029	91,503	2,126	8,990	157	21,223	17	6,137	3,723	31,882	86,228 13 11	136,955 9 9½			
			1875	123	14,366 10 5	246,240	55,482 6 7	69,602	55,030	2,223	7,394	187	18,107	44	4,955	6,102	60,771	90,533 1 1	146,015 7 8			
			1875	6	352 13 6	.....	.....	48	35,196	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,146 11 9	6,146 11 9		
Darling Harbour .....	.....	.....	1875	6	352 13 6	.....	.....	48	35,196	.....	.....	.....	.....	.....	.....	.....	.....	6,146 11 9	6,146 11 9			
			Newtown .....	96	2	1872	2	324 16 0	17,411½	1,297 6 9	229	7,825	.....	.....	.....	4	.....	3	1,710 14 7	3,008 1 4		
						1873	2	332 2 0	17,707½	1,482 14 6	684	8,806	.....	559	1	819	1	.....	6	2,087 18 2	3,570 12 8	
						1874	3	407 19 11	30,278½	1,993 10 8	965	7,811	.....	2,715	2	906	.....	3	.....	.....	3,135 9 11	5,129 0 7
						1875	4	537 5 9	38,776	2,467 12 2	1,050	12,431	27	5,270	.....	753	.....	.....	6	.....	.....	4,507 5 2
Petersham .....	100	3	1872	3	347 8 0	12,861½	804 1 11	50	1,122	.....	5	.....	.....	1	.....	.....	208 11 0	1,012 12 11				
			1873	3	343 12 0	11,800½	832 16 1	100	2,662	.....	363	.....	59	.....	.....	.....	.....	640 1 11	1,472 18 0			
			1874	3	363 15 0	16,218	1,119 3 10	7	3,299	.....	589	.....	240	.....	.....	.....	.....	764 18 3	1,884 2 1			
			1875	3	384 1 4	25,575	1,603 10 3	18	2,038	.....	1,610	.....	111	.....	.....	.....	.....	.....	1,127 10 6	2,731 0 9		
			1875	3	384 1 4	25,575	1,603 10 3	18	2,038	.....	1,610	.....	111	.....	.....	.....	.....	.....	1,127 10 6	2,731 0 9		
Ashfield .....	86	5	1872	3	357 0 0	26,429½	2,280 16 1½	285	2,009	.....	85	.....	196	.....	.....	165	596 9 8	2,877 5 6½				
			1873	3	360 11 0	28,746	2,504 17 4½	167	1,473	.....	435	.....	9	.....	.....	.....	808 4 10	3,313 2 2½				
			1874	3	366 18 9	33,315	2,934 2 11½	165	2,055	.....	408	.....	192	.....	1	.....	.....	1,217 5 7	4,151 8 6½			
			1875	4	447 7 9	40,823	3,572 1 8	260	1,877	22	695	.....	20	.....	1	.....	.....	734 7 11	4,306 9 7			
			1875	4	447 7 9	40,823	3,572 1 8	260	1,877	22	695	.....	20	.....	1	.....	.....	734 7 11	4,306 9 7			
Five Dock .....	.....	.....	1875	1	91 2 6	391	45 16 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45 16 4			
Burwood .....	68	7	1872	4	373 0 0	22,508½	2,139 11 2	4	1,282	.....	.....	.....	.....	.....	.....	.....	208 15 5	2,348 6 7				
			1873	4	485 5 0	25,328½	2,583 4 0½	37	976	.....	76	.....	4	.....	.....	.....	.....	188 2 7	2,771 6 7½			
			1874	4	483 9 10	29,868½	3,059 19 11	17	1,054	.....	332	.....	4	.....	3	.....	.....	313 19 4	3,373 19 3			
			1875	4	525 1 10	38,029	3,657 0 7	5	1,105	.....	323	.....	3	.....	.....	.....	.....	304 19 4	3,961 19 11			
			1875	4	525 1 10	38,029	3,657 0 7	5	1,105	.....	323	.....	3	.....	.....	.....	.....	304 19 4	3,961 19 11			
Homebush .....	32	8	1872	2	296 16 0	5,622	740 4 4	30	209	.....	.....	.....	.....	1	.....	.....	2,973 17 5	3,714 1 9				
			1873	2	293 10 0	6,352½	866 16 3	54	152	.....	.....	.....	.....	4	.....	.....	4,509 7 10	5,436 4 1				
			1874	2	343 7 4	7,781½	1,016 17 2	15	168	.....	25	.....	.....	.....	3	.....	.....	5,140 6 10	6,157 4 0			
			1875	2	288 6 3	9,077	1,014 15 9	22	56	5	28	.....	.....	.....	2	.....	.....	5,959 12 1	6,974 7 10			
			1875	2	288 6 3	9,077	1,014 15 9	22	56	5	28	.....	.....	.....	2	.....	.....	5,959 12 1	6,974 7 10			
Haslem's Creek .....	55	10	1872	1	120 0 0	5,115½	342 8 6½	92	591	.....	.....	.....	.....	.....	.....	.....	93 5 10	435 14 4½				
			1873	1	130 0 0	5,456	371 18 4½	96	680	.....	10	.....	.....	.....	.....	.....	157 9 11	529 8 3½				
			1874	1	138 15 10	6,059	429 2 2½	58	1,033	.....	22	.....	.....	.....	.....	.....	267 7 11	696 10 1½				
			1875	2	239 7 0	8,522	542 0 1	23	1,109	.....	31	.....	2	.....	.....	.....	.....	310 2 1	852 2 2			
			1875	2	239 7 0	8,522	542 0 1	23	1,109	.....	31	.....	2	.....	.....	.....	.....	310 2 1	852 2 2			

SUBURBAN RAILWAY, INCLUDING SYDNEY STATION—continued.

Stations.	Height above H.V.M., Sydney.	Distance.	Year.	No. of hands employed including Station Master.	Total Expenditure.		No. of Tickets issued.		Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.		Total Revenue from all sources.					
					£	s.	d.	£	s.	d.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.	£	s.	d.	£	s.	d.		
Parramatta Junction.	32	13	1872	10	1,247	4	0	5,544½	1,127	9	10½	329	212	.....	84	.....	.....	4	1	12	31½	121	19	4	1,249	9	2½	
			1873	10	1,240	14	1	7,352½	1,418	6	1½	681	1,670	.....	162	453	899	4	1	236	325	1,226	2	3	2,644	8	4½	
			1874	10	1,286	9	10	8,122½	1,586	6	9	905	289	346	1,633	430	720	1	.....	417	403.	1,425	8	4	3,011	15	1	
			1875	11	1,400	9	11	8,604	1,626	4	3	775	1,308	.....	2,882	527	1,090	1	7	1,398	1,669	2,239	19	5	3,866	3	8	
Totals .....	.....	.....	1872	134	16,016	6	0	255,981¾	56,866	12	0½	51,140	63,699	1,772	216	.....	25,141	54	4,018	2,873½	34,954½	60,925	18	6	117,792	10	6½	
" .....	.....	.....	1873	135	14,990	13	9	271,019½	58,024	4	8	59,374	86,862	4,201	3,543	596	22,492	22	4,148	3,520	41,169	76,550	18	6	134,575	3	2	
" .....	.....	.....	1874	140	16,089	12	0	334,444½	62,865	19	4½	57,161	107,212	2,472	14,714	589	23,285	18	6,144	4,143	32,285	98,493	10	1	161,359	9	5½	
" .....	.....	.....	1875	160	18,632	6	3	420,033	70,011	7	8	71,803	110,150	2,277	18,262	714	20,086	45	4,965	7,506	62,440	111,863	9	4	181,874	17	0	
GREAT SOUTHERN RAILWAY.																												
Fairfield .....	30	18	1872	1	136	14	0	1,871¾	274	0	3	8,365	372	.....	.....	.....	.....	.....	.....	.....	.....	160	7	3	434	7	6	
			1873	1	140	0	0	1,663¾	253	13	3	10,175	415	.....	.....	.....	.....	.....	.....	.....	.....	154	14	1	408	7	4	
			1874	1	142	6	0	1,667¾	252	8	0	7,921	269	.....	10	.....	8	1	1	.....	.....	114	19	2	367	7	2	
			1875	1	140	0	0	2,214	299	14	1	8,084	290	.....	5	.....	5	3	2	.....	.....	124	18	9	424	12	10	
Cabramatta .....	52	20	1872	1	77	2	0	.....	.....	.....	.....	596	39	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....		
			1873	1	78	0	0	106	15	16	3	1,187	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			1874	1	107	5	0	573½	91	7	10	2,506	79	.....	.....	.....	.....	1	17	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1875	1	123	8	5	715	131	12	5	3,980	76	.....	.....	.....	.....	5	18	.....	.....	.....	.....	.....	.....	.....	.....	.....
Liverpool .....	50	22	1872	7	717	3	0	7,593	1,711	5	6	3,901	1,853	.....	859	.....	.....	513	.....	2,491	2,798	1,350	10	1	3,061	15	7	
			1873	7	764	1	1	9,318	1,870	0	3	5,232	3,874	.....	2,876	.....	113	482	8	2,571	2,834	3,179	5	4	5,049	5	7	
			1874	6	625	16	0	9,330½	2,004	7	6	8,512	3,156	.....	3,231	1	181	615	10	2,218	3,300	3,101	7	3	5,105	14	9	
			1875	6	602	12	4	10,124	2,260	6	9	10,819	2,401	.....	3,058	.....	28	497	1	4,359	4,670	2,837	1	10	5,097	8	7	
Campbelltown ...	210	34	1872	8	925	8	0	8,115¾	2,963	9	7	828	1,846	.....	19	.....	.....	1,125	.....	121	20	1,264	7	6	4,227	17	1	
			1873	8	943	19	8	9,674¾	3,439	12	11½	1,161	2,167	.....	30	1	24	1,136	.....	83	13	1,441	17	10	4,881	10	9½	
			1874	8	845	0	1	10,781	3,613	2	7	937	2,094	.....	7	.....	44	1,455	.....	2	.....	1,474	13	1	5,087	15	8	
			1875	7	815	17	6	11,181	3,756	6	4	2,058	2,588	.....	52	16	38	1,188	.....	10	.....	1,566	17	3	5,323	3	7	
Menangle .....	270	40	1872	2	243	12	0	2,271½	692	11	4	267	369	.....	.....	.....	.....	579	.....	3	.....	280	16	0	973	7	4	
			1873	2	243	12	0	2,487¾	658	17	0	454	559	.....	25	.....	2	439	.....	8	.....	262	19	9	921	16	9	
			1874	2	244	14	0	2,808¾	815	11	0	390	444	.....	20	.....	2	783	.....	.....	.....	294	12	8	1,110	3	8	
			1875	2	254	6	0	1,758	631	8	4	300	343	.....	5	.....	2	519	.....	.....	.....	.....	240	10	9	.....	.....	.....

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APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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No. 50—continued.

GREAT SOUTHERN RAILWAY—continued.

Stations.	Height above H.-W. M., Sydney.	Distance.	Year.	No. of hands employed, including Station Master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods, &c.	Total Revenue from all sources.
								Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
					£ s. d.				£ s. d.							£ s. d.	£ s. d.		
Picton .....	549	53	1872	10	1,323 7 0	1,858	954 16 9½	488	1,101	.....	55	.....	.....	132	31	160	27	656 15 9	1,611 12 6½
			1873	8	766 16 0	2,174	1,118 19 0½	1,023	1,081	216	2,190	2	6	159	20	158	.....	860 2 11	1,979 1 11½
			1874	7	716 17 0	2,245½	1,055 19 5	1,048	893	120	941	12	14	293	.....	5	.....	783 18 2	1,839 17 7
			1875	8	757 18 2	3,403	1,399 19 8	928	1,079	.....	.....	6	14	265	2	31	.....	808 9 11	2,208 9 7
Mittagong .....	2,069	77	1872	4	478 12 0	1,490	1,205 14 1	685	602	.....	21	.....	4	.....	.....	133	.....	857 0 5	2,062 14 6
			1873	4	454 7 0	1,928½	1,454 17 0	692	968	2	221	.....	16	1	.....	154	.....	984 16 2	2,439 13 2
			1874	4	445 8 0	2,446½	1,574 4 0	1,073	1,006	.....	97	3	20	.....	.....	43	.....	1,313 17 4	2,888 1 4
			1875	6	545 12 6	2,447	1,650 13 11	2,325	739	.....	732	2	6	.....	.....	36	.....	1,248 11 3	2,899 5 2
Bowral .....	2,171	80	1872	1	217 4 0	778	527 16 0	578	221	.....	9	.....	5	.....	.....	1	.....	303 4 4	831 0 4
			1873	2	223 12 0	1,036½	616 8 1	628	389	.....	.....	.....	17	.....	.....	.....	.....	391 16 3	1,008 4 4
			1874	2	226 2 0	1,199½	637 17 4	756	464	.....	4	.....	14	.....	.....	.....	.....	489 10 6	1,127 7 10
			1875	2	231 1 6	1,457	772 13 10	1,319	424	.....	8	.....	7	.....	.....	.....	.....	506 4 5	1,278 18 3
Moss Vale .....	2,205	86	1872	3	387 0 0	1,558½	1,341 7 2½	612	663	221	.....	6	.....	.....	.....	34	.....	820 1 5	2,161 8 7½
			1873	3	389 19 0	1,848½	1,546 6 7	912	647	.....	15	.....	22	.....	29	.....	.....	1,001 10 9	2,547 17 4
			1874	3	438 19 0	2,175½	1,776 1 3	2,370	818	224	22	5	24	.....	.....	.....	.....	1,059 4 9	2,835 6 0
			1875	4	438 14 2	3,072	2,230 9 10	3,583	1,071	115	10	1	22	.....	.....	39	.....	1,472 1 11	3,702 11 9
Marulan .....	2,105	114	1872	4	507 0 0	1,135½	915 10 2	2,793	438	5	.....	.....	1	1	.....	166	.....	629 0 8	1,544 10 10
			1873	5	504 5 0	1,434	1,081 18 0	1,883	570	.....	5	1,414	10	.....	.....	539	.....	818 17 8	1,900 15 8
			1874	4	469 19 10	1,496½	1,040 1 4½	2,478	529	18	23	1,959	1	.....	.....	138	.....	708 13 10	1,748 15 2½
			1875	4	459 7 10	1,777	1,095 17 10	1,872	521	.....	.....	2,354	1	.....	.....	190	.....	656 2 3	1,752 0 1
Goulburn .....	2,071	134	1872	19	2,278 16 0	6,795	12,215 8 7	4,627	10,388	.....	381	.....	.....	.....	.....	12,298	.....	32,012 17 5	44,228 6 0
			1873	18	1,446 9 11	7,090½	13,441 18 0½	6,061	13,880	.....	267	476	.....	.....	.....	12,862	.....	39,767 3 11	53,209 1 11½
			1874	19	2,183 15 1	9,225½	14,546 7 3	8,457	21,088	.....	732	587	.....	.....	.....	9,615	.....	41,968 15 0	56,515 2 7
			1875	23	2,516 16 5	10,160	15,067 0 4	5,231	26,372	11	999	597	.....	.....	.....	12,370	103	45,585 8 11	60,652 9 3
Gunning .....	1,893	165	1875	20	339 6 8	1,015	1,435 13 11	44	3,856	.....	58	.....	4	.....	7,675	.....	6,677 17 7	8,113 11 6	
Totals.....	.....	.....	1872	60	7,291 18 0	33,467½	22,801 19 6	23,740	17,892	226	1,344	528	16	2,362	31	15,407	2,845	38,335 0 10	61,137 0 4
„ .....	.....	.....	1873	59	5,955 1 8	39,362½	25,498 6 5½	29,408	24,621	218	5,629	1,895	210	2,217	28	16,404	2,850	48,863 6 2	74,361 12 7½
„ .....	.....	.....	1874	57	6,446 2 0	43,950½	27,407 7 10½	36,448	30,841	362	5,087	2,566	308	3,164	11	12,021	3,300	51,334 6 8	78,741 14 6½
„ .....	.....	.....	1875	84	7,225 1 6	49,340	30,731 17 3	40,544	39,760	126	4,927	2,976	132	2,490	5	24,710	4,773	61,754 4 10	92,486 2 1

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 50—continued.  
GREAT WESTERN RAILWAY.

Stations.	Height above H.W.M., Sydney.	Distance.	Year.	No. of hands employed, including Station-master.	Total Expenditure.			No. of Tickets issued.			Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.			Total Revenue from all sources.		
					£	s.	d.	£	s.	d.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.	£	s.	d.	£	s.	d.		
Parramatta .....	49	14	1872	6	880	14	0	41,662	6,644	6	7	2,609	3,502	.....	177	5,595	.....	9	30	184	120	1,659	11	7	8,303	18	2	
			1873	8	892	1	7	45,993 <sup>3</sup>	7,954	17	7	3,505	4,420	10	563	1,813	21	35	17	32	218	2,198	12	9	9,253	10	4	
			1874	8	918	17	2	50,880 <sup>2</sup>	7,655	4	7	5,537	4,546	3	830	1,650	21	17	100	.....	196	2,740	14	7	10,395	19	2	
			1875	9	1,086	17	9	60,255	8,698	13	6	6,113	4,569	9	802	92	16	24	26	.....	.....	2,147	5	11	10,845	19	5	
Seven Hills .....	113	20	1872	1	120	0	0	1,561 <sup>2</sup>	256	11	6	1,592	93	.....	.....	.....	.....	87	.....	5	.....	85	1	3	341	12	9	
			1873	1	130	0	0	2,023 <sup>1</sup>	335	6	1 <sup>1</sup>	3,084	132	.....	.....	.....	.....	124	.....	.....	.....	125	7	9	460	18	10 <sup>1</sup>	
			1874	1	130	14	0	2,103	326	11	11	3,235	171	.....	11	23	3	113	1	.....	.....	137	7	1	463	19	0	
			1875	1	131	12	0	2,353	342	9	8	4,167	181	.....	.....	.....	.....	127	.....	.....	.....	141	3	6	483	13	2	
Blacktown .....	183	22	1872	4	527	12	0	2,637 <sup>1</sup>	724	9	7 <sup>1</sup>	5,556	144	.....	44	.....	.....	26	.....	9	.....	92	13	11	827	8	6 <sup>1</sup>	
			1873	6	721	8	9	2,772 <sup>1</sup>	875	2	4	6,550	348	.....	315	.....	2	18	2	6	.....	76	11	5	951	13	9	
			1874	6	655	5	4	3,261 <sup>1</sup>	899	9	4 <sup>1</sup>	5,516	260	.....	234	.....	8	30	2	.....	.....	119	17	7	1,019	6	11 <sup>1</sup>	
			1875	4	661	2	10	3,732	1,010	11	9	5,886	227	.....	4	.....	4	24	2	.....	.....	109	7	4	1,119	19	1	
Rooty Hill .....	131	25	1872	1	132	10	0	1,195	221	10	6	5,845	120	.....	.....	.....	.....	23	1	2	.....	65	17	3	287	7	9	
			1873	1	140	0	0	1,434 <sup>1</sup>	247	11	5	8,163	353	.....	.....	.....	8	30	.....	.....	.....	128	1	1	375	12	6	
			1874	1	140	0	0	1,726 <sup>1</sup>	283	8	2	9,918	227	.....	.....	.....	3	19	.....	.....	.....	93	1	0	376	9	2	
			1875	1	141	10	0	2,091	336	9	11	11,696	295	.....	.....	.....	7	17	.....	.....	.....	119	17	10	456	7	9	
South Creek .....	113	29	1872	4	415	9	0	2,680 <sup>1</sup>	771	19	11	5,730	2,374	.....	4	.....	72	76	.....	7	.....	1,523	19	8	2,295	19	7	
			1873	4	428	15	0	3,202 <sup>2</sup>	866	10	8	11,833	2,333	.....	27	2	211	118	1	10	.....	1,363	10	5	2,230	1	1	
			1874	4	429	16	0	3,783 <sup>2</sup>	899	18	10	14,829	2,527	.....	20	2	227	157	.....	11	.....	1,444	2	2	2,344	1	0	
			1875	3	439	11	1	4,403	935	13	8	14,606	2,474	.....	16	.....	164	159	.....	9	.....	1,415	4	8	2,351	8	4	
Penrith .....	88	34	1872	7	1,336	0	0	5,757 <sup>1</sup>	2,603	9	0	2,314	1,333	.....	398	4,404	.....	234	.....	42	57	834	6	10	3,437	15	10	
			1873	6	1,162	9	0	5,989 <sup>1</sup>	2,455	15	5 <sup>1</sup>	5,716	1,186	97	2,938	30	8	248	.....	.....	58	.....	982	2	6	3,437	17	11 <sup>1</sup>
			1874	7	767	7	8	6,097 <sup>2</sup>	2,434	0	8	9,280	1,186	8	1,567	1	12	609	.....	.....	42	.....	1,038	3	2	3,472	3	10
			1875	8	864	5	7	6,947	2,446	14	10	8,904	1,730	.....	2,054	.....	28	489	1	2	12	.....	1,014	11	0	3,461	5	10
Emu Plains .....	87	36	1872	1	127	10	0	475	216	11	1	95	91	.....	.....	6,949	.....	.....	.....	19	.....	54	15	10	271	6	11	
			1873	1	124	16	0	509 <sup>1</sup>	221	9	3	286	164	.....	.....	7,183	.....	.....	.....	.....	.....	107	11	11	329	1	2	
			1874	1	125	2	3	809 <sup>1</sup>	279	8	7	216	155	.....	102	9,901	.....	3	.....	.....	4	.....	156	8	6	435	17	1
			1875	1	131	12	0	1,188	353	16	0	237	129	.....	204	6,694	4	6	.....	.....	2	.....	165	17	4	519	13	4
Blue Mountains	2,399	58	1872	1	127	10	0	96 <sup>1</sup>	29	9	2	3	62	.....	9	.....	.....	.....	.....	.....	.....	17	14	5	47	3	7	
			1873	1	124	16	0	306 <sup>1</sup>	120	9	4	108	185	.....	59	.....	.....	.....	.....	.....	.....	.....	41	10	4	161	19	8
			1874	1	124	8	7	287 <sup>1</sup>	119	10	9	47	191	.....	63	.....	2	.....	.....	.....	.....	.....	36	8	8	155	19	5
			1875	1	140	0	0	274	94	17	1	946	220	.....	12	.....	2	.....	.....	.....	2	.....	38	15	10	133	12	11

No. 50—continued.  
GREAT WESTERN RAILWAY—continued.

Stations.	Height above H.W.M., Sydney.	Distance.	Year.	No. of hands employed, including Station-master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.	Total Revenue from all sources.					
								Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.							
					£ s. d.	£ s. d.										£ s. d.		£ s. d.						
Mount Victoria...	3,422	77	1872	3	522 8 0	1,383½	990 5 7½	3,689	462	15	3,506	7,676	.....	.....	.....	.....	9	.....	384 1 8	1,374 7 3½				
			1873	3	408 0 0	1,855½	1,244 17 9	2,155	576	642	4,519	11,255	8	.....	.....	.....	15	.....	618 2 7	1,863 0 4				
			1874	3	433 14 5	1,685½	1,196 19 9	144	630	48	4,773	9,169	8	.....	.....	.....	.....	.....	373 4 11	1,570 4 8				
			1875	4	498 0 3	2,219	1,681 7 2	160	914	.....	4,609	9,764	11	.....	.....	.....	4	.....	562 0 8	2,243 7 10				
Bowenfels .....	2,972	97	1872	4	456 10 0	1,136½	1,032 4 3	2,066	694	4,655	.....	.....	.....	.....	.....	.....	170	5	1,445 15 7	2,477 19 10				
			1873	5	469 16 4	1,719½	1,358 8 8	820	1,783	17,412	.....	.....	69	.....	.....	.....	.....	.....	3,894 7 1	5,252 15 9				
			1874	5	514 19 6	2,125½	1,380 5 10	2,182	1,510	31,144	.....	.....	1,399	.....	.....	.....	.....	.....	6,220 16 10	7,601 2 8				
			1875	4	588 1 1	2,655	1,583 1 4	3,776	1,570	34,326	5	4	2,068	.....	.....	.....	.....	.....	199	.....	6,908 9 5	8,491 10 9		
Wallerawang ...	2,928	105	1872	17	2,125 9 0	6,302½	7,588 3 6	1,606	13,478	.....	.....	42	4	.....	.....	.....	.....	4,510	.....	29,483 5 5	37,071 8 11			
			1873	16	2,021 9 8	5,484½	6,515 10 1	1,535	10,106	128	.....	24	.....	.....	.....	.....	.....	.....	2,884	.....	21,121 5 7	27,636 15 8		
			1874	14	1,685 5 9	4,077½	5,430 9 1	1,877	6,873	78	.....	67	.....	.....	.....	.....	.....	.....	2,295	4	15,910 17 5	21,341 6 6		
			1875	13	1,621 2 5	4,581	5,173 1 6	2,417	7,629	802	76	425	.....	.....	.....	.....	.....	.....	.....	6,332	.....	15,729 2 0	20,902 3 6	
Rydal .....	3,117	111	1872	6	744 0 0	5,791	7,450 8 0	3,502	14,043	.....	.....	277	27	5	.....	.....	.....	.....	3,682	.....	24,794 17 2	32,245 5 2		
			1873	4	521 12 4	1,410½	822 4 0	570	399	233	346	8	.....	.....	.....	.....	.....	.....	.....	173	.....	591 12 4	1,413 16 4	
			1874	3	362 17 8	1,260½	556 2 2	714	275	.....	49	37	.....	.....	.....	.....	.....	.....	.....	10	.....	418 13 4	974 15 6	
			1875	2	302 15 9	1,300	503 4 5	885	338	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	438 3 9	941 8 2	
Tarana .....	2,561	120	1872	2	299 4 0	.....	.....	.....	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			1873	3	160 17 3	378½	245 14 10	369	183	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			1874	3	265 14 4	632½	352 2 7	735	91	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1875	3	263 14 3	819	406 0 1	1,020	125	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Macquarie Plains	2,476	135	1872	33	1,912 14 0	6,152½	10,746 15 9	1,844	11,458	.....	.....	612	59	9	.....	.....	.....	.....	.....	.....	.....	.....		
			1873	4	2,163 4 11	3,270	4,480 17 8	3,339	13,840	.....	.....	2,202	166	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			1874	3	417 13 3	655	399 8 3	1,425	247	.....	.....	48	580	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1875	3	380 11 9	931	476 8 10	1,533	374	.....	.....	93	642	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Raglan .....	2,436	140	1873	21	1,345 2 6	9,103½	15,789 14 7	3,183	8,997	.....	.....	2,672	124	10	.....	.....	.....	.....	.....	.....	.....	.....		
			1874	23	2,647 3 2	10,583½	17,794 16 0	9,214	21,050	5	.....	6,374	815	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			1875	29	3,205 18 9	2,877	3,906 15 5	6,556	27,201	101	.....	5,834	1,181	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kelso .....	2,154	143	1875	12	288 3 8	10,215	15,789 8 6	378	1,964	.....	.....	626	142	.....	.....	.....	.....	.....	.....	.....	.....			
Totals .....	.....	.....	1872	88	9,727 10 0	76,832½	39,276 4 6	36,451	47,897	4,669	5,069	24,714	85	457	33	19,673	182	88,041 0 3	127,317 4 9					
" .....	.....	.....	1873	84	10,814 9 4	85,364	42,634 9 9	51,216	45,005	18,522	13,724	20,604	353	573	20	24,396	313	93,832 16 9	136,467 6 6					
" .....	.....	.....	1874	83	9,618 19 1	90,629½	40,007 16 6½	64,829	39,949	31,286	14,248	22,181	1,696	948	103	19,681	263	91,642 14 6	131,650 11 0½					
" .....	.....	.....	1875	98	10,744 19 2	106,840	43,738 13 8	69,280	49,940	35,238	14,460	18,983	2,350	846	69	35,044	57	103,031 2 11	146,769 16 7					

WINDSOR AND RICHMOND RAILWAY.

Stations.	Height above H. W. M. Sydney.	Distance.	Year.	No. of hands employed including Station-master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.	Total Revenue from all sources.
								Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
Douglas Siding .....	.....	.....	1872	.....	£ s. d.	.....	.....	3,423	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1873	.....	.....	.....	.....	2,382	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
			1874	.....	.....	.....	.....	1,843	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
			1875	included in Riverstone	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Riverstone .....	78	28	1872	1	120 0 0	1,033½	243 6 0	9,059	83	.....	.....	.....	.....	81	.....	.....	.....	107 12 10	350 18 10
			1873	1	130 0 0	1,357½	299 3 7	8,204	117	.....	.....	.....	20	138	.....	6	.....	61 16 6	361 0 1
			1874	1	135 19 0	1,697½	333 13 5	11,077	86	.....	.....	.....	.....	122	.....	.....	.....	63 17 4	397 10 9
			1875	1	130 10 0	1,748	279 13 3	12,203	91	.....	.....	.....	.....	99	.....	1	.....	56 5 4	335 18 7
Mulgrave .....	42	33	1872	1	120 0 0	915½	206 8 8	2,504	107	.....	.....	.....	.....	417	.....	1	.....	85 17 4	292 6 0
			1873	1	130 0 0	1,105½	242 19 6	4,275	97	.....	.....	.....	2	338	.....	.....	.....	37 5 1	280 4 7
			1874	1	131 16 0	1,265	290 1 11	4,321	107	.....	.....	.....	5	656	.....	.....	.....	88 19 1	379 1 0
			1875	1	130 14 0	1,394	299 7 11	4,251	94	.....	.....	.....	5	519	.....	1	.....	68 18 3	368 6 2
Windsor .....	41	34	1872	3	429 15 0	6,081½	1,621 15 7	4,148	1,735	.....	16	.....	.....	513	.....	9	.....	1,298 2 3	2,919 17 10
			1873	4	485 0 0	7,151½	1,766 11 1	3,154	2,013	.....	25	.....	6	640	.....	5	.....	1,587 0 6	3,353 11 7
			1874	4	480 12 1	8,406	2,059 8 7	4,010	2,118	.....	36	.....	1	822	.....	.....	.....	1,698 4 8	3,757 13 3
			1875	3	469 17 0	9,271	2,274 15 8	3,992	2,451	.....	67	.....	.....	74	.....	2	.....	1,790 13 0	4,065 8 8
Richmond .....	61	38	1872	5	603 12 0	4,286½	1,470 13 11	1,830	882	.....	22	.....	.....	199	.....	18	.....	672 15 0	2,143 8 11
			1873	4	446 14 0	4,729	1,663 8 4½	1,793	1,091	.....	26	.....	12	267	.....	1	.....	899 13 8	2,563 2 0½
			1874	4	396 6 10	5,143½	1,737 1 6	1,828	1,203	.....	34	.....	3	528	.....	1	.....	912 12 9	2,649 14 3
			1875	2	388 18 6	5,632	1,841 9 5	1,837	1,424	.....	25	.....	.....	371	.....	2	.....	955 5 0	2,796 14 5
Totals .....	.....	.....	1872	10	1,273 7 0	12,317½	3,542 4 2	20,964	2,807	.....	38	.....	.....	1,210	.....	1	.....	2,164 7 5	5,706 11 7
" .....	.....	.....	1873	10	1,191 14 0	14,343	3,972 2 6½	19,808	3,318	.....	45	.....	40	1,385	.....	1	.....	2,585 15 9	6,557 18 3½
" .....	.....	.....	1874	10	1,144 13 11	16,511½	4,420 5 5	23,078	3,514	.....	71	4	51	2,129	.....	1	.....	2,763 13 10	7,183 19 3
" .....	.....	.....	1875	7	1,119 19 6	18,045	4,695 6 3	22,283	4,060	.....	92	.....	105	1,663	.....	5	.....	2,871 1 7	7,566 7 10

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.



No. 50—continued.

GREAT NORTHERN RAILWAY—continued.

Stations.	Height above H. W. -sl., at Newcastle.	Distance.	Year.	No. of hands employed, including Station-master.	Total Expenditure.		No. of Tickets issued.		Revenue from Tickets and Coaching Traffic.		Goods.		Coal and Coke.		Minerals.		Wool.		Revenue from Goods Traffic.		Total Revenue from all sources.	
					£	s. d.	£	s. d.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Bales outwards.	Bales inwards.	£	s. d.	£	s. d.
West Maitland .....	18	20	1872	8	1,009	12 2	11,154½	3,289	13 4	6,376	2,912	.....	673	27	122	269	307	4,516	4 9	7,805	18 1	
			1873	8	1,116	13 11	12,662½	3,588	9 10½	8,411	3,272	14	1,132	12	63	323½	474½	4,827	13 6	8,416	3 4½	
			1874	10	1,156	8 0	14,234½	3,776	10 2	8,267	3,917	10	1,194	3	3	216	342	4,673	8 8	8,449	18 10	
			1875	10	1,269	3 0	14,943	3,818	12 2½	8,264	4,978	26	1,122	12	128	104	241½	5,570	8 4	9,389	0 6½	
Wollombi Road .....	44	22	1872	1	117	7 6	968	122	11 7	72	49	5	8	.....	23	.....	.....	72	9 3	195	0 10	
			1873	1	120	7 6	1,316	122	18 6	219	176	10	5	.....	6	.....	.....	112	17 10	235	16 4	
			1874	1	130	7 6	1,739½	171	19 11	103	419	153	22	.....	.....	.....	.....	134	9 9	306	9 8	
			1875	1	130	0 0	2,038	227	10 0	416	19	13	17	.....	.....	.....	.....	317	12 4	545	2 4	
Lochinvar .....	210	26	1872	2	265	2 7	3,878	621	18 6	698	247	10	15	.....	8	2	.....	230	14 4	852	12 10	
			1873	2	273	0 6	5,331	950	8 11	691	356	32	62	.....	11	79	.....	551	3 4	1,501	12 3	
			1874	2	272	6 6	7,719½	1,476	18 2	581	404	20,862	74	.....	.....	6	.....	349	9 4	1,826	7 6	
			1875	2	286	1 0	4,106	738	5 2	520	345	108	63	.....	20	.....	.....	336	13 8	1,074	18 10	
Farthings .....	166	32	1875	1	146	14 4	5,790	1,178	9 11	71	1,133	2,249	.....	.....	20	.....	.....	1	18 2	1,180	8 1	
Branxton .....	136	35	1872	2	240	7 10	3,561	913	5 9½	896	773	6,801	42	11	18	1,164	.....	586	2 10	1,499	8 7½	
			1873	2	261	17 0	3,975	1,059	16 11½	1,294	1,649	18,758	150	28	4	671½	.....	562	12 7	1,622	9 6½	
			1874	2	256	11 0	4,731	1,193	3 11	784	1,709	35,341	70	3	.....	491	.....	715	17 2	1,909	1 1	
			1875	2	273	8 4	5,235	1,135	16 5	692	847	2,211	65	.....	4	72	3	569	7 11	1,705	4 4	
Singleton .....	135	49	1872	9	922	8 2	5,260½	2,669	16 8	1,424	2,060	868	1,056	20	24	1,143	64	2,517	18 8	5,187	15 4	
			1873	7	806	5 8	5,616½	2,800	10 0	2,076	2,121	1,150	1,915	7	3	1,261	83	3,161	14 10	5,962	4 10	
			1874	9	845	15 3	6,346½	3,312	11 11	3,428	2,019	.....	750	.....	.....	872	35	2,507	8 2	5,820	0 1	
			1875	10	1,034	11 8	7,392	3,597	10 0	3,111	2,290	48	441	1	39	349	45	2,490	0 4	6,087	10 4	
Camberwell .....	245	62	1872	2	150	18 2	448	182	6 8	124	165	.....	.....	.....	2	179	.....	83	11 11	265	18 7	
			1873	2	187	6 3	591	261	17 2	83	151	.....	20	.....	.....	159	.....	94	15 6	356	12 8	
			1874	2	186	10 0	618½	274	19 10	173	149	.....	.....	.....	.....	369	.....	75	8 11	350	8 9	
			1875	2	186	18 9	739	274	8 9	326	134	.....	.....	.....	.....	193	.....	61	11 2	335	19 11	
Muswellbrook .....	475	80	1872	11	1,074	17 5	4,056½	2,941	8 11	2,675	3,529	.....	255	21	13	4,613	284	5,660	14 10	8,602	3 9	
			1873	8	893	4 9	4,146½	2,872	16 4	1,175	2,729	89	156	10	10	5,500	77	4,147	11 3	7,020	7 7	
			1874	8	920	0 4	4,431½	3,038	9 11	1,580	2,645	.....	185	.....	.....	4,257	24	4,205	7 7	7,243	17 6	
			1875	8	950	13 6	4,633	3,009	7 8	1,494	3,096	.....	157	.....	37	3,245½	18	4,498	16 5	7,508	4 1	

No. 50—continued.  
GREAT NORTHERN RAILWAY—continued.

Stations.	Height above H.W.M. at Newcastle.	Distance.	Year.	No. of hands employed, in- cluding Station- master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal and Coke.		Minerals.		Wool.		Revenue from Goods Traffic.	Total Revenue from all sources.	
								Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Bales outwards.	Bales inwards.			
					£ s. d.			£ s. d.							£ s. d.	£ s. d.		
Aberdeen .....	610	87	1872	2	136 5 3	636½	287 1 4	528	124	.....	10	.....	4	39	.....	172 6 6	459 7 10	
			1873	2	141 13 4	625	298 8 5	267	168	.....	25	.....	2	74	.....	291 9 11	589 18 4	
			1874	2	141 3 4	612½	244 14 6	325	150	.....	.....	.....	.....	.....	38	.....	211 2 1	455 16 7
			1875	2	141 5 10	704	270 2 5	306	183	.....	.....	.....	.....	.....	31	.....	289 7 1	559 9 6
Scone .....	680	96	1872	7	709 2 9	2,494½	1,899 7 10	793	3,921	10	138	61	13	2,023	.....	4,540 13 1	6,440 0 11	
			1873	3	402 6 6	2,231½	1,661 18 1	697	1,301	33	263	.....	4	1,064	.....	1,573 6 0	3,235 4 1	
			1874	3	387 17 6	2,651	1,777 14 1	1,166	925	.....	31	21	.....	1,188	.....	1,637 4 0	3,414 18 1	
			1875	3	399 6 3	3,144	1,850 7 5	1,276	1,035	.....	34	6	.....	1,070	.....	1,914 0 2	3,764 7 7	
Wingon .....	1,002	106	1872	.....	817	841 13 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	841 13 10		
Murrurundi .....	1,546	120	1872	13	1,323 4 0	3,797	5,165 10 4	621	6,985	35	730	666	22	11,244½	.....	.....	21,937 2 4	
			1873	22	2,225 8 7	5,919½	7,815 9 11	1,597	10,317	282	1,301	2,079	8	23,423	.....	26,874 6 11	34,689 16 10	
			1874	24	2,457 7 6	6,548	9,242 1 6	1,981	13,267	.....	775	2,443	.....	27,120½	.....	33,694 13 7	42,936 15 1	
			1875	28	3,055 8 4	7,791	10,367 7 1	1,465	21,133	.....	653	2,139	.....	27,250½	.....	38,894 17 9	49,262 4 10	
Morpeth .....	19	22	1872	9	869 17 7	4,464½	698 19 5½	3,413	1,207	.....	329	.....	674	3	16,581	5,453 15 8	6,152 15 1½	
			1873	10	1,077 4 1	4,762½	792 4 10½	5,192	1,614	.....	310	.....	1,641	.....	28,129	9,492 19 10	10,285 4 8½	
			1874	11	1,172 11 9	4,643	702 13 8½	7,168	3,527	.....	112	3	1,711	10	29,029	9,943 6 4	10,846 0 0½	
			1875	11	1,266 17 3	7,122	1,048 9 2	9,667	2,788	.....	880	5	1,474	.....	26,711½	9,515 10 8	10,563 19 10	
Wallsend .....	2	8	1872	2*	} 1 paid by Coal Coy. 88 4 8	10,208	526 2 0	206	1,991	252,921	.....	.....	5	.....	.....	.....	1,322 16 2	
			1873	2*		15,437	847 12 1	567	3,676	301,295	.....	.....	29	.....	.....	1,136 12 6	1,984 4 7	
			1874	2		26,016	1,468 9 10	1,053	6,107	383,836	.....	.....	.....	.....	.....	1,685 3 6	3,153 13 4	
			1875	2		22,284	1,555 4 11	557	5,730	.....	6	.....	.....	114	.....	1,699 9 6	3,254 14 5	
Totals .....			1872	120	13,049 19 7	142,662	35,146 16 11½	40,168	40,168	617,774	617,774	4,393	4,393	20,681½	20,681½	71,570 19 2	106,717 16 1½	
" .....			1873	132	15,027 5 10	184,713	40,477 14 8	45,909	45,909	665,256	665,256	9,889	9,889	32,666	32,666	89,778 11 3	130,256 5 11	
" .....			1874	146	16,604 3 7	241,647½	48,396 5 8	56,395	56,395	764,051	764,051	9,030	9,030	34,568½	34,568½	105,845 2 1	154,241 7 9	
" .....			1875	158	19,730 9 6	253,409	50,371 17 9½	89,523	89,523	798,518	798,518	8,703	8,703	32,315	32,315	130,669 2 3	182,620 6 8½	

No. 50—continued.

SUMMARY.

Revenue and Expenditure of Southern and Western Lines combined, with other particulars, for the Years ending 31st December, 1872, 1873, 1874, and 1875.

310-0

Lines.	Year.	No. of hands employed, including Station-master.	Total Expenditure.		No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.		Goods.		Coal, &c.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.		Total Revenue from all sources	
			£	s. d.		£	s. d.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.	£	s. d.	£	s. d.
Suburban, including Sydney Station.	1872	134	16,016	6 0	255,981 <sup>3</sup> / <sub>4</sub>	56,866	12 0 <sup>3</sup> / <sub>4</sub>	51,140	63,699	1,772	216	.....	25,141	54	4,018	2,873 <sup>1</sup> / <sub>2</sub>	34,954 <sup>1</sup> / <sub>2</sub>	60,925	18 6	117,792	10 6 <sup>1</sup> / <sub>2</sub>
	1873	135	14,990	13 9	271,019 <sup>1</sup> / <sub>2</sub>	58,024	4 8	59,374	86,862	4,201	3,543	596	22,492	22	4,148	3,520	41,169	76,550	18 6	134,575	3 2 <sup>1</sup> / <sub>2</sub>
	1874	140	16,089	12 0	334,444 <sup>1</sup> / <sub>4</sub>	62,865	19 4 <sup>3</sup> / <sub>4</sub>	57,161	107,212	2,472	14,714	589	23,285	18	6,144	4,143	32,285	98,493	10 1	161,359	9 5 <sup>1</sup> / <sub>4</sub>
	1875	160	18,632	6 3	420,033	70,011	7 8	71,803	110,150	2,277	18,262	714	20,086	45	4,965	7,506	62,440	111,863	9 4	181,874	17 0
Great Southern .....	1872	60	7,291	18 0	33,467 <sup>1</sup> / <sub>4</sub>	22,801	19 6	23,740	17,892	226	1,344	528	16	2,362	31	15,407	2,845	38,335	0 10	61,137	0 4
	1873	59	5,955	1 8	39,362 <sup>1</sup> / <sub>4</sub>	25,498	6 5 <sup>1</sup> / <sub>2</sub>	29,408	24,621	218	5,629	1,895	210	2,217	28	16,404	2,850	48,863	6 2	74,361	12 7 <sup>1</sup> / <sub>2</sub>
	1874	57	6,446	2 0	43,950 <sup>1</sup> / <sub>4</sub>	27,407	7 10 <sup>1</sup> / <sub>2</sub>	36,448	30,841	362	5,087	2,566	308	3,164	11	12,021	3,300	51,334	6 8	78,741	14 6 <sup>1</sup> / <sub>2</sub>
	1875	84	7,225	1 6	49,340	30,731	17 3	40,544	39,760	126	4,927	2,976	132	2,490	5	24,710	4,773	61,754	4 10	92,486	2 1
Western .....	1872	88	9,727	10 0	76,832 <sup>1</sup> / <sub>4</sub>	39,276	4 6	36,451	47,897	4,669	5,069	24,714	85	457	33	19,673	182	88,041	0 3	127,317	4 9
	1873	84	10,814	9 4	85,364	42,634	9 9	51,216	45,005	18,522	13,724	20,604	353	573	20	24,396	313	93,832	16 9	136,467	6 6
	1874	83	9,618	19 1	90,629 <sup>1</sup> / <sub>2</sub>	40,007	16 6 <sup>1</sup> / <sub>4</sub>	64,829	39,949	31,286	14,248	22,181	1,096	948	103	19,681	263	91,642	14 6	131,650	11 0 <sup>1</sup> / <sub>4</sub>
	1875	98	10,744	19 2	106,840	43,738	13 8	69,286	49,940	35,238	14,460	18,983	2,350	846	69	35,044	57	103,031	2 11	146,769	16 7
Windsor and Richmond .....	1872	10	1,273	7 0	12,317 <sup>1</sup> / <sub>4</sub>	3,542	4 2	20,064	2,807	.....	38	.....	.....	1,210	1	28	.....	2,164	7 5	5,706	11 7
	1873	10	1,191	14 0	14,343	3,972	2 6 <sup>1</sup> / <sub>2</sub>	19,808	3,318	.....	45	.....	40	1,385	1	12	.....	2,585	15 9	6,557	18 3 <sup>1</sup> / <sub>2</sub>
	1874	10	1,144	13 11	16,511 <sup>1</sup> / <sub>4</sub>	4,420	5 5	23,078	3,514	.....	71	.....	51	2,129	1	3	.....	2,763	13 10	7,183	19 3
	1875	7	1,119	19 6	18,045	4,695	6 3	22,283	4,060	.....	92	.....	105	1,663	5	10	.....	2,871	1 7	7,566	7 10

APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

No. 50—continued.

## GENERAL SUMMARY.

Revenue and Expenditure of each Line, with other particulars, for the Years ending 31st December, 1872, 1873, 1874, and 1875.

Year.	No. of hands employed, including Station-master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal, &c.		Minerals.		Hay.		Wool.		Revenue from Goods Traffic.	Total Revenue from all sources.
					Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
TOTAL, GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.																
		£ s. d.		£ s. d.											£ s. d.	£ s. d.
1872.	292	34,309 1 0	378,598 <sup>1</sup> / <sub>2</sub>	122,487 0 2 <sup>1</sup> / <sub>2</sub>	132,295	132,295	6,667	6,667	252,242	252,242	4,083	4,083	37,981 <sup>1</sup> / <sub>2</sub>	37,981 <sup>1</sup> / <sub>2</sub>	189,466 7 0	311,953 7 2 <sup>1</sup> / <sub>2</sub>
1873	288	32,951 18 9	410,088	130,129 3 5	159,806	159,806	22,941	22,941	23,095	23,095	4,197	4,197	44,332	44,332	221,832 17 2	351,962 0 7 <sup>1</sup> / <sub>2</sub>
1874	290	33,299 7 0	485,535 <sup>3</sup> / <sub>4</sub>	134,701 9 2 <sup>1</sup> / <sub>2</sub>	181,516	181,516	34,120	34,120	25,340	25,340	6,259	6,259	35,848	35,848	244,234 5 1	378,935 14 3 <sup>1</sup> / <sub>2</sub>
1875	349	37,722 6 5	594,258	152,745 1 9	203,910	203,910	37,641	37,641	22,673	22,673	5,044	5,044	67,270	67,270	279,519 18 8	428,697 3 6
TOTAL, GREAT NORTHERN LINE.																
		£ s. d.		£ s. d.											£ s. d.	£ s. d.
1872	120	13,049 19 7	142,662	35,146 16 11 <sup>1</sup> / <sub>2</sub>	40,168	40,168	617,774	617,774	4,393	4,393	.....	.....	20,681 <sup>1</sup> / <sub>2</sub>	20,681 <sup>1</sup> / <sub>2</sub>	71,570 19 2	106,717 16 1 <sup>1</sup> / <sub>2</sub>
1873	132	15,027 5 10	184,713	40,477 14 8	45,909	45,909	665,256	665,256	9,889	9,889	.....	.....	32,666	32,666	89,778 11 3	130,256 5 11
1874	146	16,604 3 7	241,647 <sup>1</sup> / <sub>2</sub>	48,396 5 8	56,395	56,395	764,051	764,051	9,030	9,030	.....	.....	34,568 <sup>3</sup> / <sub>4</sub>	34,568 <sup>3</sup> / <sub>4</sub>	105,845 2 1	154,241 7 9
1875	158	19,730 9 6	253,409	50,371 17 9 <sup>1</sup> / <sub>2</sub>	89,523	89,523	798,518	798,518	8,703	8,703	.....	.....	32,315	32,315	130,669 2 3	182,620 6 8 <sup>1</sup> / <sub>2</sub>
TOTAL, ALL LINES.																
		£ s. d.		£ s. d.											£ s. d.	£ s. d.
1872	412	47,359 0 7	521,260 <sup>1</sup> / <sub>2</sub>	157,633 17 2	172,463	172,463	624,441	624,441	256,635	256,635	4,083	4,083	58,663	58,663	261,037 6 2	418,671 3 4
1873	420	47,979 4 7	594,801 <sup>3</sup> / <sub>4</sub>	170,606 18 1	205,715	205,715	688,197	688,197	32,984	32,984	4,197	4,197	76,998	76,998	311,611 8 5	482,218 6 6
1874	436	49,903 10 7	727,183 <sup>1</sup> / <sub>2</sub>	183,097 14 10 <sup>3</sup> / <sub>4</sub>	237,911	237,911	798,171	798,171	34,370	34,370	6,259	6,259	70,416 <sup>3</sup> / <sub>4</sub>	70,416 <sup>3</sup> / <sub>4</sub>	350,079 7 2	533,177 2 0 <sup>1</sup> / <sub>2</sub>
1875	507	57,452 15 11	847,667	203,116 19 6 <sup>3</sup> / <sub>4</sub>	293,433	293,433	836,159	836,159	31,376	31,376	5,044	5,044	99,585	99,585	410,189 0 11	611,317 10 2 <sup>1</sup> / <sub>2</sub>

No. 51.

TABULAR ANALYSIS, showing Working Expenses, Gross Earnings, and Net Earnings, per Mile open, Train Mile, and Mile Run, 1872 to 1875.

Mileage.	1872.			1873.			1874.			1875.						
	Average miles open.	Train miles.	Miles run, including shunting, &c.	Average miles open.	Train miles.	Miles run, including shunting, &c.	Average miles open.	Train miles.	Miles run, including shunting.	Average miles open.	Train miles.	Miles run, including shunting.				
South and West .....	264	731,044	881,388	277	783,004	939,522	278	884,322	1,058,828	286	1,067,812	1,276,665				
North .....	121	305,211	437,128	124	326,875	493,648	124	364,911	568,489	124	404,392	623,181				
Total .....	385	1,036,255	1,318,516	401	1,109,879	1,433,170	403	1,249,233	1,627,317	410	1,472,204	1,899,846				
Heads of expenditure.	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.
<b>A. Locomotive Power and Rep. of Engines—</b>	£	£	d.	d.	£	£	d.	d.	£	£	d.	d.	£	£	d.	d.
South and West.....	42,491	160'95	13'95	11'58	51,642	186'43	15'83	13'19	60,991	218'60	16'55	13'82	78,836	275'65	17'72	14'82
North .....	15,188	125'52	11'94	8'34	18,985	153'11	13'94	9'23	25,178	203'05	16'56	10'61	27,883	224'86	16'55	10'74
Total .....	57,679	149'81	13'36	10'49	70,627	176'13	15'27	11'83	86,169	213'81	16'56	12'71	106,719	260'29	17'40	13'48
<b>B. Carriage and Waggon Repairs—</b>																
South and West.....	8,436	31'95	2'77	2'29	10,566	38'14	3'24	2'70	10,307	36'94	2'80	2'34	14,316	50'06	3'22	2'69
North .....	2,441	20'17	1'93	1'34	2,979	24'02	2'19	1'45	3,987	32'15	2'62	1'69	5,345	43'10	3'17	2'06
Total .....	10,877	28'26	2'52	1'98	13,545	33'78	2'93	2'27	14,294	35'47	2'75	2'11	19,661	47'95	3'20	2'49
<b>C and portion of G. Maintenance, &amp;c.—</b>																
South and West.....	42,759	161'97	14'04	11'64	48,751	176'00	14'94	12'45	45,665	163'67	12'39	10'35	47,233	165'15	10'62	8'88
North .....	19,221	158'85	15'11	10'55	20,650	166'53	15'16	10'04	22,031	177'67	14'49	9'30	19,309	155'72	11'46	7'43
Total .....	61,980	160'99	14'35	11'28	69,401	173'07	15'01	11'62	67,696	167'98	13'01	9'99	66,542	162'30	10'85	8'41
<b>D. and E. Traffic—</b>																
South and West.....	42,838	162'26	14'06	11'66	49,739	179'56	15'25	12'71	51,322	183'95	13'93	11'63	59,822	209'17	13'44	11'24
North .....	21,070	174'14	16'57	11'57	22,928	184'90	16'83	11'15	25,946	209'24	17'06	10'96	28,362	228'72	16'83	10'92
Total.....	63,908	165'99	14'80	11'63	72'667	181'21	15'71	12'17	77,268	191'73	14'84	11'39	88,184	215'08	14'38	11'14

No. 51—continued.

Heads of Expenditure.	1872.				1873.				1874.				1875.			
	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.	Amount.	Per mile open.	Per train mile.	Per mile run.
	£	£	d.	d.												
<b>D. Personal Compensation—</b>																
South and West.....	205	78	07	06	31	11	01	01	47	17	01	01	405	142	09	08
North .....					113	91	08	05	855	689	56	36	1,191	960	70	46
Total.....	205	54	05	04	144	36	03	02	902	224	17	13	1,596	390	26	20
<b>E. Compensation Goods—</b>																
South and West.....	288	109	09	08	453	164	14	12	159	57	04	04	206	72	05	04
North .....	18	14	01	01	133	107	10	06	15	13	01	01	53	44	03	02
Total.....	306	79	07	06	586	146	13	10	174	43	03	03	259	63	04	03
<b>F. General Charges—</b>																
South and West.....	8,571	3247	281	233	7,575	2735	232	193	7,883	2825	214	179	9,765	3414	219	184
North .....	4,392	3630	345	241	3,490	2815	256	170	3,317	2675	218	140	3,448	2781	205	133
Total.....	12,963	3367	300	236	11,065	2759	239	185	11,200	2779	215	165	13,213	3223	215	167
<b>Gross Expenditure—</b>																
South and West.....	145,588	55147	4779	3964	168,757	60923	5173	4311	176,374	63215	4786	3998	210,583	73631	4733	3959
North .....	62,330	51512	4901	3422	69,278	55869	5086	3368	81,329	65588	5348	3433	85,591	69025	5079	3296
Total.....	207,918	54005	4815	3784	238,035	59360	5147	3986	257,703	63945	4951	3801	296,174	72238	4828	3742
<b>Gross Earnings—</b>																
South and West.....	317,489	1,20261	10423	8645	355,221	1,28238	10888	9074	382,551	1,37115	10382	8671	431,999	1,51049	9709	8121
North .....	107,500	88842	8452	5902	129,015	1,04044	9472	6272	154,024	1,24213	10130	6502	182,649	1,47298	10839	7034
Total.....	424,989	1,10387	9843	7735	484,236	1,20757	10471	8109	536,575	1,33145	10309	7914	614,648	1,49914	10020	7765
<b>Net Earnings—</b>																
South and West.....	171,901	65114	5644	4681	186,464	67315	5715	4763	206,177	73900	5596	4673	221,416	77418	4976	4162
North .....	45,170	37330	3551	2480	59,737	48175	4386	2904	72,695	58625	4782	3669	97,058	78273	5760	3738
Total.....	217,071	56382	5028	3951	246,201	61397	5324	4123	278,872	69200	5358	4113	318,474	77676	5192	4023

TABULAR SYNOPSIS of the total Earnings under the different Heads of Traffic per mile open, per Train Mile, and total Miles run, including Shunting, from 1872 to 1875, inclusive.

Head of Traffic.	1872.			1873.			1874.			1875.										
	Train miles.		Total miles run, including shunting, &c.	Train miles.		Total miles run, including shunting, &c.	Train miles.		Total miles run, including shunting, &c.	Train miles.		Total miles run, including shunting, &c.								
	Passenger.	Goods.		Passenger.	Goods.		Passenger.	Goods.		Passenger.	Goods.									
Mileage—																				
South and West ...	436,601	294,443	881,388	456,352	326,652	939,522	410,189	474,133	1,058,828	610,949	456,863	1,276,665								
North .....	157,246	147,965	437,128	160,534	166,341	493,648	167,737	197,174	568,489	171,563	232,829	623,181								
All lines, total...	593,847	442,408	1,318,516	616,886	492,993	1,433,170	577,926	671,307	1,627,317	782,512	689,692	1,899,846								
COACHING.	Miles open for traffic average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.
Passengers, 1st and 2nd class—		£	£	d.	d.		£	£	d.	d.		£	£	d.	d.		£	£	d.	d.
South and West ...	264	106,499	403'41	34'96	29'00	277	113,009	407'97	34'61	28'87	279	115,038	412'32	31'22	26'08	286	125,748	439'68	28'26	23'64
North .....	121	29,082	240'34	22'87	15'97	124	33,254	268'18	24'41	16'16	124	39,853	321'40	26'21	16'83	124	43,169	348'14	25'62	16'62
All lines, total...	385	135,581	352'16	31'40	24'68	401	146,263	364'75	31'63	24'49	403	154,891	384'34	29'76	22'84	410	168,917	411'99	27'54	21'34
Season ticket-holders—																				
South and West ...	264	3,014	11'42	0'99	0'82	277	3,468	12'52	1'06	0'89	279	4,447	15'94	1'21	1'01	286	5,669	19'82	1'27	1'07
North .....	121	61	0'50	0'05	0'03	124	116	0'94	0'09	0'06	124	342	2'76	0'23	0'14	124	273	2'19	0'16	0'10
All lines, total...	385	3,075	7'99	0'71	0'56	401	3,584	8'94	0'77	0'60	403	4,789	11'88	0'92	0'71	410	5,942	14'49	0'97	0'75
Horses, carriages, and dogs—																				
South and West ...	264	15,840	60'00	5'20	4'31	277	17,417	62'88	5'34	4'45	279	16,832	60'33	4'57	3'82	286	18,551	64'87	4'17	3'49
North .....	121	5,987	49'48	4'71	3'29	124	6,351	51'22	4'66	3'09	124	7,471	60'25	4'91	3'15	124	7,837	63'20	4'65	3'02
All lines, total...	385	21,827	56'70	5'06	3'97	401	23,768	59'27	5'14	3'98	403	24,303	60'31	4'67	3'59	410	26,388	64'36	4'30	3'33
Mails—																				
South and West ...	264	2,990	11'33	0'98	0'81	277	3,175	11'46	1'00	0'81	279	3,186	11'42	0'86	0'72	286	3,268	11'43	0'73	0'62
North .....	121	1,389	11'47	1'09	0'76	124	1,426	11'50	1'05	0'69	124	1,426	11'50	0'94	0'60	124	1,426	11'50	0'85	0'55
All lines, total...	385	4,379	11'37	1'01	0'80	401	4,601	11'47	1'00	0'77	403	4,612	11'44	0'89	0'68	410	4,694	11'45	0'77	0'59

## No. 52—continued.

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APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

Head of Traffic.	1872.					1873.					1874.					1875.				
	Miles open for traffic average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.	Miles open average.	Earnings.	Per mile open.	Per train mile.	Per mile run.
<b>Total coaching—</b>		£	£	d.	d.		£	£	d.	d.		£	£	d.	d.		£	£	d.	d.
South and West ...	264	128,343	486'16	42'13	34'94	277	137,069	494'83	42'01	35'02	279	139,503	500'01	37'86	31'63	286	153,236	535'80	34'43	28'82
North .....	121	36,519	301'79	28'72	20'05	124	41,147	331'84	30'21	20'00	124	49,092	395'91	32'29	20'72	124	52,705	425'03	31'28	20'29
All lines, total...	385	164,862	428'22	38'18	30'01	401	178,216	444'43	38'54	29'84	403	188,595	467'97	36'24	27'82	410	205,941	502'29	33'58	26'01
<b>Goods.</b>																				
<b>Live Stock—</b>																				
South and West ...	264	5,635	21'34	1'85	1'54	277	7,600	27'44	2'33	1'94	279	8,412	30'16	2'28	1'90	286	9,406	32'89	2'11	1'77
North .....	121	2,623	21'69	2'06	1'44	124	3,065	24'71	2'25	1'49	124	3,357	27'07	2'21	1'42	124	4,181	33'72	2'48	1'61
All lines, total...	385	8,258	21'45	1'91	1'50	401	10,665	26'60	2'30	1'79	403	11,769	29'21	2'26	1'74	410	13,587	33'14	2'21	1'72
<b>Minerals—</b>																				
South and West ...	264	8,195	31'04	2'69	2'23	277	16,166	58'36	4'06	4'13	279	22,601	81'00	6'13	5'12	286	24,448	85'48	5'50	4'60
North .....	121	29,876	246'91	23'49	16'40	124	35,533	286'55	26'09	17'28	124	43,105	347'62	28'35	18'20	124	45,483	366'80	26'99	17'52
All lines, total...	385	38,071	98'89	8'82	6'93	401	51,699	128'92	11'18	8'66	403	65,706	163'04	12'62	9'69	410	69,931	170'56	11'40	8'84
<b>Wool—</b>																				
South and West ...	264	12,217	46'28	4'01	3'33	277	19,836	71'61	6'08	5'06	279	18,559	66'52	5'04	4'21	286	26,140	91'40	5'88	4'91
North .....	121	5,840	48'27	4'59	3'21	124	9,526	76'83	6'99	4'63	124	10,143	81'80	6'67	4'28	124	12,020	96'94	7'13	4'63
All lines, total...	385	18,057	46'90	4'18	3'28	401	29,362	73'22	6'35	4'92	403	28,702	71'22	5'51	4'23	410	38,160	93'08	6'22	4'82
<b>General merchandise—</b>																				
South and West ...	264	163,099	617'79	53'55	44'41	277	174,550	630'14	53'50	44'59	279	193,476	693'46	52'51	43'85	286	218,769	764'92	49'17	41'11
North .....	121	32,642	269'76	25'66	17'92	124	39,744	320'51	29'18	19'32	124	48,327	389'73	31'78	20'40	124	68,260	550'49	40'51	26'29
All lines, total...	385	195,741	508'41	45'34	35'63	401	214,294	534'40	46'34	35'88	403	241,803	600'01	46'46	35'66	410	287,029	700'07	46'79	36'26
<b>Total goods—</b>																				
South and West ...	264	189,146	716'45	62'10	51'51	277	218,152	787'55	66'87	55'72	279	243,048	871'14	65'96	55'08	286	278,763	974'69	62'66	52'39
North .....	121	70,981	586'63	55'80	38'97	124	87,868	708'60	64'51	42'72	124	104,932	846'22	69'01	44'30	124	129,944	1,047'95	77'11	50'05
All lines, total...	385	260,127	675'65	60'25	47'34	401	306,020	763'14	66'17	51'25	403	347,980	863'48	66'85	51'32	410	408,707	996'85	66'62	51'64
<b>Gross earnings—</b>																				
South and West ...	264	317,489	1,202'61	104'23	86'45	277	355,221	1,282'38	108'88	90'74	279	382,551	1,371'15	103'82	86'71	286	431,999	1,510'49	97'09	81'21
North .....	121	107,500	888'42	84'52	59'02	124	129,015	1,040'44	94'72	62'72	124	154,024	1,242'13	101'30	65'02	124	182,649	1,472'98	108'39	70'34
All lines, total...	385	424,989	1,103'87	98'43	77'35	401	484,236	1,207'57	104'71	81'09	403	536,575	1,331'45	103'09	79'14	410	614,648	1,499'14	100'20	77'65

No. 53.

RETURN of the Mileage of Passengers and Tons of Goods carried by Railway from 1872 to 1875, inclusive.

GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.

	1872.	1873.	1874.	1875.
COACHING.				
No. of passengers carried up ... .. *	278,976	309,142	373,133	455,790
Do. do. down ... .. *	277,299	300,108	372,603	461,615
Miles travelled ... ..	12,069,103	13,395,192	15,105,164	16,792,441
Average mileage each passenger ... ..	21.69	21.98	20.25	18.30
Gross amount for passengers ... .. £	104,777	111,559	113,691	124,592
Average amount per mile each passenger ... .. d.	2.08	1.99	1.80	1.78
Goods.				
Tons goods—up ... ..	99,633	129,284	164,471	168,164
Do. do. down ... ..	64,571	76,558	79,854	105,843
Miles, goods, carried ... ..	9,881,415	12,701,136	15,461,036	17,440,234
Average number of miles each ton of goods was carried ... ..	60.17	61.70	63.28	63.64
Gross amount for goods, including freight on departmental goods, but excluding goods carried at per package, as bales wool, &c. ... .. £	166,035	193,625	216,530	243,888
Average amount received per ton per mile for goods ... .. d.	4.03	3.65	3.36	3.35

GREAT NORTHERN LINE.

	1872.	1873.	1874.	1875.
COACHING.				
Passenger (up) ... .. *	97,712	132,788½	167,620½	187,244
Do. (down) ... .. *	99,923½	133,564	172,145	183,576
Miles travelled ... ..	3,485,020	4,538,743	5,466,807	5,973,474
Average mileage each passenger ... ..	17.63	17.04	16.08	16.10
Gross amount for passengers ... .. £	28,680	32,288	38,744	42,263
Average amount per mile each passenger ... .. d.	1.97	1.70	1.70	1.69
Goods.				
Tons of goods up ... ..	630,270	679,277	785,212	843,642
Do. do. down ... ..	30,885	41,776	46,531	56,910
Miles goods carried ... ..	5,291,838	7,067,346	9,427,969	10,697,532
Average number of miles each ton of goods was carried ... ..	8.003	9.80	11.33	11.87
Gross amount for goods, including freight on departmental goods, but excluding freight on goods carried at per package as bales wool, &c. ... .. £	62,471	77,094	94,817	116,461
Average amount received per ton per mile for goods ... .. d.	2.83	2.61	2.41	2.61

ABSTRACT of the Mileage of Passengers and Goods carried on all Lines.

	1872.	1873.	1874.	1875.
COACHING.				
Passengers carried up ... .. *	376,688	441,930½	540,753½	643,034
Do. do. down ... .. *	377,222½	433,672	544,748	645,191
Miles travelled ... ..	15,554,123	17,933,935	20,571,971	22,765,915
Average mileage each passenger ... ..	20.63	20.48	18.95	17.67
Gross amount for passengers ... .. £	133,457	143,847	152,435	166,855
Average amount per mile each passenger ... .. d.	2.05	1.92	1.77	1.75
Goods.				
Tons goods up ... ..	729,903	808,561	949,683	1,011,806
Do. do. down ... ..	95,456	118,334	126,385	162,753
Miles goods carried ... ..	15,173,253	19,768,482	24,889,005	28,137,766
Average number of miles each ton of goods was carried ... ..	18.38	21.32	23.12	23.95
Gross amount for goods, including freight on departmental goods, but excluding freight on goods carried at per package as bales wool, &c. ... .. £	228,506	270,719	311,347	360,349
Average amount received per ton per mile for goods ... .. d.	3.61	3.28	3.002	3.07

\* Exclusive of Season Ticket-holders.

## No. 54.

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, 1872, to 31st December, 1875.

Year	Date of Accident.	Line of Railway.	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.	
1872	24 Sept...	Southern	...	...	...	...	...	...	...	1	...	Storeman, Sydney; knocked down by train when going through the tunnel.	
	Total 1872	.....	...	...	...	...	...	...	...	1	...		
1873	1 Mar....	Southern	...	...	...	...	...	...	...	1	...	Porter; hand injured whilst unloading trucks.	
	28 April...	Northern	...	...	...	...	...	...	...	1	...	Trespasser, fell into open culvert near Newcastle; leg broken.	
	3 June...	"	...	...	...	...	...	...	1	...	Porter crushed at Murrurundi.		
	24 "...	Northern	...	...	...	...	...	...	...	1	...	Man knocked down by coal train, near Hamilton; injuries slight.	
	26 "...	Southern	...	...	...	...	...	...	...	1	...	Man knocked down at Newtown Station, whilst attempting to cross the line.	
	12 Aug....	Southern	...	...	...	...	...	...	1	...	Permanent Way man, Parramatta Junction, knocked down by special train, whilst at work.		
	11 Sept....	"	...	...	...	...	...	...	...	1	...	Porter, Sydney; injured his head; fell off train, stepping from brake van to carriage.	
	13 "...	Northern	...	...	...	...	...	...	...	1	...	Caught between buffers.	
	17 Oct....	"	...	...	...	...	...	...	...	1	...	Foot slipped, jumping on waggon; wheel passed over foot.	
	Total 1873	.....	...	...	...	...	...	2	4	3			
1874	12 Feb....	Northern	...	...	...	...	...	...	...	1	...	Thigh broken; pair of wheels fell on it, when loading them.	
	16 "...	"	...	...	...	...	...	...	...	1	...	Guard; two ribs broken; fell when stepping from waggon to waggon.	
	19 "...	Western	...	...	...	...	...	...	...	1	...	Shunter, Raglan; two fingers broken, whilst shunting.	
	7 Mar....	"	...	...	...	...	...	...	...	1	...	Assistant Guard; jaw broken, whilst spragging a wheel, Fulligar's Siding.	
	11 "...	Northern	...	...	1	...	...	...	...	...	...	Killed in attempting to cross line, at Newcastle.	
	10 April...	Southern	...	...	...	...	...	...	...	1	...	Shunter, Sydney; jammed between buffers.	
	15 "...	Northern	...	...	...	...	...	...	...	1	...	Porter; broke knee-cap, spragging a horse-box, at Waratah.	
	21 "...	Western	...	...	...	...	...	...	...	1	...	Guard; killed, whilst shunting, at South Creek.	
	22 "...	Southern	...	...	...	...	...	...	...	1	...	Porter, Sydney; hand crushed, whilst shunting.	
	1 May...	"	...	...	...	...	...	...	...	1	...	Crushed between buffers.	
	11 "...	"	...	...	...	...	...	...	...	1	...	Pumper, Menangle Bridge; run over by train; asleep on line.	
	21 "...	"	...	...	...	...	...	...	...	1	...	Injured, whilst shunting.	
	29 "...	Northern	...	...	...	...	...	...	...	1	...	Porter killed, attempting to cross line, Honeysuckle Point.	
	12 June...	"	...	several	...	...	...	...	...	...	...	Collision between passenger and coal train, at Newcastle; several persons slightly injured.	
	24 July...	Southern	...	...	...	...	...	...	...	1	...	Employé, Locomotive Department; foot smashed, crossing between trucks.	
	4 Aug....	Northern	...	...	...	...	...	...	...	1	...	Porter knocked down by engine; injuries slight.	
	17 "...	"	...	...	1	...	...	...	...	...	...	Sailor run over and killed, at night; supposed to be asleep on rail.	
	21 "...	"	...	...	...	1	...	...	...	...	...	Knocked down, at Newcastle, crossing line; injuries slight.	
	1 Sept....	Southern	...	...	...	...	...	1	...	...	...	*Permanent Way man; legs badly hurt.	
	"	"	...	...	...	...	...	1	...	...	...	* Do. do.	
	"	"	...	...	...	...	...	1	...	...	...	* Do. leg broken.	
	"	"	...	...	...	...	...	1	...	...	...	* Do. both legs broken, &c.	
	4 "...	Northern	...	...	1	...	...	...	...	...	...	Killed by train, at Newcastle, attempting to cross line.	
	27 Oct....	"	...	...	...	...	...	...	...	1	...	Sailor killed; run over by train; supposed to be asleep.	
	10 Nov....	Southern	...	...	...	...	...	...	...	1	...	Shunter, Goulburn; killed, whilst shunting.	
	18 "...	"	...	...	...	...	...	...	...	1	...	Shunter, Sydney; three ribs broken; fell when jumping on train.	
	29 Dec....	"	...	...	...	...	...	...	...	1	...	Fireman killed while crossing line; run over by train.	
	Total 1874..	.....	...	several	3	1	...	4	5	11	2		

\* Goods train whilst pushing ballast train up a bank, ran into ballast train with too much force.

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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## No. 54—continued.

Year.	Date of Accident.	Line of Railway.	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.	
1875	1 Jan. ...	Southern	...	...	...	...	...	...	...	1	...	Shunter, Goulburn; knee injured; struck by hand-spike, shunting.	
	8 Feb. ...	"	...	...	...	...	...	...	...	1	...	Shunter, Goulburn; head injured; struck hay gauge.	
	9 " ...	Western	...	...	...	...	...	...	...	...	1	Carrier jammed between buffers.	
	11 Mar. ...	Southern	...	...	...	...	...	...	...	1	...	Porter, Newtown; slipped off truck; leg cut off.	
	" ...	Northern	...	...	...	...	...	...	...	1	...	Fell from coal waggon when in motion; passed over body.	
	7 April ...	"	...	...	...	...	...	...	...	1	...	Leg got between spokes of wheel when jumping on waggon; leg amputated.	
	4 Aug. ...	Southern	...	...	...	...	...	...	...	1	...	Guard; collar-bone broken, jumping out of brake-van, Homebush.	
	7 " ...	Western	...	...	...	1	...	...	...	...	...	Finger cut off by carriage door, at Tarana, getting in train when in motion.	
	9 Sept. ...	"	...	...	...	...	...	...	...	1	...	Porter; broke leg, Murrurundi; slipped on truck.	
	13 " ...	Northern	...	...	...	...	...	...	...	1	...	Crushed between buffers, at Newcastle.	
	16 " ...	Western	...	...	...	...	...	...	...	1	...	Carter; severely bruised and rib fractured; log rolled on him, Wallerawang.	
	21 " ...	"	...	1	...	...	...	...	...	...	...	Face injured; engine backed too fast on train, Zig-zag.	
	22 Oct. ...	Southern	...	...	...	...	...	...	...	1	...	Fireman fell off engine.	
	25 " ...	Western	...	...	...	...	...	...	...	1	...	Guard killed; jammed between buffers, Penrith.	
	28 Nov. ...	Southern	...	...	...	1	...	...	...	...	...	Knee injured; fell getting out of train before drawn to platform, Burwood.	
	2 Dec. ...	"	...	...	...	...	...	...	...	1	...	Carter caught between buffers, Redfern Station.	
	Total 1875	.....	...	1	...	2	...	...	3	7	...	3	
	Total 4 years	.....	...	several	3	3	...	4	10	23	2	6	

## No. 55.

## TABULAR Synopsis of the cost of Construction and Working, movement of Traffic, &amp;c., 1871-1875.

Details.		1871.	1872.	1873.	1874.	1875.
<b>MILEAGE.</b>						
Miles open, average	miles	358	385	401	403	410
Total miles open 31 December	"	358	398	403	403	437
Mileage of passenger engines	"	561,942	593,847	616,886	577,926	782,512
Goods engines	"	369,391	442,408	492,993	671,307	689,692
Shunting, &c.	"	246,189	282,261	323,291	378,084	427,642
Total train miles	"	931,333	1,036,255	1,109,879	1,249,233	1,472,204
Total miles run, shunting, &c.	"	1,177,522	1,318,516	1,433,170	1,627,317	1,899,846
Mileage of passengers, all lines	No.	No record	15,554,123	17,933,935	20,571,971	22,765,915
Mileage of tons, do	"	"	15,173,253	19,768,482	24,889,005	28,137,766
<b>ROLLING STOCK.</b>						
Locomotives	No.	66	67	73	83	100
Passenger carriages	"	133	155	182	193	205
Goods waggons	"	1,122	1,281	1,367	1,499	1,595
Other vehicles	"	123	166	175	157	154
Total locomotives and vehicles	"	1,444	1,669	1,797	1,932	2,054
<b>NUMBER OF TRAINS.</b>						
Passenger	"	18,074	19,489	20,970	23,672	25,936
Goods	"	13,883	14,594	14,825	19,944	20,832
Total	"	31,957	34,083	35,795	43,616	46,768

No. 55—continued.

Tabular Synopsis, &amp;c.—continued.

Details.		1871.	1872.	1873.	1874.	1875.
<b>COACHING TRAFFIC.</b>						
First-class passengers	No.	93,646	112,265	129,813	160,312	207,115
Second-class passengers	"	665,416	641,645	745,789	925,189	1,081,110
Total 1st & 2nd class	"	759,062	753,910	875,602	1,085,501	1,288,225
Season ticket holders	"	2,766	2,287	2,712	3,573	4,676
Horses	"	3,860	4,405	5,266	7,061	7,216
Carriages	"	1,904	2,075	2,324	2,659	2,881
Dogs	"	3,378	3,593	3,988	4,753	5,104
<b>GOODS TRAFFIC.</b>						
Cattle	No.	5,987	5,274	7,192	9,105	11,487
Sheep	"	116,442	169,607	243,021	306,802	347,164
Pigs	"	11,819	9,946	9,603	12,833	16,213
Minerals, coal, coke, &c.	tons	557,861	623,834	721,180	834,336	877,273
General merchandise	"	184,125	201,526	202,608	236,602	294,081
Total tonnage of goods	"	741,986	825,360	923,788	1,070,938	1,171,354
Wool	bales	97,630	58,663	90,858	90,128	118,815
<b>CAPITAL.</b>						
Total invested on lines open	£	5,887,258	6,388,727	6,739,918	6,844,546	7,245,379
Total capital expended	"	6,519,284	6,707,151	6,831,866	7,259,893	7,831,788
<b>EARNINGS FROM COACHING.</b>						
Passengers 1st & 2nd class	£	103,738	135,581	146,263	154,891	168,917
Season ticket holders	"	3,269	3,075	3,584	4,789	5,942
Total from passengers	"	107,007	138,656	149,847	159,680	174,859
Excess luggage, miscellaneous, &c.	"	18,460	21,827	23,768	24,303	26,388
Mails	"	4,029	4,379	4,601	4,612	4,694
Total coaching	"	129,496	164,862	178,216	188,595	205,941
<b>EARNINGS FROM GOODS.</b>						
Live stock	£	7,871	8,258	10,665	11,769	13,587
Minerals	"	32,084	38,071	51,699	65,706	69,931
Wool	"	25,520	18,057	29,362	28,702	38,160
General merchandise	"	160,351	195,741	214,294	241,803	287,029
Total from goods	"	225,826	260,127	306,020	347,980	408,707
Gross earnings	"	355,322	424,989	484,236	536,575	614,648
Net earnings	"	158,257	217,071	246,201	278,872	318,474
<b>EXPENDITURE.</b>						
Total working expenses	"	197,065	207,918	238,035	257,703	296,174
<b>PERCENTAGE.</b>						
Working expenses to gross earnings	%	55.46	48.92	49.16	48.03	48.18
First-class passengers Number	"	12.33	14.89	14.83	14.77	16.08
Second-class passengers do	"	87.67	85.11	85.17	85.23	83.92
Earnings from Coaching	"	36.45	38.80	36.80	35.15	33.50
Earnings from Goods	"	63.55	61.20	63.20	64.85	66.50
Net earnings to capital—						
South and West	"	2.64	3.66	3.70	4.02	4.03
North	"	2.78	2.67	3.50	4.23	5.54
All lines	"	2.68	3.39	3.65	4.07	4.39
<b>PER TRAIN MILE.</b>						
Gross earnings	d.	91.57	98.43	104.71	103.09	100.20
Working expenses	"	50.79	48.15	51.47	49.51	48.28
Net earnings	"	40.78	50.28	53.24	53.58	51.92
<b>PER MILE OPEN.</b>						
Cost of construction	£	16,820	16,052	16,724	16,984	16,579
Gross earnings	"	1015.21	1103.87	1207.57	1331.45	1499.14
Working expenses	"	563.05	540.05	593.60	639.45	722.38
Net earnings	"	452.16	563.82	613.97	692.00	776.76
Average receipts per mile per passenger	d.	No record	2.05	1.92	1.77	1.75
Average receipts per ton per mile	"	do.	3.61	3.28	3.00	3.07

No. 56.

RETURN of the Number of Passengers, Tonnage of Goods, Earnings and Working Expenses, Total and per Train Mile, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital Invested on Lines Open, and Interest on Capital each Year, from 1855 to 1875.

Year.	Length of Line, 31 December.	Number of Passengers.	Tonnage of Goods.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working Expenses to Gross Earnings.	Net Earnings.	Capital invested on Lines open.	Interest on Capital.
	Miles.	No.	Tons.	£	£	£	£	d.	d.	per cent.	£	£	per cent.
1855	14	98,846	140	9,093	156	9,249	5,959	157'34	101'37	64'43	3,290	515,347	6'38
1856	23	350,724	2,469	29,526	2,757	32,283	21,788	113'32	76'48	67'49	10,495	683,217	1'536
1857	40	329,019	20,847	34,970	8,417	43,387	31,338	96'58	69'75	72'23	12,050	1,023,838	1'176
1858	55	376,492	33,385	45,858	16,451	62,309	43,928	105'69	74'51	70'50	18,381	1,231,867	1'492
1859	55	425,877	43,020	46,502	15,258	61,760	47,598	100'41	77'38	77'07	14,162	1,278,416	1'107
1860	70	551,044	55,394	45,428	16,841	62,269	50,427	83'37	67'52	80'98	11,841	1,422,672	8'32
1861	73	595,591	101,130	49,637	25,367	75,004	61,187	83'77	68'34	81'58	13,817	1,535,032	8'99
1862	97	642,431	205,139	62,096	41,775	103,871	68,725	90'79	60'07	66'16	35,146	1,907,807	1'842
1863	124	627,164	218,535	71,297	52,644	123,941	96,867	94'38	73'76	78'16	27,073	2,466,950	1'097
1864	143	693,174	379,661	81,487	66,167	147,653	103,715	85'30	59'92	70'24	43,938	2,631,790	1'669
1865	143	751,587	416,707	92,984	73,048	166,032	108,926	82'42	54'07	65'60	57,106	2,746,373	2'079
1866	143	668,330	500,937	85,636	82,899	168,535	106,230	82'49	51'99	63'64	62,305	2,786,094	2'236
1867	204	616,375	517,022	87,564	101,508	189,072	117,324	82'02	46'87	62'08	71,748	3,282,320	2'185
1868	247	714,563	596,514	99,408	124,951	224,359	144,201	70'06	45'03	64'29	80,158	4,060,950	1'973
1869	318	759,635	714,113	109,427	155,548	264,975	176,362	71'17	47'37	66'57	88,613	4,681,329	1'892
1870	339	776,707	766,523	117,854	189,288	307,142	206,003	81'81	54'86	67'08	101,139	5,566,092	1'817
1871	358	759,062	741,986	129,496	225,826	355,322	197,065	91'57	50'79	55'46	158,257	5,887,258	2'688
1872	398	753,910	825,360	164,862	260,127	424,989	207,918	98'43	48'15	48'92	217,071	6,388,727	3'397
1873	403	875,602	923,788	178,216	306,020	484,236	238,035	104'71	51'47	49'16	246,201	6,739,918	3'653
1874	403	1,085,501	1,070,938	188,595	347,980	536,575	257,703	103'09	49'51	48'03	278,872	6,844,546	4'074
1875	437	1,288,225	1,171,354	205,941	408,707	614,648	296,174	100'20	48'28	48'18	318,474	7,245,379	4'396

See Diagrams A to H.

## No. 57.

COMPARATIVE Synopsis of the working of the Railways, &amp;c., in the Australian Colonies in 1874-5.

PARTICULARS OF COMPARISON.		New South Wales. 31 December, 1874.	Victoria. 30 June, 1875.	South Australia. 31 December, 1874.	Queensland. 31 December, 1874.
Year of foundation .....	...	1788.	1851.	1836.	1859.
Population .....	No.	584,278.	813,588	204,623	163,517
Area in English square miles .....	No.	325,000	88,198	914,730	678,600
Live Stock Total in Colony .....	"	26,296,230	12,501,038	6,476,694	8,754,166
Miles open .....	No.	403	587	196½	248
Capital expended on lines open .....	£	6,844,546	12,411,672	1,608,516	2,855,375
Average cost per mile .....	"	16,984	21,143	8,186	11,514
Train miles run .....	No.	1,249,233	2,051,710	446,335	342,377
Locomotive engines .....	No.	83	121	29	27
Passenger carriages, &c. ....	"	193	241	38	58
Goods waggons .....	"	1,656	1,944	646	406
Total engines and vehicles .....	"	1,932	2,306	713	491
Passengers, 1st class .....	No.	160,312	} not kept separate. {	16,348	16,511
" 2nd class .....	"	925,189		356,244	62,413
" 3rd class .....	"			286,834	
Total No. of Passengers .....	"	1,085,501	2,699,519	785,359	78,924
Season Ticket-holders .....	No.	3,573	*	120	None issued.
Tons of Goods .....	tons	1,070,938	710,279	247,322	50,190
Bales of Wool .....	bales	90,128	284,448	†	Not stated.
Live Stock .....	No.	328,740	22,493	†	No. 40,864
Minerals, coal, coke, &c. ....	tons	834,336	included in goods.	†	Not stated.
Earnings—Coaching .....	£	188,595	350,172	51,312	33,523
" Goods .....	"	347,980	569,836	78,758	82,236
Gross earnings .....	£	536,575	920,008	130,070	118,759
Working expenses .....	"	257,793	481,717	109,382	82,456
Net earnings .....	"	278,872	438,291	20,688	36,303
Interest on Capital .....	%	4.07	3.53	1.29	1.30
Earnings per mile open .....	%	1,331	1,567	662	479
Working expenses per do. ....	"	639	821	557	332
Net earnings per do. ....	"	692	746	105	147
Earnings per train mile .....	d.	103.09	107.50	69.94	83.0
Working expenses per do. ....	"	49.51	56.35	58.82	58.0
Net earnings per do. ....	"	53.58	51.15	11.12	25.0
Percentage earnings from Passengers .....	%	35.15	38.06	35.34	28.95
" from Goods .....	"	64.85	61.94	60.55	71.05
Percentage expenses to earnings .....	%	48.03	52.36	84.09	69.0

\* Not kept separate. In Victoria Monthly Season Tickets on Suburban Lines estimated as one return journey per day of 60 per month; on Country Lines at 52 passengers per month. † By system of truck hire in South Australia—contents of trucks unknown.

LIST of Contracts for Sections of the Railways of New South Wales, from the commencement to 31st December, 1875.

Contractors' Names.	Description of Contract.	Length in Miles.	Date when Tender was invited.	Date of Final Certificate.	Cost of Construction.	Permanent Way.	Compensation for Land.	Stations and Buildings.	Water Supply.	Total.	Cost per Mile.
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>DARLING HARBOUR BRANCH.</b>											
William Randle .....	Culverts, bridges, &c. ....	1 0	31 Jan., 1854 25 Aug., 1854	.....	} 49,885 12 4	3,597 19 2	32,843 9 6	.....	24 18 6	86,351 19 6	86,351 19 6
Ambrose Croshaw .....	Works .....	.....	Dec., 1861	.....							
<b>HASLEM CREEK BRANCH.</b>											
James Powell .....	Works and Permanent Way.	0 38 1/2	28 May, 1864	22 Nov., 1864	3,870 12 7	1,186 19 11	.....	698 18 6	.....	5,756 11 0	11,514 0 0
<b>SYDNEY TO PARRAMATTA.</b>											
William Wallis .....	Construction.....	4 1/2	12 Mar., 1851	.....	} 457,423 7 3	135,819 10 1	17,160 15 10	122,453 13 0	3,684 12 5	736,541 18 7	56,657 0 0
William Randle .....	Bridges, culverts, &c. ....	.....	18 Oct., 1852	.....							
Do. ....	Do. ....	.....	10 Oct., 1853	.....							
Do. ....	Do. ....	.....	31 Jan., 1854	.....							
Do. ....	Do. ....	.....	14 Oct., 1854	.....							
William Bryan.....	Ballasting .....	.....	6 Nov., 1854 6 Nov., 1855 Aug., 1857	.....							
<b>PARRAMATTA TO LIVERPOOL.</b>											
William Randle .....	General Works .....	9	30 Nov., 1855	} .....	94,274 19 5	16,042 17 2	6,742 1 5	9,136 17 10	287 16 8	126,484 12 6	14,054 0 0
Do. ....	Maintenance, Sleepers, &c. ....	.....	Aug., 1857								
Do. ....	Maintenance.....	.....	Sept., 1857								
<b>LIVERPOOL TO CAMPBELLTOWN.</b>											
William Randle .....	Works and Per. Way... }	12	June, 1857	Nov., 1859	62,579 1 11	56,303 10 8	8,938 12 2	5,002 17 7	.....	132,824 2 4	11,069 0 0
Do. ....	Do. ....										
Do. ....	Do. ....										
<b>CAMPBELLTOWN TO MENANGLE.</b>											
Peto, Brassey, & Betts .....	Do. ....	5 60	Aug., 1859	Sept., 1862	51,860 0 4	25,172 9 0	2,471 3 8	349 15 10	1,193 5 7	81,046 14 5	13,508 0 0
<b>MENANGLE TO PICTON.</b>											
Peto, Brassey, & Betts .....	Do. ....	13	" ,	31 Dec., 1864	269,191 5 10	51,906 11 5	2,181 6 3	5,603 0 7	382 7 2	329,264 11 3	25,328 0 0

No. 58. List of Contracts—continued.

Contractors' Names.	Description of Contract.	Length in Miles.	Date when Tender was invited.	Date of Final Certificate.	Cost of Construction.	Permanent Way.	Compensation for Land.	Stations and Buildings.	Water Supply.	Total.	Cost per Mile.
<b>PICTON TO GOULBURN.</b>											
A. Crowshaw, Murnin, & Brown.	Works .....	5'34	3 July, 1862	12 June, 1865	£ s. d. 655,561 17 11	£ s. d. 302,699 4 8	£ s. d. 19,895 11 4	£ s. d. 41,297 17 1	£ s. d. 7,093 10 4	£ s. d. 1,026,548 1 4	£ s. d. 12,673 0 0
Shuttleworth & Wallis, afterwards Larkin & Wakeford.	Do. ....	6'76	2 July, 1863	6 Apl., 1865							
Randle & Gibbons, afterwards Larkin & Wakeford.	Do. ....	11'40½	2 Oct., 1862	22 Apl., 1867							
Murnin & Brown.	Do. ....	"	5 Oct., 1863	29 Aug., 1867							
Larkin & Wakeford.	Per. Way only .....	"	3 May, 1865	1867							
Larkin & Wakeford & Murnin & Brown.	Per. Way and Works ...	5'21	22 May, 1863	14 Feb., 1867							
Daniel Williams	Do. do. ....	8'75½	"	"							
Forster & Roberts	Do. do. ....	16'70	1 Oct., 1863	1 May, 1866							
Larkin & Wakeford	Per. Way only .....	"	26 Apl., 1866	25 Aug., 1868							
Mark Faviell.	Per. Way and Works ...	26'27	20 Sept., 1864	24 Dec., 1869							
<b>GOULBURN TO YASS.</b>											
Daniel Williams	To Gunning .....	31	— July, 1873	9 Nov., 1875	201,500 0 0*						6,500 0 0
<b>PARRAMATTA TO PENRITH.</b>											
John Gibbons	Works and Per. Way ...	8'25	— 1859	30 Aug., 1860	189,277 13 6	74,592 10 5	22,825 16 1	23,527 8 2	564 11 2	310,787 19 4	14,799 0 0
Peto, Brassey, & Betts	Do. do. ....	11'43	— Aug., 1859	9 May, 1862							
Jno. Gibbons	Do. do. ....	1'34	10 Apl., 1862	27 Oct., 1862							
Bewick & Lewry	Per. Way .....	"	18 June, 1862	12 Feb., 1863							
<b>PENRITH TOWARDS BATHURST (KELSO).</b>											
William Watkins	Works .....	11'3	20 Oct., 1862	30 Dec., 1865	1,321,997 7 2*	400,432 15 6	20,352 4 7	43,794 9 8	9,890 5 5	1,796,467 2 4	16,481 0 0
Duxbury & Kerr	Do. ....	11'51	16 Dec., 1862	26 May, 1866							
Wm. Watkins	Do. ....	15'34	5 June, 1863	30 Aug., 1866							
Larkin & Wakeford	Per. Way .....	"	26 June, 1865	16 June, 1868							
Wm. Watkins	Works and Per. Way ...	215'76	27 Sept., 1864	29 Jan., 1869							
Pat Higgins	Do. do. ....	15'10	20 Mar., 1866	25 Nov., 1870							
J. Mackenzie	Do. do. ....	6'6	30 May, 1867	7 Oct., 1870							
George M'Cauley	Do. do. ....	"	20 Mar., 1868	"							
Daniel Williams	Do. do. ....	16'66	24 Apl., 1868	30 Aug., 1872							
Mark Faviell	Do. do. ....	14'10	15 June, 1868	31 Aug., 1873							
J. T. Cummings	Do. do. ....	"	2 Mar., 1871	25 June, 1873							
Wm. Mason, junr.	Do. do. ....	3'24	10 Sept., 1873	"							

\* Approximate only.

No. 58. List of Contracts—continued.

Contractors' Names.	Description of Contract.	Length in Miles.	Date when Tender was invited.	Date of Final Certificate.	Cost of Construction.	Permanent Way.	Compensation for Land.	Stations and Buildings.	Water Supply.	Total.	Cost per Mile.
<b>WINDSOR AND RICHMOND LINE.</b>											
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Randle & Gibbons .....	Earthwork, 1, 2, 3, and 5	16	11 Dec., 1862	.....	} 38,481 1 9	} 33,124 11 7	} 5,025 0 11	} 6,902 11 6	} 643 19 1	} 84,177 4 10	} 5,261 0 0
J. Gwynneth .....	Do. No. 7 .....		28 "., 1863	.....							
Iredale & M'Namara (transfer from Randle & Gibbons). J. & R. Thurston.....	Do. No. 1, 2, 3, 5 Per. Way .....		1 Mar., 1864	.....							
<b>NEWCASTLE TO WEST MAITLAND.</b>											
Wm. Wright .....	General Work .....	20	31 Oct., 1854	.....	} 287,903 7 11	} 79,360 13 2	} 39,380 19 8	} 35,704 8 1	} 1,588 16 4	} 443,938 5 2	} 22,197 0 0
Do. ....	Do. ....		21 Aug., 1855	.....							
Mark Faviell .....	Do. ....		Sept., 1857	.....							
Wm. Wright .....	Do. ....		Nov.	.....							
E. W. Bolton .....	Fencing .....			.....							
Wm. Wright .....	Per. Way .....		July, 1858	.....							
<b>WEST MAITLAND TO SINGLETON.</b>											
Government .....	To Lochinvar .....	6	.....	.....	} 223,826 16 2	} 91,466 18 0	} 9,818 19 10	} 10,851 10 8	} 87 17 11	} 336,052 2 7	} 11,588 0 0
Peto, Brassey, & Betts .....	To Singleton.....	22'70	Dec., 1859	28 April, 1863							
<b>SINGLETON TO MURRURUNDI.</b>											
Randle & Gibbons, M'Namara & Edwards.	Works .....	7'61	22 Jan., 1863	2 Oct., 1865	} 479,494 7 0	} 213,209 19 5	} 14,699 6 8	} 12,706 6 9	} 4,154 0 6	} 724,264 0 4	} 10,201 0 0
Geo. Blunt .....	Do. ....	7'56	" "	5 Sept., 1866							
Do. ....	Do. ....	15'4	7 July, 1864	8 Aug., 1867							
John Goddard .....	Per. Way .....		22 Nov., 1866	.....							
Larkin & Wakeford.....	Do. ....		29 Aug., 1867	14 July, 1869							
A. Amos & Co., Larkin & Wakeford.	Works and Per. Way ...	20'26	23 Dec., 1867	3 May, 1871							
D. Macquarie (John Alger, assignee).	Do. ....	18'79	26 Aug., 1868	25 April, 1872							
<b>EAST MAITLAND TO MORPETH.</b>											
Joseph Martindale .....	Works .....	2'52	April, 1862	31 July, 1863	} 18,969 12 7	} 12,003 7 10	} 20,408 0 0	} 3,330 3 4	} 67 6 7	} 54,778 10 4	} 13,695 0 0
Wm. Pendall .....	Do. ....	0'63½	12 July, 1867	28 Dec., 1869							

## No. 59.

STATEMENT of the number and classification of persons employed in Railway Branch, New South Wales, on 31st December, 1875.

No.	Position.	Rates of Pay—lowest to highest.		
<b>HEAD OFFICE.</b>				
1	Commissioner—Duties performed by Under Secretary .....	Without pay.		
1	Secretary .....	£600 per annum.		
2	Land Valuators .....	£400 and £600 per annum.		
1	Accountant .....	£450 per annum.		
1	Cashier .....	£350 .....		
14	Clerks .....	£50 to £275 per annum.		
1	Messenger .....	£75. .....		
3	Housekeepers .....	£50 to £52. .....		
24	Total.			
<b>AUDIT OFFICE.</b>				
1	Traffic Auditor .....	£400 per annum.		
1	Assistant do. ....	£250 .....		
16	Clerks .....	£52 to £208 per annum.		
18	Total.			
<b>STOREKEEPER'S BRANCH.</b>				
1	Storekeeper .....	£350 per annum.		
1	Assistant do. ....	£275 .....		
6	Clerks .....	7s. per day to £200 per annum.		
2	Foremen .....	10s. " and £165 ..		
2	Messengers and Watchmen .....	6s. and 7s. per day.		
10	Labourers .....	7s. to 9s. ..		
22	Total.			
64	Total, Head Office.			
<b>ENGINEER-IN-CHIEF'S BRANCH.</b>				
No.	Position.	Rates of Pay—lowest to highest.		
<b>OFFICE STAFF.</b>				
1	Engineer-in-Chief .....	£1,800 per annum.		
1	Assistant Engineer .....	£600 .....		
9	Draftsmen .....	£200 to £425 per annum.		
1	Chief Clerk .....	£450 .....		
8	Clerks .....	£125 to £275 ..		
9	Cadets .....	£52 per annum.		
1	Messenger .....	£75 ..		
30				
<b>FIELD STAFF.</b>				
7	Assistant Engineers .....	£350 to £600 per annum.		
18	Surveyors .....	£250 to £400 ..		
16	Inspectors .....	12s. to 15s. per day.		
87	Chainmen .....	6s. to 8s. ..		
128				
<b>Great Southern and Western.</b>				
<b>Great Northern.</b>				
No.	Position.	Rates of Pay—lowest to highest.	No.	Rates of Pay—lowest to highest.
<b>PERMANENT WAY AND WORKS STAFF.</b>				
1	Assistant Engineer .....	£700 per annum.	1*	£400 per annum.
3	Clerks .....	15s. to 80s. per week.	1	5s. per day.
6	Inspectors .....	15s. per day to £300 per annum.	4	12s. per day to £275 per annum.
84	Gangers .....	8s. 6d. to 9s. per day.	33	8s. to 10s. per day.
266	Labourers .....	6s. to 7s. ..	106	7s. to 7s. 6d. ..
29	Carpenters .....	9s. to 11s. ..	12	7s. 6d. to 10s. ..
4	Blacksmiths .....	8s. 4d. to 12s. 6d. ..	2	9s. and 13s. ..
7	Strikers .....	5s. to 7s. 6d. ..	2	7s. 6d. and 8s. ..
10	Bricklayers .....	10s. to 11s. ..	3	10s. ..
2	Masons .....	10s. ..	1	11s. ..
2	Plasterers .....	8s. and 10s. ..		
3	Plumbers .....	8s. to 10s. ..		
6	Painters .....	7s. to 10s. ..	3	8s. 6d. to 10s. ..
1	Gate-keeper .....	6s. 8d. ..		
1	Guard .....	9s. ..	1	7s. ..
425			169	

\* Styled "Superintendent."

## No. 59—continued.

## ENGINEER-IN-CHIEF'S BRANCH—continued.

Great Southern and Western.			Great Northern.	
No.	Position.	Rates of Pay—lowest to highest.	No.	Rates of Pay—lowest to highest.
<b>LOCOMOTIVE STAFF.</b>				
1	Superintendent .....	£500 per annum.	1*	£400 per annum.
4	Clerks .....	7s. per day to 60s. per week.	1	15s. per week.
11	Inspectors .....	84s. to 126s. " "	4	12s. 6d. per day to £5 per week.
55	Engine Drivers .....	11s. to 15s. per day.	20	11s. to 15s. per day.
55	Do. Firemen .....	8s. to 10s. " "	20	8s. to 10s. " "
58	Do. Cleaners .....	6s. to 8s. " "	20	6s. 6d. to 9s. " "
34	Do. Fitters .....	6s. to 12s. " "	9	8s. to 10s. 8d. " "
17	Turners and Machinists .....	7s. to 11s. 4d. " "	11	7s. to 10s. " "
9	Blacksmiths .....	8s. to 14s. " "	4	11s. to 14s. " "
12	Strikers .....	4s. 6d. to 10s. " "	6	6s. to 8s. " "
11	Boiler-makers .....	6s. 6d. to 11s. 6d. " "	6	8s. to 12s. 6d. " "
17	Do. Assistants .....	6s. 6d. to 8s. " "	6	2s. 6d. to 7s. " "
4	Pattern-makers, Carpenters, &c. ....	9s. to 12s. " "	2	8s. 8d. and 10s. 2d. " "
4	Brass Moulders and Copper Smiths .....	7s. 6d. to 11s. 6d. " "		
19	Carriage Painters .....	6s. to 10s. " "	5	6s. to 12s. " "
37	Carriage and Waggon Builders, &c. ....	8s. to 13s. " "	16	6s. 6d. to 9s. 4d. " "
8	Apprentices .....	Nil to 5s. " "	13	Nil to 4s. " "
32	Labourers .....	6s. 6d. to 8s. " "	15	6s. to 7s. " "
20	Fuelmen .....	6s. 6d. to 8s. 6d. " "	1	9s. " "
15	Pumpers .....	6s. to 10s. " "	6	6s. to 10s. " "
2	Time-keepers .....	50s. to 84s. per week.	1	65s. per week.
425			167	
<b>TRAFFIC BRANCH.</b>				
1	Traffic Manager .....	£600 per annum.	1	£500 per annum.
2	Inspectors .....	£250 and £50 for house.	1	10s. per day.
39	Station-masters .....	£130 to £250 and house.	16	£130 to £250 and houses.
55	Clerks .....	30s. per week to £225 per annum	16	30s. per week to £200 per annum
26	Telegraph Operators .....	15s. per week to £200 " "	4	15s. per week.
2	Foremen .....	12s. per day and £200 " "	2	10s. per day, and 60s. per week
56	Guards .....	8s. to 12s. per day.	13	48s. per week, to 12s. per day.
13	Signal and Pointsmen .....	6s. to 10s. " "	13	5s. 10d. per day to 70s. per week
244	Porters .....	6s. to 9s. 6d. " "	71	6s. per day to £150 per annum
9	Tarpaulin-makers, &c. ....	6s. to 9s. 6d. " "	2	7s. and 8s. per day.
31	Gatekeepers .....	10s. to 45s. per week and house	22	1s. per day to 30s. per week.
8	Watchmen and Messengers .....	15s. to 35s. per week.	7	17s. 6d. per week to 6s. per day
	Wharfinger .....		1	£300 per annum.
	Assistant .....		1	£200 " "
486	Totals.		170	

\* Styled "Foreman."

## SUMMARY.

Head Office.....	64
<i>Engineer's Branch—</i>	
Office Staff .....	30
Field Staff .....	128
<i>Permanent Way—</i>	
South and West.....	425
North .....	169
	594
<i>Locomotive Staff—</i>	
South and West.....	425
North .....	167
	592
Total, Engineer's Branch.....	1,344
<i>Traffic Branch—</i>	
South and West .....	486
North .....	170
Total, Traffic Branch .....	656
Total number of employés .....	2,064

## No. 60.

RETURN of the total amount for Wages in the different Branches of the Railway Department, and on the different Lines, 1871-75.

Year.	Southern, Western, and Richmond.	Northern.	Total.
<b>LOCOMOTIVE BRANCH.</b>			
	£ s. d.	£ s. d.	£ s. d.
1871 .....	27,915 8 7	10,947 18 0	38,863 6 7
1872 .....	31,800 0 10	12,235 15 0	44,035 15 10
1873 .....	36,400 12 6	14,607 2 0	51,007 14 6
1874 .....	41,597 5 9	17,870 14 6	59,468 0 3
1875 .....	53,083 7 7	21,104 10 10	74,187 18 5
<b>PERMANENT WAY BRANCH.</b>			
1871 .....	33,524 5 11	11,578 11 7	45,102 17 6
1872 .....	36,183 14 7	14,126 17 0	50,310 11 7
1873 .....	42,373 3 7	14,947 16 3	57,320 19 10
1874 .....	44,174 6 8	16,165 1 7	60,339 8 3
1875 .....	52,888 15 1	17,670 16 2	70,559 11 3
<b>TRAFFIC BRANCH.</b>			
1871 .....	26,121 9 4	8,373 18 11	34,495 8 3
1872 .....	28,715 4 2	9,702 4 5	38,417 8 7
1873 .....	33,785 3 10	12,130 19 3	45,916 3 1
1874 .....	36,387 6 6	13,729 16 0	50,117 2 6
1875 .....	41,651 6 7	16,673 14 7	58,325 1 2

ABSTRACT of the total amount paid for Wages in the Locomotive, Permanent Way, and Traffic Branches, 1871-75.

Year.	Miles Open.	Locomotive.	Permanent Way.	Traffic.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1871 .....	358	38,863 6 7	45,102 17 6	34,495 8 3	118,461 12 4
1872 .....	398	44,035 15 10	50,310 11 7	38,417 8 7	132,763 16 0
1873 .....	403	51,007 14 6	57,320 19 10	45,916 3 1	154,244 17 5
1874 .....	403	59,468 0 3	60,339 8 3	50,117 2 6	169,924 11 0
1875 .....	437	74,187 18 5	70,559 11 3	58,325 1 2	203,072 10 10

## No. 61.

TABULAR Statement of the Working Hours and Average Wages paid to Workmen in the Iron Trades of New South Wales, from 1st January 1872, to 31st December 1875, with the Wages paid to the same class of workmen in England, during the years 1871, 1872, and 1873.

Trade.	1871.		1872.		1873.				1874 and 1875.	
	England.		New South Wales.		England.	New South Wales.		England.	New South Wales.	
	Per week.*	Per hour, at 10 hours per day.	Per week.*	Per hour, at 10 hours per day.	Per week.*	Per hour, at 10 hours per day.	Per week.*	Per hour, at 8 hours per day.	Per week.*	Per hour, at 8 hours per day.
Engine-fitters .....	s. 29	d. 5 <sup>3</sup> / <sub>4</sub>	s. 1	d. 0 <sup>1</sup> / <sub>2</sub>	s. 30	d. 6	s. 1	d. 1	s. 33	d. 8 <sup>1</sup> / <sub>2</sub>
Turners .....	s. 30	d. 6	s. 1	d. 1 <sup>1</sup> / <sub>2</sub>	s. 31	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 2	s. 34	d. 8 <sup>1</sup> / <sub>2</sub>
Planing machinemen ...	s. 24	d. 4 <sup>3</sup> / <sub>4</sub>	s. 0	d. 11 <sup>1</sup> / <sub>4</sub>	s. 25	d. 5	s. 0	d. 11 <sup>1</sup> / <sub>2</sub>	s. 28	d. 7
Slotting do. ....	s. 24	d. 4 <sup>3</sup> / <sub>4</sub>	s. 0	d. 11	s. 25	d. 5	s. 0	d. 11	s. 28	d. 7
Drilling and other do. ...	s. 20	d. 4	s. 0	d. 9	s. 21	d. 4 <sup>1</sup> / <sub>2</sub>	s. 0	d. 9	s. 23	d. 5 <sup>3</sup> / <sub>4</sub>
Patternmakers .....	s. 31	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 1 <sup>1</sup> / <sub>2</sub>	s. 33	d. 6 <sup>1</sup> / <sub>2</sub>	s. 1	d. 2	s. 36	d. 9
Ironmoulders .....	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 0 <sup>1</sup> / <sub>2</sub>	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 1	s. 36	d. 9
Brassmoulders .....	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 1 <sup>1</sup> / <sub>2</sub>	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 2	s. 36	d. 9
Blacksmiths .....	s. 31	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 1	s. 32	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 2	s. 35	d. 8 <sup>3</sup> / <sub>4</sub>
Coppersmiths .....	s. 32	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 0	s. 33	d. 6 <sup>1</sup> / <sub>4</sub>	s. 1	d. 0 <sup>1</sup> / <sub>2</sub>	s. 36	d. 9
Boilermakers .....	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 0 <sup>1</sup> / <sub>2</sub>	s. 34	d. 6 <sup>3</sup> / <sub>4</sub>	s. 1	d. 1	s. 36	d. 9
Riveters .....	s. 28	d. 5 <sup>1</sup> / <sub>2</sub>	s. 0	d. 9	s. 30	d. 6	s. 0	d. 9	s. 32	d. 8
Strikers .....	s. 19	d. 3 <sup>3</sup> / <sub>4</sub>	s. 0	d. 7	s. 20	d. 4	s. 0	d. 7 <sup>1</sup> / <sub>2</sub>	s. 22	d. 5 <sup>1</sup> / <sub>2</sub>
Dressers .....	s. 24	d. 4 <sup>3</sup> / <sub>4</sub>	s. 0	d. 8	s. 24	d. 4 <sup>3</sup> / <sub>4</sub>	s. 0	d. 9	s. 26	d. 6 <sup>1</sup> / <sub>4</sub>
Painters .....	s. 29	d. 5 <sup>3</sup> / <sub>4</sub>	s. 0	d. 8	s. 29	d. 5 <sup>3</sup> / <sub>4</sub>	s. 0	d. 8 <sup>1</sup> / <sub>2</sub>	s. 32	d. 8
Labourers in the Works	s. 18	d. 3 <sup>1</sup> / <sub>2</sub>	s. 0	d. 6 <sup>1</sup> / <sub>4</sub>	s. 18	d. 3 <sup>1</sup> / <sub>2</sub>	s. 0	d. 7	s. 20	d. 5
Carriage-builders, car- penters, &c. ....	s. 42	d. 8 <sup>1</sup> / <sub>2</sub>	s. 1	d. 0 <sup>1</sup> / <sub>2</sub>	s. 42	d. 8 <sup>1</sup> / <sub>2</sub>	s. 1	d. 0	s. 42	d. 10 <sup>1</sup> / <sub>2</sub>

\* For the rate of wages paid in England I am indebted to an address on wages, delivered by Mr. Brassey, M.P., before the Social Science Association at Norwich, in 1873. For the sake of comparison with the rates in this Colony I have reduced the amounts per week to the rate per hour, in days of 10 hours and 8 hours respectively.

## No. 62.

## COMPARATIVE Rates of the Carriage of Goods by Stage Coach and by Railway, 1875.

From	To	Number of Miles.	Rate per Ton.	Railway Rate for similar distances.	Difference, in favour of Railway.	
			£ s. d.	£ s. d.	£ s. d.	
Wallerawang .....	Rylstone .....	34	3 0 0	0 14 11	2 5 1	
	Cudgegong .....	40	2 15 0	0 17 5	1 17 7	
	Mudgee .....	63	3 5 0	1 7 0	1 18 0	
	Gulgong .....	87	4 0 0	1 17 0	2 3 0	
	Cobbora .....	91	5 0 0	1 18 8	3 1 4	
	Denison Town .....	157	6 0 0	3 6 2	2 13 10	
	Coonabarabran .....	189	11 0 0	3 19 6	7 0 6	
	Coonamble .....	193	11 0 0	4 1 2	6 18 10	
	Quambone .....	245	12 0 0	5 2 1	6 17 11	
Bathurst .....	Sofala .....	28	3 0 0	0 12 5	2 7 7	
	Carcoar .....	29	2 0 0	0 12 10	1 7 2	
	Orange .....	36	1 10 0	0 15 9	0 14 3	
	Cowra .....	59	4 10 0	1 5 4	3 4 8	
	Hill End .....	61	4 10 0	1 6 2	3 3 10	
	Wellington .....	82	4 10 0	1 14 11	2 15 1	
	Grenfell .....	89	5 0 0	1 17 10	3 2 2	
	Forbes .....	95	5 0 0	2 0 4	2 19 8	
	Dubbo .....	104	5 10 0	2 4 1	3 5 11	
	Parkes .....	139	5 15 0	2 18 8	2 16 4	
	Warren .....	190	7 10 0	3 19 11	3 10 1	
	Cannonbar .....	208	9 0 0	4 7 5	4 12 7	
	Gunning .....	Yass .....	24	1 15 0	0 10 9	1 4 3
		Burrowa .....	57	3 0 0	1 4 6	1 15 6
		Murrumburrah .....	60	4 0 0	1 5 9	2 14 3
Jugiong .....		61	4 0 0	1 6 2	2 13 10	
Young .....		80	4 0 0	1 14 11	2 5 1	
Cootamundra .....		85	4 10 0	1 16 2	2 13 10	
Gundagai .....		86	5 0 0	1 16 7	3 3 5	
Adelong .....		102	5 10 0	2 3 3	3 6 9	
Tumut .....		114	6 0 0	2 8 3	3 11 9	
Wagga Wagga .....		150	7 0 0	3 3 3	3 16 9	
Goulburn .....	Collector .....	16	2 0 0	0 7 5	1 12 7	
	Tuena .....	36	2 0 0	0 15 9	1 4 3	
	Bungendore .....	40	2 0 0	0 17 5	1 2 7	
	Queanbeyan .....	55	2 10 0	1 3 8	1 6 4	
	Michelago .....	72	3 0 0	1 10 9	1 9 3	
	Cooma .....	123	4 10 0	2 12 0	1 18 0	

## No. 63.

## STATEMENT of the number of Miles open and working in the British Empire on the 31st December, 1874.

United Kingdom .....	16,449
India .....	6,273
Ceylon .....	82
Dominion of Canada .....	4,002
Jamaica .....	27
Demerara .....	20
New South Wales .....	403
Victoria (30 June, 1875) .....	587
South Australia .....	196½
Queensland .....	248
Total, Australia .....	1,434½
Tasmania .....	45
New Zealand .....	238
Cape Colonies .....	67
Mauritius .....	66
Total, Colonial Empire of Great Britain .....	12,254½
Total in British Empire .....	28,703½

## No. 64.

## DESCRIPTION OF DIAGRAMS.

The following Diagrams will exhibit, at a glance of the eye, the results of some of the foregoing Tables :—

- A. shows the number of passengers each year from 1855 to 1875 inclusive.
- B. the tonnage of goods.
- C. the amount of capital, and
- D. the interest on capital expended for the same period.
- E. represents the earnings from coaching.
- F. the earnings from goods, and
- G. the gross earnings from passenger and goods traffic, and the net earnings for the same period.  
The whole figure represents the gross earnings, the lower portion the working expenses, and the upper the net earnings. E. and F. combined are consequently equal to G.
- H. shows the percentage of working expenses to gross earnings for the same period.

The figures in the coloured Diagrams are taken from Table 56 in the Appendix. They embrace a period of twenty-one years each. The remaining Diagrams (which, to save time and trouble in printing are shaded with lines instead of colour) are confined to the transactions of the last four years.

- K. exhibits the proportionate amounts of the different heads of earnings and expenditure, and the net earnings per mile open,—
  - 1. The gross earnings in detail.
  - 2. Total working expenses do.
  - 3. Net earnings.
- L. shows the same particulars per train mile.

The working out of these two Diagrams will be seen in Tables Nos. 51 and 52 of the Appendix, and pp. 21, 37 of Report.

The following Diagrams show the *percentage* proportion of traffic receipts and expenditure on the different lines. As it is impossible to state correctly the expenditure and receipts on the Southern and Western lines separately, they are combined and treated as one line in these Diagrams, as throughout the Report.

- M. shows the relative *number* and *class* of passengers on the South and West combined, and on the North,—
  - 1. The number of first class, and
  - 2. The number of second class on each line.
  - 3. The proportion of first and second class passengers on each line, and
  - 4. The total number of both classes on each of the lines.
- N. represents the relative *quantity* and *class* of goods carried on the different lines,—
  - 1. Tons of minerals.
  - 2. Tons of general merchandise.
  - 3. Bales of wool.
- O. shows the *percentage* proportion of *earnings* from different heads of goods traffic on both lines,—
  - 1. From minerals.
  - 2. From general merchandise.
  - 3. From wool.
- P. represents the *total earnings* on each line,—
  - 1. From coaching.
  - 2. From goods.
  - 3. From all sources.
  - 4. From coaching and goods per passenger, and per goods train mile.

As, in consequence of the mixed traffic on our lines, we cannot completely separate the passenger from the goods train mileage, the earnings and expenditure per train mile are calculated with the total train mileage for a Divisor; but the Diagram P. 4 represents the earnings from passengers per passenger train mile, and from goods by goods train mile, as if no mixed traffic existed. The upper portion of the figure shows the excess of the earnings from goods over the earnings from passenger traffic.

- R. exhibits the *percentage proportion* of the *earnings* from passengers, distinguishing the classes and the lines.
  - 1. First class, South and West, and North.
  - 2. Second class, do.
  - 3. First and second classes combined, do.
  - 4. The proportion of first and second classes, on all lines.
- S. shows the *per-centage* proportion of *expenditure*, under different heads on the different lines,—
  - 1. Locomotive, South and West, and North.
  - 2. Carriage repairs, do.
  - 3. Maintenance, do.
  - 4. Traffic charges, do.
  - 5. Miscellaneous, do.
  - 6. Gross expenditure, do.
- T. represents the *percentage* proportion of earnings and working expenses,—
  - 1. Heads of expenditure to gross expenditure. (See Table, p. 21 of Report.)
  - 2. Heads of earnings to gross earnings. (See Table, p. 23 of Report.)
  - 3. Heads of working expenses to gross earnings, and net earnings. (Table, p. 22 of Report.)

No. 64—*continued.*

The two concluding Diagrams are a repetition of K. and L. represented in a different form.

W. the earnings and working expenses per mile open, and

Y. the same per train mile.

As a check on the correctness of these Diagrams, I subjoin the calculations from which they were constructed, in addition to the Tables already referred to.

## No. 65.

PERCENTAGE proportion of the number and class of Passengers, and the quantity of Goods carried on the Southern and Western, and the Northern Railways, and the amount received from the same—from 1872 to 1875, inclusive.

DIAGRAM.	1872.	1873.	1874.	1875.
<b>COACHING TRAFFIC.</b>				
<b>M 1.</b>				
Number of passengers First Class—				
South and West .....	84.38	78.80	78.91	79.25
North .....	15.62	21.20	21.09	20.75
Total.....	100.00	100.00	100.00	100.00
<b>M 2.</b>				
Second Class—				
South and West .....	71.93	67.97	66.93	69.68
North .....	28.07	32.03	33.07	30.32
Total.....	100.00	100.00	100.00	100.00
<b>M 3.</b>				
Total First and Second—				
South and West .....	73.78	69.58	68.70	71.22
North .....	26.22	30.42	31.30	28.78
Total.....	100.00	100.00	100.00	100.00
<b>M 4.</b>				
Total, Classes—				
First .....	14.89	14.83	14.77	16.08
Second .....	85.11	85.17	85.23	83.92
Total.....	100.00	100.00	100.00	100.00
<b>GOODS TRAFFIC.</b>				
<b>N 1.</b>				
Tons, Minerals—				
South and West .....	1.07	6.38	7.13	7.72
North .....	98.93	93.62	92.87	92.28
Total.....	100.00	100.00	100.00	100.00
<b>N 2.</b>				
General Merchandise—Tons				
South and West .....	78.18	77.73	76.73	69.43
North .....	21.82	22.27	23.27	30.57
Total.....	100.00	100.00	100.00	100.00
<b>N 3.</b>				
Wool—Bales				
South and West .....	64.79	60.86	61.92	66.90
North .....	35.21	39.14	38.08	33.10
Total.....	100.00	100.00	100.00	100.00
<b>EARNINGS.</b>				
<b>O 1.</b>				
Minerals—				
South and West .....	£ 21.52	£ 31.27	£ 34.40	£ 34.96
North .....	78.48	68.73	65.60	65.04
Total.....	100.00	100.00	100.00	100.00
<b>O 2.</b>				
General Merchandise—				
South and West .....	83.34	81.47	80.01	76.22
North .....	16.66	18.53	19.99	23.78
Total.....	100.00	100.00	100.00	100.00
<b>O 3.</b>				
Wool—				
South and West .....	67.66	67.56	64.66	68.51
North .....	32.34	32.44	35.34	31.49
Total.....	100.00	100.00	100.00	100.00

No. 65—continued.

## PERCENTAGE of Total Earnings on different Lines.

DIAGRAM.	1872.	1873.	1874.	1875.
<b>P 1.</b>	£	£	£	£
Total Coaching—				
South and West .....	77'86	76'92	73'97	74'41
North .....	22'14	23'08	26'03	25'59
<b>Total.....</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>
<b>P 2.</b>				
Total Goods—				
South and West .....	72'72	71'29	69'85	68'21
North .....	27'28	28'71	30'15	31'79
<b>Total.....</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>
<b>P 3.</b>				
Gross Earnings—				
South and West .....	74'71	73'36	71'29	70'28
North .....	25'29	26'64	28'71	29'72
<b>Total.....</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>	<b>100'00</b>

## RECEIPTS from Passengers per train-mile of Passenger-engines, and from Goods per train-mile of Goods-engines.

	1872.	1873.	1874.	1875.
<b>P 4.</b>	d.	d.	d.	d.
Total Coaching .....	66'63	69'34	78'32	63'17
Total Goods .....	141'14	148'99	124'41	142'25
	<b>207'77</b>	<b>218'33</b>	<b>202'73</b>	<b>205'42</b>

## EARNINGS from First and Second Class Passengers on the North, and on the South and West combined, 1872-1875. (Diagram R.)

	1ST CLASS.	2ND CLASS.	TOTAL.
<b>1872.</b>	£	£	£
South and West .....	37,501	68,998	106,499
North .....	6,567	22,515	29,082
<b>Total.....</b>	<b>44,068</b>	<b>91,513</b>	<b>135,581</b>
<b>1873.</b>			
South and West .....	40,581	72,428	113,009
North .....	8,885	24,369	33,254
<b>Total.....</b>	<b>49,466</b>	<b>96,797</b>	<b>146,263</b>
<b>1874.</b>			
South and West .....	39,321	75,717	115,038
North .....	10,515	29,466	39,981
<b>Total.....</b>	<b>49,836</b>	<b>105,183</b>	<b>155,019</b>
<b>1875.</b>			
South and West .....	44,590	81,158	125,748
North .....	12,239	30,930	43,169
<b>Total.....</b>	<b>56,829</b>	<b>112,088</b>	<b>168,917</b>

## APPENDIX TO REPORT ON RAILWAYS, 1872-1875.

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No. 65—continued.

PERCENTAGE proportion of Earnings from different class of Passengers on different lines, 1872-1875.

DIAGRAM.	1872.	1873.	1874.	1875.
<b>R 1.</b>	£	£	£	£
First Class—				
South and West .....	85'10	82'04	78'90	78'46
North .....	14'90	17'96	21'10	21'54
Total.....	100'00	100'00	100'00	100'00
<b>R 2.</b>				
Second Class—				
South and West .....	75'40	74'82	71'99	72'41
North .....	24'60	25'18	28'01	27'59
Total.....	100'00	100'00	100'00	100'00
<b>R 3.</b>				
Both Classes—				
South and West .....	78'55	77'26	74'21	74'44
North .....	21'45	22'74	25'79	25'56
Total.....	100'00	100'00	100'00	100'00
<b>R 4.</b>				
All Lines—				
First Class .....	32'50	33'82	32'15	33'64
Second Class .....	67'50	66'18	67'85	66'36
Total.....	100'00	100'00	100'00	100'00

PERCENTAGE of Working Expenses on different Lines, 1872-1875.

DIAGRAM.	1872.	1873.	1874.	1875.
<b>S 1.</b>	£	£	£	£
Locomotive—				
South and West .....	73'67	73'12	70'78	73'87
North .....	26'33	26'88	29'22	26'13
Total.....	100'00	100'00	100'00	100'00
<b>S 2.</b>				
Carriage repairs—				
South and West .....	77'56	78'01	72'11	72'82
North .....	22'44	21'99	27'89	27'18
Total.....	100'00	100'00	100'00	100'00
<b>S 3.</b>				
Maintenance—				
South and West .....	68'99	70'25	67'46	70'98
North .....	31'01	29'75	32'54	29'02
Total.....	100'00	100'00	100'00	100'00
<b>S 4.</b>				
Traffic charges—				
South and West .....	67'03	68'45	66'42	67'84
North .....	32'97	31'55	33'58	32'16
Total.....	100'00	100'00	100'00	100'00
<b>S 5.</b>				
Miscellaneous—				
South and West .....	67'27	68'33	65'89	68'86
North .....	32'73	31'67	34'11	31'14
Total.....	100'00	100'00	100'00	100'00
<b>S 6.</b>				
Total Working Expenses—				
South and West .....	70'02	70'90	68'44	71'10
North .....	29'98	29'10	31'56	28'90
Total.....	100'00	100'00	100'00	100'00

## No. 66.

THE Scales to which the Diagrams were drawn—as may be seen from inspection of the figures—were as under:

Each of the smallest horizontal divisions in—

A and B represents .....	20,000 in number.
C .....	£100,000 sterling.
D .....	one-quarter per cent.
E, F, G .....	£50,000 sterling.
H .....	five per cent.
K and W .....	one penny.
L and Y .....	£10 sterling.
P 4 .....	fifteen pence.
P 1, 2, 3, M, N, O, R, S, T .....	ten per cent.

## No. 67.

DATES of proclamation of different Sections of the Railways of New South Wales.

Sydney to Newtown .....	20 May, 1850.
Newtown to Haslem's Creek .....	26 Nov., 1850.
Haslem's Creek to Parramatta Junction .....	27 Oct., 1851.
Darling Harbour Branch .....	13 Sept., 1853.
Honeysuckle Point to East Maitland .....	4 July, 1854.
Parramatta Junction to Liverpool .....	15 Aug., 1855.
Honeysuckle Point to Newcastle Terminus .....	29 April, 1857.
East to West Maitland .....	18 June, 1857.
Liverpool to Campbelltown .....	29 Oct., 1857.
Parramatta Junction to Toongabbee Creek .....	9 Sept., 1858.
Toongabbee Creek to Blacktown .....	12 Oct., 1858.
Campbelltown to Menangle .....	5 Nov., 1858.
West Maitland to Lochinvar .....	5 Nov., 1858.
Blacktown to Parker-street, Penrith .....	5 July, 1859.
Menangle to Douglass Park .....	26 July, 1859.
Douglass Park to Picton .....	9 Aug., 1859.
Lochinvar to Black Creek .....	16 Aug., 1859.
Black Creek to Singleton .....	20 Sept., 1859.
Railway Station to Branxton .....	25 Feb., 1862.
Parker-street to Proctor's-lane, Penrith .....	2 May, 1862.
East Maitland to Morpeth .....	16 Aug., 1862.
Picton to Nattai .....	9 Dec., 1862.
Blacktown to Richmond .....	7 Jan., 1863.
Penrith to Blackheath .....	28 Mar., 1863.
Nattai to Sutton Forest .....	23 Nov., 1863.
Singleton to Liddell .....	23 Nov., 1863.
Sutton Forest to Jordan's Crossing .....	25 April, 1864.
Liddell to Musselbrook .....	24 Oct., 1864.
Jordan's Crossing to Goulburn .....	3 May, 1865.
Blackheath to Lithgow Valley .....	10 May, 1865.
Lithgow Valley to Wallerawang .....	9 May, 1866.
Wallerawang to Rydal .....	6 Aug., 1867.
Musselbrook to Murrurundi—Part 3 .....	19 Feb., 1868.
Rydal to end of Contract No. 7 near Locke's Platform .....	29 May, 1868.
Contract No. 7 to Contract No. 8 near Raglan .....	21 July, 1868.
Musselbrook to Murrurundi—Part 4 .....	7 Oct., 1868.
Contract No. 8 to Kelso .....	17 Mar., 1871.
Kelso to Bathurst .....	29 May, 1873.
Yass to Cootamundra .....	7 May, 1874.
Bathurst to Orange .....	13 July, 1874.
Cootamundra to Wagga Wagga .....	13 Oct., 1874.

## ERRATA.

In Appendix, No. 14, page 30, for the headings—"P. N. Russell & Co." and "Mort, Vale, & Lacy,"—read, "Manufactured in the Colony."

[Here follow the Diagrams and Maps.]

Diagram of the Cost of Constructing and Working the Railways of New South Wales, 1855-1875.

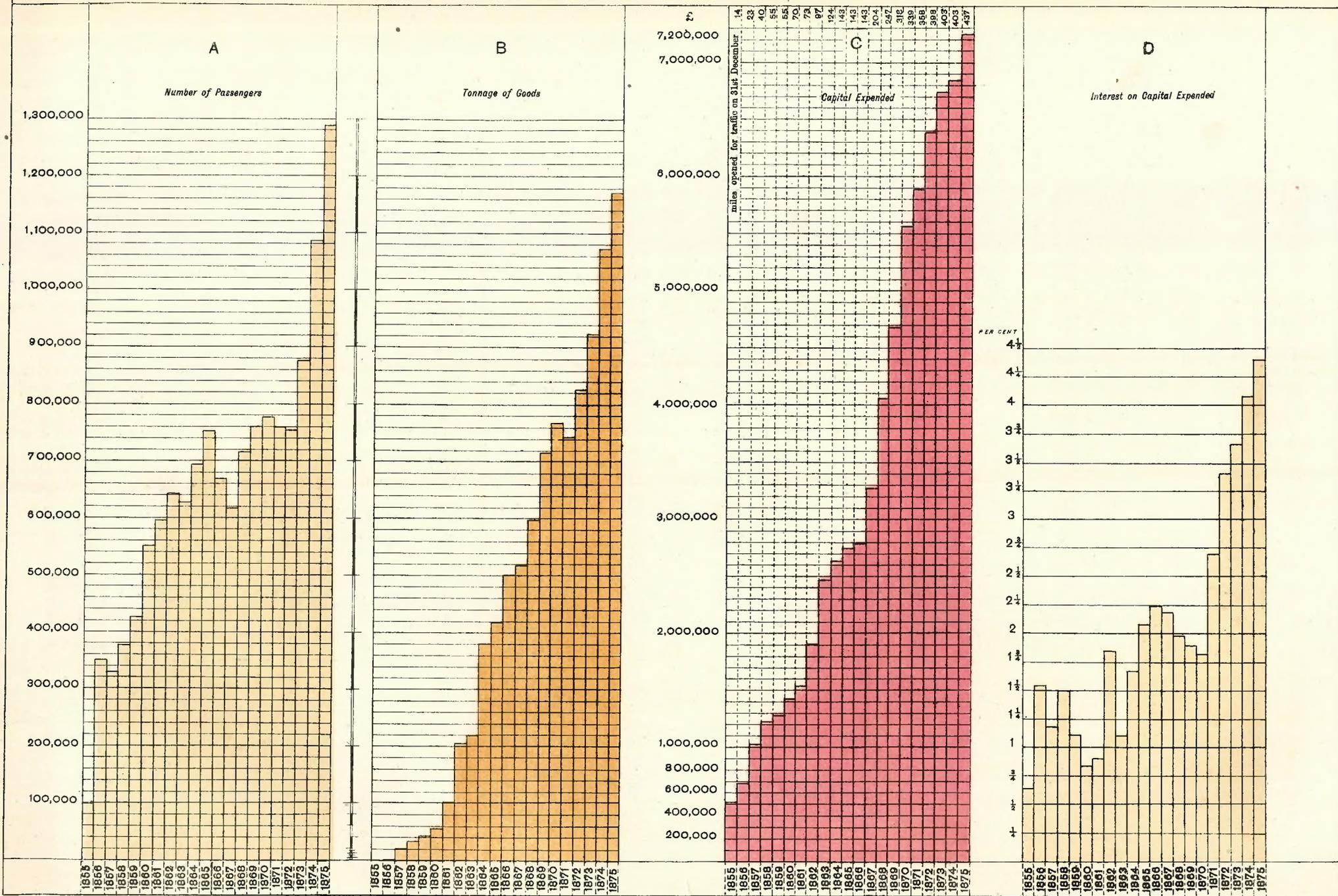


Diagram of the Earnings and Working Expenses of the Railways of New South Wales,  
1872-1875.

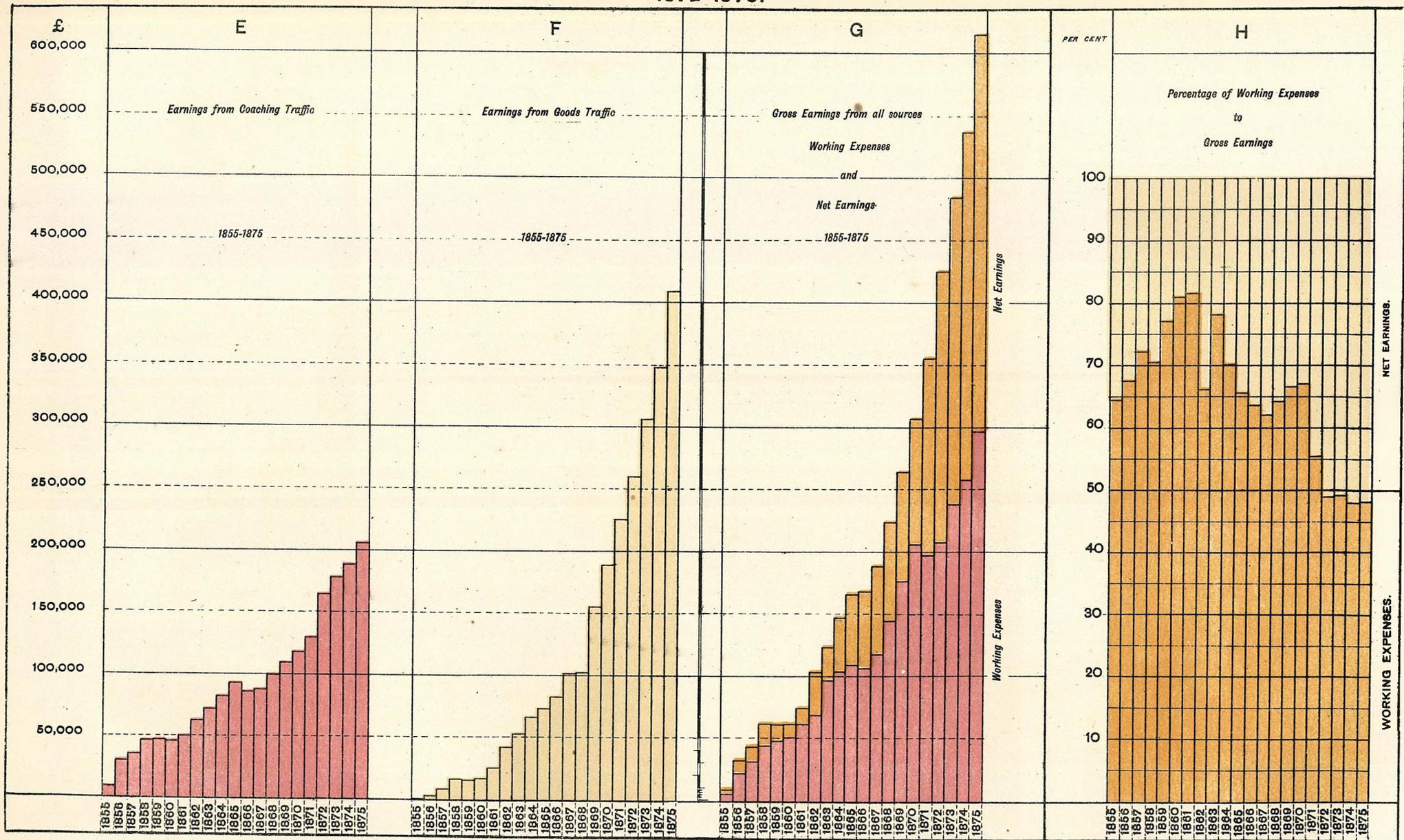


Diagram showing the Earnings and Working Expenses per train mile, 1872-1875.

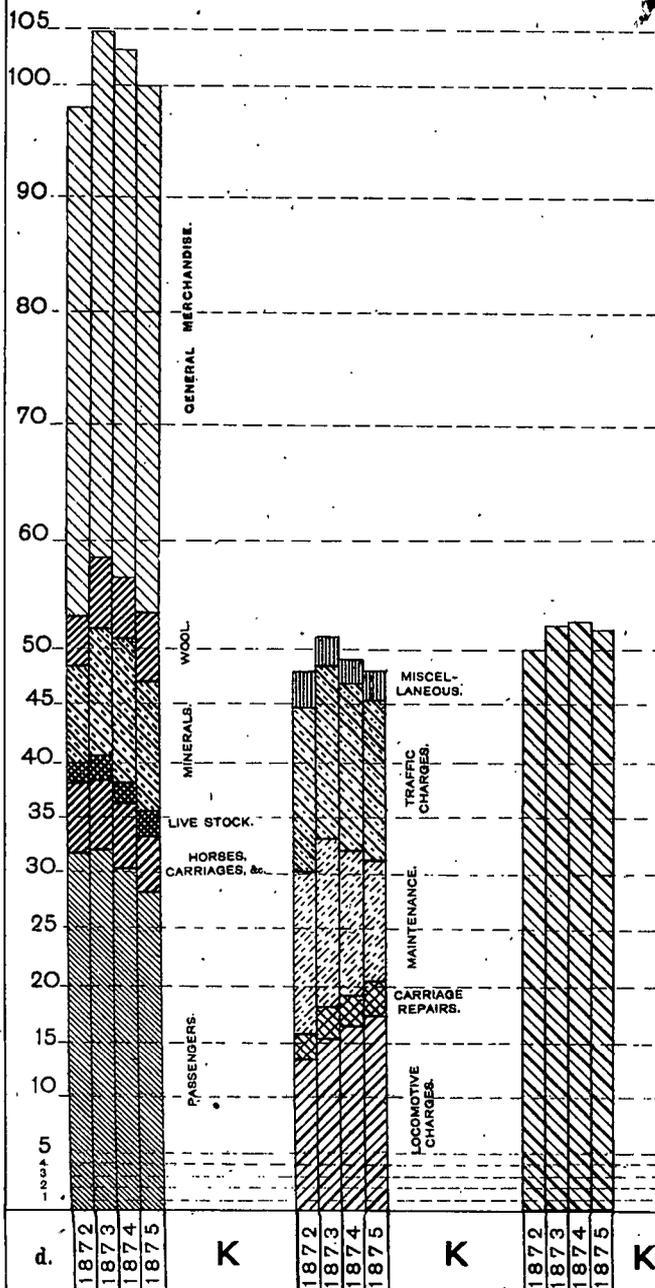
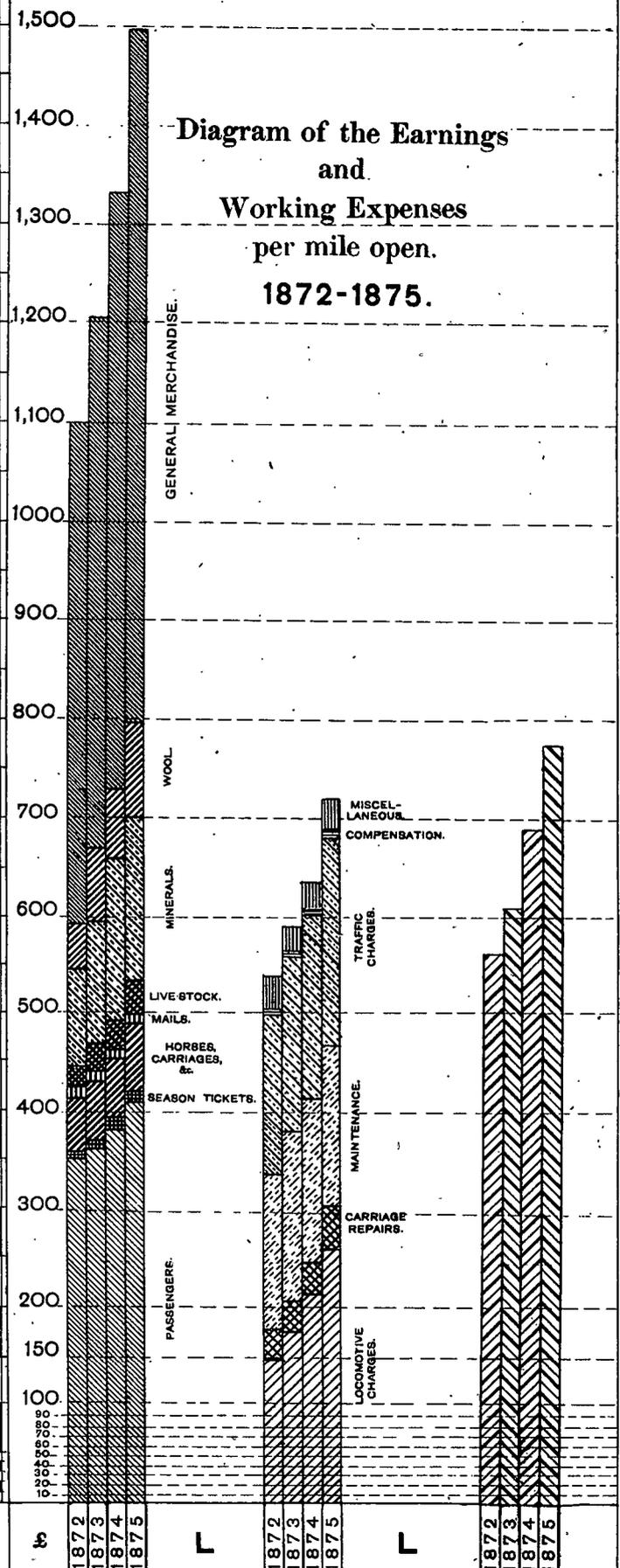


Diagram of the Earnings and Working Expenses per mile open, 1872-1875.



1 EARNINGS.

2 WORKING EXPENSES.

3 NET EARNINGS.

1 EARNINGS.

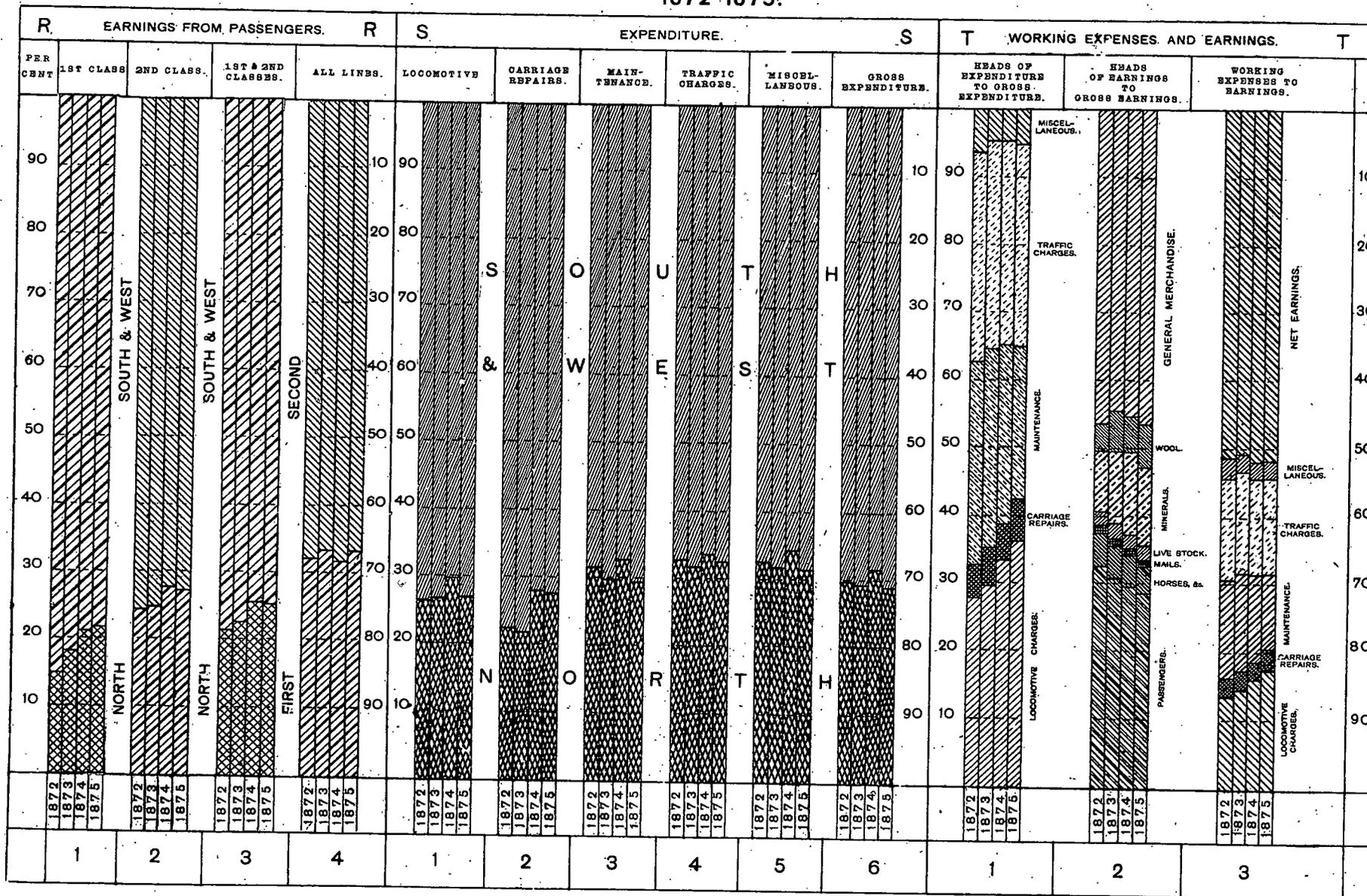
2 WORKING EXPENSES.

3 NET EARNINGS.



Diagram showing the Percentage proportion of Earnings and Working Expenses on the different Lines.

1872-1875.



**Diagram of the Earnings and Working Expenses per mile open.  
1872-1875.**

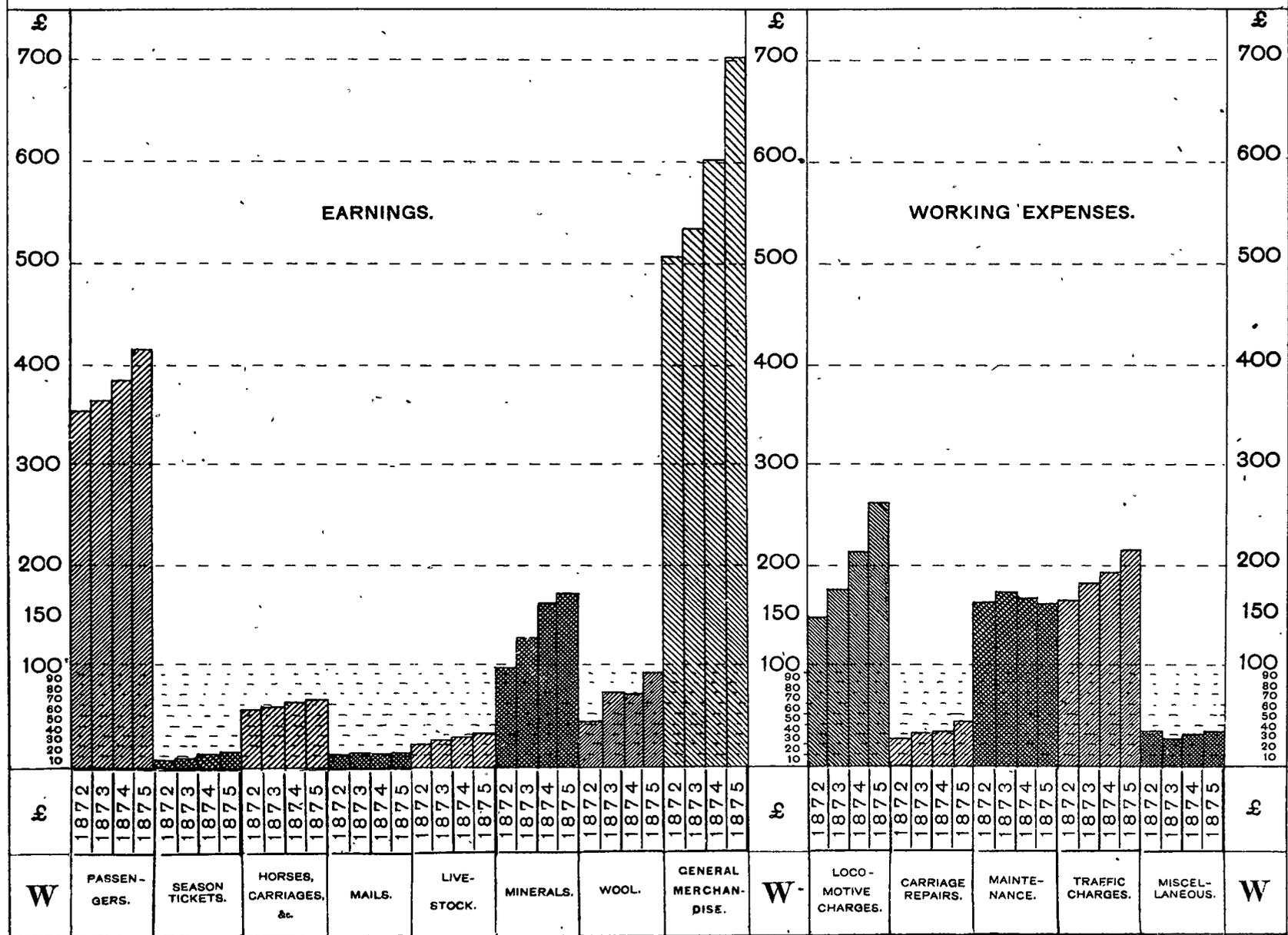


Diagram showing the Earnings and Working Expenses per train mile, 1872-1875.

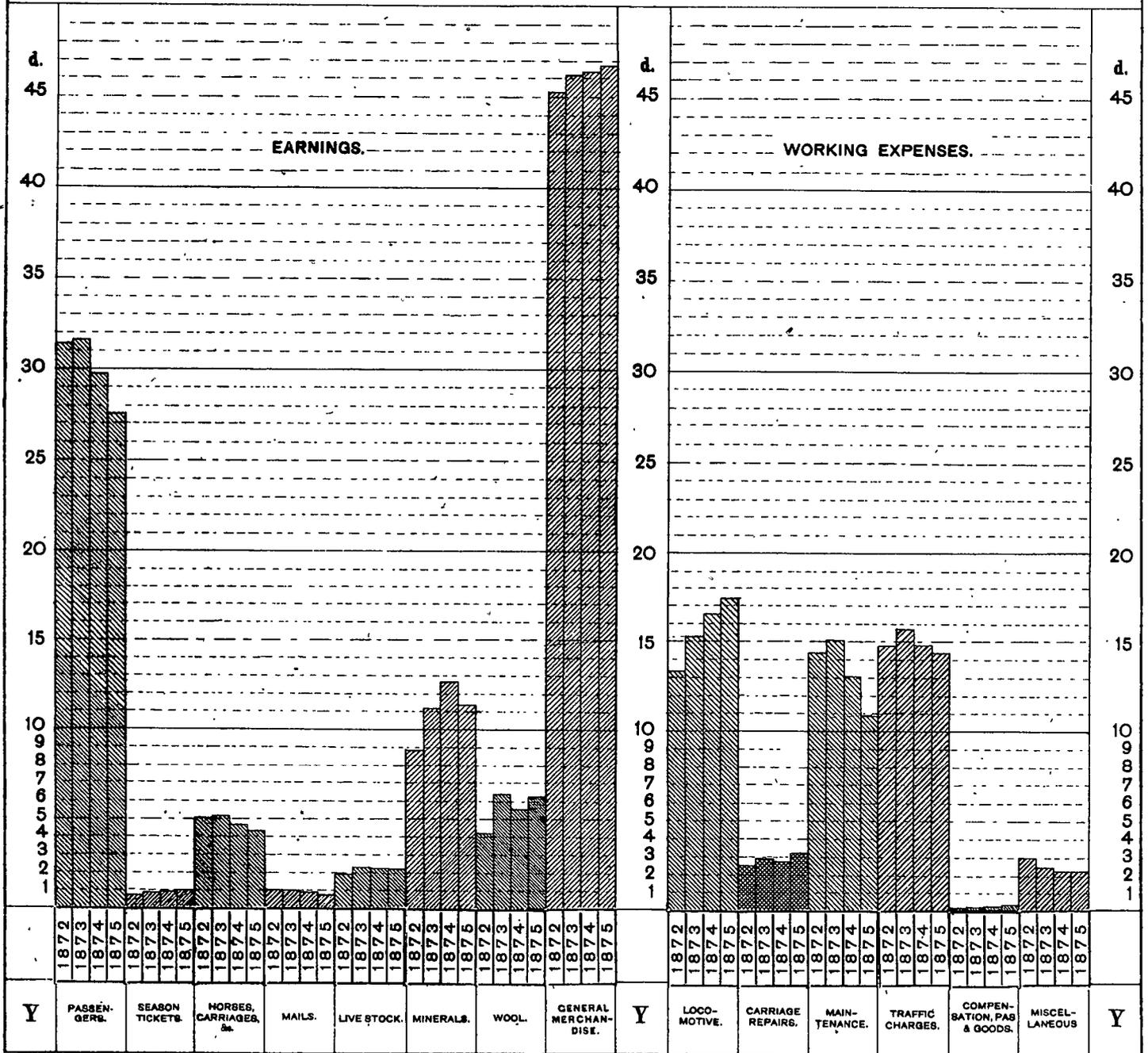
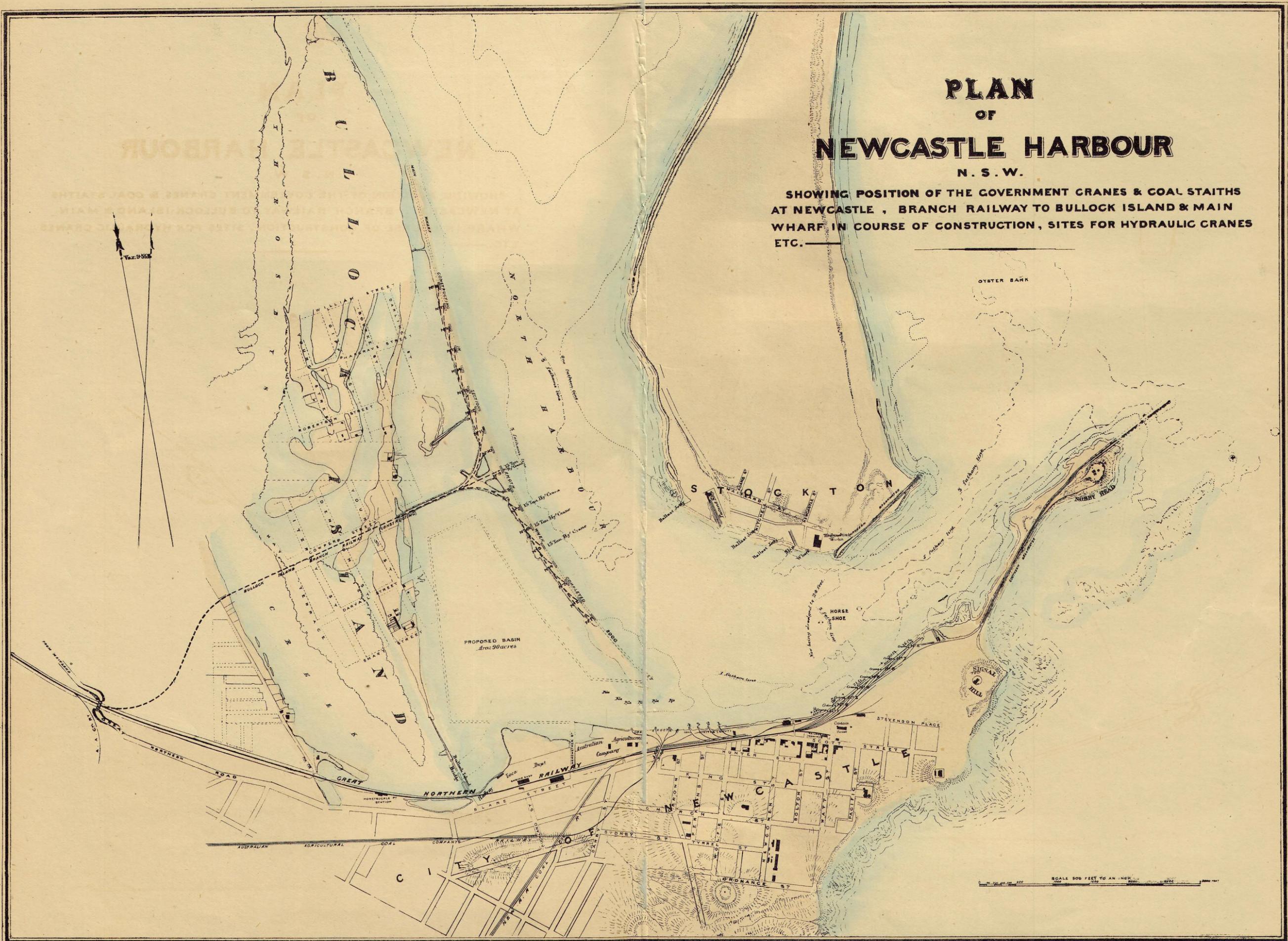


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

# PLAN OF NEWCASTLE HARBOUR

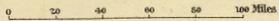
N. S. W.

SHOWING POSITION OF THE GOVERNMENT CRANES & COAL STAITHS  
AT NEWCASTLE, BRANCH RAILWAY TO BULLOCK ISLAND & MAIN  
WHARF IN COURSE OF CONSTRUCTION, SITES FOR HYDRAULIC CRANES  
ETC.

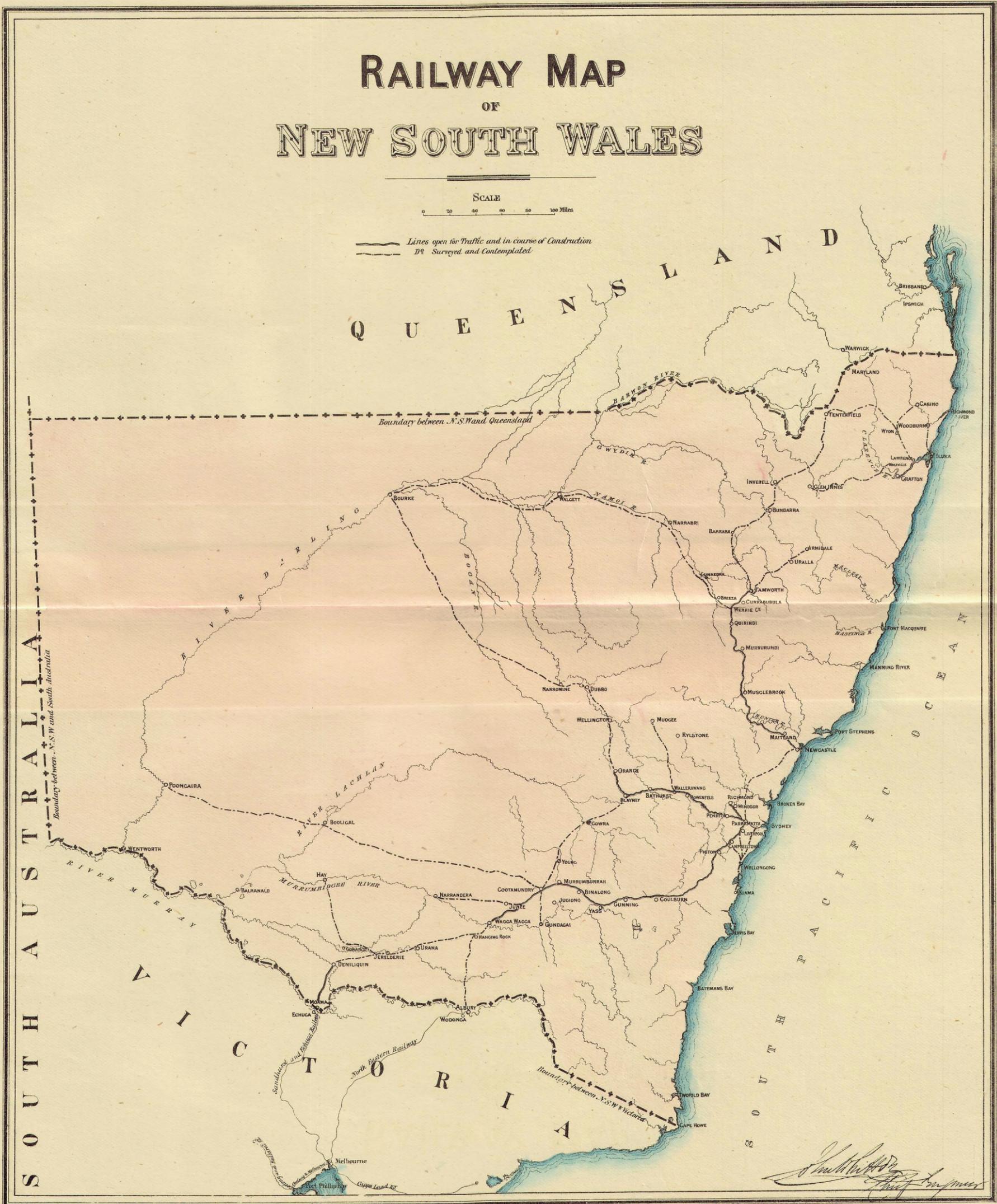


# RAILWAY MAP OF NEW SOUTH WALES

SCALE



Lines open for Traffic and in course of Construction  
 Surveied and Contemplated



*Handwritten signature and name*

1875.

## NEW SOUTH WALES.

## INFERIOR RAILWAY IRON OBTAINED FROM ENGLAND.

(PAPERS RELATING TO LITIGATION RESPECTING.)

Presented to Parliament by Command.

## SCHEDULE.

NO.	PAGE.
1. Minute of Colonial Secretary. 29 September, 1875 .....	1
2. Colonial Secretary to Colonial Treasurer. 2 October, 1875 .....	2
3. Agent General to Colonial Secretary. 17 May, 1872 .....	4
4. Engineer-in-Chief to Commissioner 10 July, 1873 .....	4
5. Minute for Cabinet. 14 July, 1873 .....	7
6. Secretary for Public Works to Agent General. 10 July, 1873 .....	8
7. Colonial Secretary, Sydney, to Colonial Treasurer, London. 23 October, 1875 .....	10
8. Same to same. 16 November, 1875 .....	11

## No. 1.

## MINUTE OF THE COLONIAL SECRETARY.

Colonial Secretary's Office,  
Sydney, 29 September, 1875.*Re Park Gate Iron Contract Litigation.—Minute for the Colonial Treasurer.*

The telegram from Captain Jopp received on the 23rd instant (a copy herewith) somewhat changes the aspect of this matter, but it by no means diminishes the importance of the Treasurer's contemplated action and anxious care with regard to it. It may be that although this Government cannot prosecute the suit as commenced (on account of the want of the possession of formal authority from the Commissioner for Railways by the person who signed the contract on behalf of this Government), that an action would lie for the recovery of the money paid for goods represented to have been of one kind, while goods of another and much inferior kind were supplied.

This matter will have the attention of the Attorney General, and by first mail hence the Attorney General's views upon it will be forwarded to the Colonial Treasurer.

The Minister for Works will furnish the Treasurer with all other papers necessary for making clear the true state of the case from the Works Department point of view, and all other documents in the case will doubtless be found at the office of the Agent General in London.

JOHN R.

[Enclosure to foregoing.]

Telegram from Captain Jopp, London, to Colonial Secretary, Sydney.—Dated 22nd, 6.10; received 23, 7.15, Sept., 1875.

COUNSEL advise Park Gate contract should have been by Agent specially appointed under 22 Victoria, 19, in name, and signed on behalf of Railway Commissioner.—Opinion sent yesterday, advising no action. Mackrell advises that you should properly appoint Agent in England to make future railway contracts, which meantime are held in abeyance. Telegraph when done. Shall we then replace "Cambridgeshire" losses, getting tenders for rails from Consett, Yorkshire, and Bolckow? For future guidance name authorized legal agents here.

No. 2.

THE COLONIAL SECRETARY TO THE COLONIAL TREASURER.

Sydney, 2 October, 1875.

MY DEAR FORSTER,

Let me call your attention to the packet of papers, commencing with a minute of mine and James Byrnes, and letter to Agent General of date 6th September, 1871, on the subject of purchase of railway material.

You will see on their examination that there does not appear amongst them any communication from the late Government to the Agent General on the subject, and indeed that my letter of 25th March, 1872, is the last dated paper there from this end.

That letter of mine conveyed the approval of the Government of certain recommendations of Sir C. Cowper, made in consequence of the letter of mine first alluded to in this note.

As the very opposite of the course thus approved appears to have been that under which the inferior railway iron was purchased, it would seem that some other communication from here must have gone to Sir Charles.

Be good enough to let this matter be one of those into which you inquire when in England, and be good enough also to consider the advisability or otherwise of the idea suggested in the minute of Byrnes and myself, before alluded to, as to the appointment of officers in our Public Service in England by the Governor and Executive Council.

Yours truly,  
JOHN ROBERTSON.

[Enclosures to foregoing.]

MEMO.—At the last Cabinet Council on consideration of the position and duties of Mr. Fowler, the Inspector in England of Permanent Way Material and Rolling Stock for the Colony, it was determined to communicate to the Agent General for the Colony by the mail about to be closed for England, and request Mr. Cowper to make some other arrangement for the duty, on the ground of economy, and that it seems to the Government that Mr. Fowler's numerous other avocations must preclude his giving such attention to the duties required of him for the Colony as is desirable. On consultation with my honorable colleague, the Minister for Works, difficulties appeared to us of a kind not discussed at the Cabinet I have alluded to:—

- 1st. We are not sure that final arrangements for the appointment that would be necessary, to take Mr. Fowler's place, should be made without an Executive Minute, and
- 2nd. We are not sure that it would be proper for the Agent General to make the selection of a gentleman for the office and to appoint him without first making reference to the Government here.

Under these circumstances, we think the least objectionable course will be to limit the action of the Government at present to writing Mr. Cowper and informing him of its determination with reference to Mr. Fowler and the duties with which he has been connected; and requesting Mr. Cowper to take steps to ascertain under what terms they can be performed, so as to meet nearer the views of this Government already stated; and generally, for him to make any suggestion that may occur to him, not only as to a gentleman for their performance, but as to the arrangements likely to bring about the best results.

Mr. Cowper to be requested to deal with the matter, so far as it is intrusted to him, without delay.

JOHN ROBERTSON,  
JAMES BYRNES.

Letter to be prepared for mail.—JOHN R.

The Colonial Secretary to The Agent General.

Colonial Secretary's Office,  
Sydney, 6 September, 1871.

Sir,

I have the honor to inform you that this Government have had under consideration the position and duties of Mr. Fowler, the Inspector in England of Permanent Way Material and Rolling Stock for the Railway Department of the Colony, and that it has been determined to make some other arrangement for the duties now discharged by Mr. Fowler, not less on the ground of economy than because it seems to the Government that that gentleman's numerous other avocations must preclude him from giving such attention as is desirable to the duties required of him on behalf of the Colony.

2. Under these circumstances, I have the honor to request that you will take steps to ascertain on what terms the duties in question can be performed, so as to meet the views of this Government, as already stated; and that you will also make any suggestion that may occur to you, not only as to the selection of a gentleman to perform those duties, but as to the nature of such arrangements as are likely to bring about the best results.

3. In conclusion, I have the honor to request that you will deal with the matter under consideration, so far as it is intrusted to you by the terms of this letter, without delay.

I have, &c.,  
JOHN ROBERTSON.

The Agent General to The Colonial Secretary.

London, 3, Westminster Chambers, S.W.,  
3 November, 1871.

Sir,

I had the honor to receive your letter of the 6th September last, requesting me to ascertain on what terms the duties of inspecting in England the permanent way material and rolling stock for the Railway Department of the Colony can be performed, so as to meet the views of the Government; and requesting me to make any suggestion that may occur to me, not only as to the selection of a gentleman to perform the duties, but as to the nature of such arrangements as are likely to bring about the best results.

The subject is one of such grave importance that I shall not be able to deal with it in the short period which will elapse before the outgoing mail is closed, but it shall have my immediate and earnest attention.

Mr.

Mr. Fowler has never spoken to me on the business entrusted to him, nor has he ever been in my office—in fact, I have never seen him, except accidentally in the open air. Yesterday I received the first letter bearing his own signature; and I am informed that my predecessor never had one, nor have the clerks ever seen him in the office. His representative, I am in justice bound to say, is an attentive and apparently a well qualified gentleman; but I imagine that our business is of comparatively insignificant consideration to Mr. Fowler.

I have, &c.,  
CHARLES COWPER.

The Minister for Works.—JOHN R., 28 Dec., 1871.  
The Under Secretary for Public Works.—H.H., 28 Dec., 1871, B.C.  
Re-submit when report received from Agent General.—J.R., 5/1/72.

The Agent General to The Colonial Secretary.

London, 3 Westminster Chambers, S.W.,  
10 January, 1872.

Sir,

Referring to your letter of 6th September last, and to my acknowledgment of it on the 3rd November, I have now the honor to report that the subject of the existing arrangement with Mr. Fowler, as Inspector of Permanent Way Material, has had my careful consideration. I have made it my business also to inquire in various quarters what course is pursued by other Governments and by Companies who have to obtain rails and other plant for India, Canada, and elsewhere. So far as I can ascertain, the practice differs, and the opinions of engineers vary. In some cases inspection in England is insisted upon, but not in all. For instance, contracts are made here for rails deliverable in Canada to the satisfaction of the Company there. One of the Directors yesterday expressed his opinion that inspection here was unnecessary, and that the system adopted by his Company worked satisfactorily. This gentleman is a civil engineer of eminence, not in private practice, and therefore not likely to be biased by either personal or professional considerations. I asked him whether he thought we secured anything by having the rails inspected here, and he said not; and bearing in mind the disputes in former years respecting the rails sent out to Sydney, I should imagine that if a contract were made for rails to be delivered there subject to the approval of the Engineer-in-Chief, it would be better than the plan now adopted. It would at least close the door against such acrimonious discussions as formerly took place in our Legislature. If necessary, a percentage as a security against non-fulfilment of contract might be retained in hand. It may be said that an additional price will be demanded for such a mode of purchase; but competition will check that. I wrote on the 8th instant to Mr. Fowler, requesting him to meet me here to-day, that I might have some conversation respecting the existing arrangement with him, but Mr. Baldry, his deputy, wrote to me that he was absent in Egypt, where I understand he is likely to be for some months. Mr. Baldry however came, and I briefly informed him that a change would probably be made. I pointed out that a specification for some machines which I have just received from the Works Department is so minute that I proposed as an experiment to call for tenders in the usual way from certain manufacturers of repute, binding them to supply the lathes strictly in accordance with it, and that upon their responsibility they should be packed and shipped; that a certain amount should be paid upon the bill of lading, as is now done with Messrs. Mort and P. N. Russell, and a percentage retained, to be paid upon the Engineer-in-Chief in Sydney reporting that the machines are approved by him. The present seems a favourable time for making a change, as there is not much required by the Colony. Whatever may be found necessary with respect to machinery, I see clearly that inspection of rails here is not thought by engineers to be of any value, though very large sums have been paid by us in past years on that account.

I will write further by an early opportunity, but I thought you might be desirous of knowing what steps I proposed taking in the matter.

I have, &c.,  
CHARLES COWPER.

The Secretary for Public Works. Consultation.—JOHN R.  
The Cabinet approve the suggestions of the Agent General.—J.M., A.G., 19 March, 1872.  
Letter to be prepared and forwarded Sir Chas. Cowper.—JOHN R., 19 Mar., 1872.—Immediate.

The Colonial Secretary to The Agent General.

Colonial Secretary's Office,  
Sydney, 25 March, 1872.

Sir,

In reply to your letter of the 10th January last, in which you express the opinion that a change is advisable in the system under which rails, machinery, &c., required for the service of this Government, have hitherto been obtained from contractors in England,—inspection of such articles before shipment being, you have reason to believe, unnecessary,—I have the honor to inform you that the Government approve of your suggestions in the matter.

I have, &c.,  
JOHN ROBERTSON.

Should perhaps be forwarded to the Minister for Public Works for his information.—25/3/72.  
Yes. The Secretary for Public Works.—JOHN R., 26 March, 1872. The Under Secretary for Public Works, B.C., 26 March, 1872.—H.H. Railways, for information, B.C., 28/3/72.—G.H. Approved.—J.B., 8/4/72. Mr. Whitton, for information, B.C., 9/4/72.—J.R. J.W., 24/4/72. Commissioner.—24/4/72.

The

The Agent General to The Colonial Secretary.

London, 3, Westminster Chambers, S.W.,  
20 March, 1872.

Sir,

I had the honor to address you on the 10th January last, on the subject of the matter to which you directed my attention on the 6th September, 1871, and I now beg to inform you that since that date when I required professional advice, I have consulted Mr. Sheilds, C.E., who was many years ago connected with the Sydney Railway Company. Of his intelligence and integrity I entertain a high opinion. Since he left New South Wales he has been in practice in London, thereby having ample opportunity of becoming acquainted with contractors for railway machinery; and his offices being in the immediate neighbourhood of my chambers, every facility for personal conference is afforded. I have not of course made any permanent arrangement with Mr. Sheilds, but the cost of inspection, &c., will be considerably less than  $2\frac{1}{2}$  per cent.

I forwarded some weeks since to the Secretary for Public Works a copy of the specification and form of tender which I issued when inviting offers for the machinery ordered by the Works Department, on the 23rd February last, and the result of the competition proved that the mode adopted by me on that occasion was acceptable to the manufacturers and successful.

I heard yesterday that Mr. Fowler has recently returned from Egypt, but the last account from his office which I paid was signed by Mr. Baldry for him.

I have, &c.,

CHARLES COWPER.

May be communicated to the Minister for Public Works.—JOHN R., 8 May, 1872.\* The Under Secretary for Public Works, B.C., 9 May, 1872.—H.H. To be returned. Seen by Minister, 16/5/72.—J.R.

No. 3.

THE AGENT GENERAL TO THE COLONIAL SECRETARY.

London, 3 Westminster Chambers, S.W.,  
17 May, 1872.

Sir,

I have the honor to acknowledge the receipt of your letters as undermentioned, viz.,—

25 Mar., 72-2111.

Acknowledging the receipt of my letter of 10th January last, and approving of the suggestions made by me respecting the inspection of rails, machinery, &c.

\* \* \* \* \*

I have, &c.,

CHARLES COWPER.

No. 4.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER.

(73/2937.)

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 10 July, 1873.

Rails for the proposed Extensions.

WITH reference to my report of the 5th May last, on the subject of rails for the proposed extensions, I have, in accordance with the verbal authority of the Minister for Works, prepared a specification and drawings for rails weighing 70 lbs. per yard, single-headed, with the necessary fastenings, for the length from Goulburn to Yass, as per accompanying indent.

Unless otherwise instructed, I intend to order rails of the same weight for the extensions to Wagga Wagga, Orange, and Tamworth.

If rails of less weight be used, it will be necessary to provide lighter locomotive engines than those now in use.

J. W.

[Enclosure.]

(73-345)

Engineer-in-Chief's Office,  
Railway Department,  
Sydney, 9 July, 1873.

INDENT for permanent-way materials required for the extension from Goulburn to Yass—to be landed at the Queen's Wharf, Circular Quay, Sydney.

	Estimated Value.
Rails—6,600 tons, as per drawing and specification, @ £12 .....	£79,200
Fish-plates—No. 32,000 pairs, or about 314 tons 6 cwt., as per drawing and specification, @ £12 .....	3,771
Fish-bolts—No. 128,000, or about 74½ tons, as per drawing and specification, @ £17 .....	1,262
Wood-screws—No. 305,000, or about 113 tons, as per drawing and specification, @ £17 .....	1,921
Spikes—No. 185,000, or about 64 tons, as per drawing and specification, @ £17 .....	1,088
	£87,242

Twenty-five copies of the specification and drawings are forwarded herewith, for transmission to the Agent General.

JOHN WHITTON.

Cabinet, with minute.—J.S., 17/7/73.

[Copy

\* The Martin Government had tendered their resignation before this letter arrived in the Colony, and left office five days afterwards, leaving this letter undecanted with.

[Copy of Specification referred to.]

NEW SOUTH WALES RAILWAYS.

GREAT SOUTHERN RAILWAY EXTENSION—GOULBURN TO WAGGA WAGGA.

SPECIFICATION for Permanent Way Materials for the length from Yass to Wagga Wagga.

SPECIFICATION FOR RAILS.

1. The section of rail is shown on plan attached, the weight being 70 lbs. per yard; a template must be made by the manufacturers from the drawing, which must be approved in writing by the inspecting officer before commencing to roll. No rail weighing more than 1 per cent. lighter than the specified weight will be received, nor will any allowance be made for any excess of weight beyond 1 per cent. above that specified; within these limits the rails to be paid for by their actual weight.

2. The lengths of the rails to be as under, viz.:—

About 90 per cent. 21 feet long.  
 „ 10 do. 18 do.

No deviation from these lengths exceeding  $\frac{1}{8}$  in. will be allowed.

3. The rails are to have two holes punched at each end for fishing, the exact position and size of which are shown in the drawing, any variation therefrom of  $\frac{1}{8}$  in. subjecting the rails to rejection.

4. No holes of any kind either punched or drilled are to be made in the flanges of the rails, which will be fastened to the sleepers by screws or spikes having projecting heads, which will clip the bottom flange of the rails.

5. Each rail is to be marked on the side with the maker's name, year, and month of manufacture.

6. The pile from which the rails are to be made to be not less than 9 in. by 10 in., and of such length as may be necessary to have a sufficient extra quantity of iron to secure perfect soundness at the ends of the rails.

7. The slab for forming the head of the rail to be made of the *best mine iron*, specially selected for hardness and toughness, and made into a bloom thoroughly and closely worked together on all sides under the hammer, then reheated to a welding heat and rolled into a bar 9 in. wide and 2 in. thick. This slab must in all cases be the full length and width of the pile.

8. The slab and side pieces for forming the flange and shoulder to be of the best quality of No. 2 iron, such as shall produce a strong, tough, fibrous iron.

9. The intermediate bars are to be made of such a mixture of ores, being *all mine iron*, as shall produce good, strong, tough, puddled iron of the best quality for the purpose, and not exceeding  $\frac{3}{4}$  of an inch in thickness, and of such widths as properly to break joint.

10. This pile 9 in. x 10 in. is to be rolled into a bloom, which is to be reheated to a welding heat and then rolled into a rail.

Conditions.

11. Before commencing to roll the rails, samples must be sent to the superintending officer, and his approval in writing obtained of the quality of the iron the contractor proposes and will guarantee to use; and under no circumstances will he be permitted to sub-let any portion of the contract, or to make the rails at other works than his own, without the written consent of the superintending officer.

12. The rails to be of uniform section throughout, and in exact accordance with the approved template, the ends sawn off true and square, free from roughness at the edges, and the straightening must be done without hammering.

13. The surface of the rails and the edges of the flanges to be free from cracks or other defects. No patching nor hammering will be permitted.

14. The holes for fishing must be without burrs, square through the rail, and exactly in accordance with the given size and position shown on drawing.

15. The rails to be subject to the inspection of the superintending officer or his assistant during all the stages of manufacture. The bars for forming the piles will be rigidly tested in such manner as he shall decide, and certain finished rails shall be selected to be broken under varying conditions, the expense of these tests being borne by the contractor, who, when requested, is to furnish labour to assist, and to afford every facility for examination during manufacture, testing, and thoroughly inspecting the work.

16. The tests will be applied as follows:—

The rails to be stacked in batches of one or two days rolling, and kept separate and distinct, so that they may be readily identified by the inspector appointed by the superintending officer, who shall select from these batches certain rails which shall be subjected to the following tests:—

The rail to be placed with the head upwards, on two solidly bedded iron supports, placed 3 ft. 6 in. apart in the clear, and to support in the centre for a space of five minutes a weight of *twelve tons*; without showing any permanent deflection after removal of the weight. The rail must then under the same conditions support a weight of *thirty tons* without fracture.

The rail to be then nicked round and broken in the straightening press, with the head downwards. The fracture thus obtained must show a fine, granular, homogeneous texture in the head down to the shoulder, the web and flange must exhibit a clean fibrous fracture, and there must be no signs of imperfect welding or other defects.

One of the two portions of the rail to be then laid with the head upwards on iron supports 3 ft. 6 in. apart in the clear, fixed on solid foundation, and subjected to one blow of an iron weight of *ten cwt.* falling from a height of *seven feet.* The rail must show no signs of fracture after this test.

17. If the results of the tests do not show compliance with these requirements, the inspector shall make further tests, and if more than 10 per cent. of the rails tested do not stand the prescribed tests, the whole of the batch of rails from which the rails have been taken for testing shall be subject to rejection.

18. The inspection, as regards section, length, punching for fish-bolts, and general finish of the rails, will be most strict.

19. The rails approved are to be stamped at the two ends, in the presence of the inspector, who will furnish the superintending officer with a return of the rails examined, tested, and approved.

20. The total quantity of rails required under this specification is \_\_\_\_\_ tons.

21. The manufacturer must guarantee to deliver the rails free alongside of ship, either at London or Liverpool, as follows:—

22. The completion of this contract within the specified time is of the greatest importance, and the manufacturer must bind himself to complete the order in the time above mentioned.

#### SPECIFICATION FOR FISH-PLATES.

1. The fish-plates are to be of wrought iron, of the best and strongest quality of No. 3 iron, which shall have been so piled and rolled as to produce the soundest and best bars for the purpose.

2. The plates are to be rolled uniformly and accurately, of the dimensions and section shown on the drawing attached, and according to templates to be submitted to the superintending officer, and approved by him previous to commencing to manufacture; they are to be sawn off square at the ends, and are to be perfectly true and fair in surface after cutting and punching, without any hurr on the edges; to be marked on the side with the name of the maker and with the year of manufacture.

3. Each fish-plate is to have four holes punched in it; these holes must correspond exactly with the form, size, and positions shown on the drawings, and must truly answer to the gauges, to be submitted to the superintending officer for his approval previous to commencing manufacture.

4. The fish-plates are to weigh about 22 lbs. per pair, the exact weight of the plates to be carefully ascertained from those first rolled, true to template and specified dimensions, and this weight must be adhered to as closely as practicable.

#### Conditions.

5. The contract to be executed under the direction and to the entire satisfaction of the superintending officer, who will himself, or by his appointed inspector, examine and test the plates in such manner as he may decide, the manufacturer to afford all facilities, labour, &c., for so doing, power being reserved by the superintending officer to reject all materials which have not complied with the test applied.

6. When the plates have been approved they are to be heated and dipped in linseed oil, tied in compact bundles of six plates each with  $\frac{1}{4}$ -in. rod iron of best and strongest quality, and packed in strong casks or cases, bound with  $1\frac{1}{4}$ -in. hoop-iron; each case not to exceed 3 cwt. when full, and to be hot stamped "Fish-plates," also to have the number of plates, the gross and net weights, clearly stamped on each package.

7. The decision of the superintending officer as to quality of materials, workmanship, and general compliance with this specification shall be without appeal.

8. The number of fish-plates required is— No.                      pairs, or about                      tons.

9. The manufacturer must guarantee to deliver *pro rata* with the rails.

#### SPECIFICATION FOR FASTENINGS.

1. The fastenings are shown on drawings attached, and are to be manufactured in exact accordance therewith. They are all to be made from the finest quality of close fibrous iron; the bars from which the fastenings are made will be tested by bending, when cold, to an angle of  $45^\circ$  out of straight line; they are then to be restraigthened, and after this test they shall show no signs of fracture.

2. The fish-bolts are to have capped heads forged out of the solid; they are to be formed at the neck as shown, to prevent them turning round while being screwed up.

3. They are to be  $\frac{3}{8}$  in. diameter, and all bolts which vary more than  $\frac{1}{16}$  in. from this specified diameter will be rejected. The manufacturer must provide himself with some of the approved fish-plates, and daily try the bolts to see that they fit properly in the plates. The screwed portion of the bolts to be of the exact length shown; the threads to be of Whitworth's standard.

4. The wood screws and spikes, or dogs, are to have the heads forged out of the solid, and of the exact form shown in the drawing. They are to be manufactured out of bar  $\frac{3}{8}$  in. diameter, the screwed portion is to taper  $\frac{1}{8}$  in. at the lower end, as shown; the threads to be of the pitch and form shown, and to be perfectly free from tears and other defects. The ends of the wood screws to be chamfered as shown.

5. Samples of each of the different fastenings to be submitted to the superintending officer for his approval as soon as possible after the acceptance of the tender, so that if any alterations are necessary they may be made before the manufacture is commenced.

6. The weights of these fastenings to be:—Fish-bolts, about 1.3 lbs., wood screws about .83 lbs., and spikes about .77 lbs. The exact weights will be carefully ascertained from those first manufactured true to given dimensions; and these must be established as a standard, which must be adhered to as closely as practicable.

#### Conditions.

7. The contract to be executed under the direction and to the entire satisfaction of the superintending officer, who will himself, or by his appointed inspector, examine and thoroughly test the fastenings as before mentioned, reserving the power of rejecting all fastenings which have not fulfilled the requirements of this specification, the manufacturer to give every facility and labour for such inspection and testing.

8. When the fastenings have been approved, they are to be heated and dipped in linseed oil, and packed in strong cases or casks, bound and properly secured with  $1\frac{1}{4}$ -in. hoop-iron. The cases or casks are not to exceed 3 cwt. when full, and are to be hot stamped "Fish-bolts," "Wood screws," or "Spikes," as the case may be; and also to have the number of fastenings, and the gross and net weights, distinctly stamped on each of the packages.

9. The decision of the superintending officer as to the quality of the materials, workmanship, and general compliance with this specification, shall be without appeal.

10. The quantity of fastenings required is:—

No.	fish-bolts, or about	tons;
"	wood screws, or about	tons;
"	spikes, or about	tons.

11. The manufacturer must guarantee to deliver *pro rata* with the rails and fish-plates.

Department of Public Works, Railway Branch,  
Engineer's Office, Sydney,

JOHN WHITTON.

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No. 5.

MINUTE FOR CABINET.

WHEN Parliament passed the Estimates for the extension of Railways I consulted with and requested the Engineer-in-Chief to prepare a plan and specification for constructing the line from Goulburn to Yass, in accordance with the recommendation made in that gentleman's report of 4th November, 1872, on which the estimates were founded. I received, on the 11th instant, Mr. Whitton's report of the 5th May, in which he states, "The recommendation in my report, dated 4th November, 1872, was that no rail should be used of a less weight than 70 lbs. per yard. This rail would be *single-headed*, and fixed to the sleepers without chairs—thus effecting a considerable saving in first cost as compared with a 75-lb. double-headed rail with chairs such as are now used on the existing lines."

It will be seen by the plan which Mr. Whitton now submits that the rail is to be embedded in the sleepers, and to have a large bearing thereon, and securely fixed thereto with screws. This compares favourably with the small bearing in the chairs, and the constant breakage of chairs and keys—the loosening of keys by their contraction and expansion with the change of weather, requiring constant and careful attention and costly labour to keep them safe. The noise of the present rail in the chairs when the train is in motion will be obviated by the proposed one, which, when properly fixed in and screwed to the sleepers, may remain so while the rail lasts. This class of rail is very largely used on the Continent and in America; and many of the English Companies are taking up the 75-lb. double-headed rail, and replacing it with a similar pattern single-headed rail. This is to me very strong evidence in favour of this class of rail; their traffic is as 100 to 1 to ours where these rails are proposed to be used, and their speed by express trains is double that of ours. Our neighbours in Victoria also are going to complete their line to Albury (and this is where our Southern line is proposed to connect with the lines of that Colony) with the same pattern rail; by this we have the opinion both of the engineering and ministerial ability of our neighbours.

Take our own past experience, from the returns up to the 31st December, 1872, of rails broken, turned, and renewed since the opening of our lines from the Parramatta Junction. These returns are compiled from the reports of the Assistant Engineer, who has the constant supervision of the lines referred to. Taking the first length in that return—it has been run over for sixteen years and three months, and shows two rails broken, one only renewed, and 214 turned end for end or over. The next length has been run over for fourteen years and seven and a half months, with two broken, five renewed, and sixty-two rails turned end for end or over. The next length has been run over for ten years and four months, with six broken rails, one renewed, and three turned end for end or over.

See Mr. Whitton's Report of 5th May, 1873.

Take next the Western Line, from Parramatta Junction to Blacktown, including both Junctions and the Parramatta Station—the Windsor and Richmond traffic is also run over this portion of line. In twelve years and six months there are only one broken rail, seventeen renewed, and forty-two turned either end for end or over.

After carefully considering these returns with the Engineer-in-Chief, it was considered that a fair lifetime for the proposed single-headed rails—comparing the traffic on the lines referred to in return with what may be expected on the proposed extensions—would be fifteen years. Some of these rails may not last fifteen years, but others may last twenty years; this will depend entirely upon the quality of the iron used and the amount of traffic on the line, which will equally apply to double or single headed rails. I have therefore taken the saving as shown by Mr. Whitton on first cost between a double and single headed rail as prepared for use on the Southern line by that gentleman, with value of relaying; I have allowed £3 per ton for re-rolling, which in England is only £2. The saving per mile by Mr. Whitton's report is £669, with £25 for keys, not included, making £694. As the plan and specification refer only to the extension to Yass, I wish to bring before my colleagues the whole of the extensions for which Parliament has voted the money, with the view of having their opinion as to the weight of rails to be used, in order that they may be at once sent for. I will therefore include in these calculations the whole of the extensions, for reasons which I will explain hereafter.

I have to commence with a saving of £694 per mile, which, upon 283 miles,	
with compound interest for fifteen years, at 5 per cent., make a total	
saving of	£408,309
Deduct for labour of re-laying new rails	99,616
Do. for cost of re-rolling old rails	93,390
	<hr/>
	193,006
	<hr/>
Saving	£215,303

The value of the old rails is not included in the above, as they will still remain the property of the Government. We have then a new and sound road, with a saving of £215,303. Apply of this, £15,303 to the purchase of new rails for the purpose of renewing as the old ones wear out, and having a stock to commence re-rolling with to supply the gradual wants of the line, we would have a clear saving of £200,000, which would supply the permanent way of same weight and cost for 102½ miles of further extension. The £193,000 proposed to be spent in this way for renewals would be almost entirely expended in labour, and through the producer and the Treasury would become a reproductive investment, and if not sooner through this, the encouragement given to re-rolling, we would have our rails made in the Colony, have direct competition, which is the great cheapener of first cost, and would have direct control and supervision as to quality, which I think is of far more importance than first cost.

Mr. Whitton's estimate for the Southern line extensions with this class of rail was £7,000 per mile. I am now reminded by that gentleman that there is only £6,500 voted—£500 per mile, or £87,000 short of the sum required to complete to Wagga Wagga. This matter was explained by me to the Cabinet when the reduction was made; it was then "cheap railways or no railways at all."

The estimates of the Engineer-in-Chief for the Western and Northern extensions were prepared, as stated, for a second-class line, to satisfy the parliamentary demand for "cheap railways or no railways at all." These estimates have been passed as prepared at £6,000 per mile—providing for a 40-lb. rail and partially ballasted. If this be adopted, we shall have a first-class line on the South to sustain a speed of thirty or forty miles per hour, and on the West and North a line upon which a speed of fifteen miles an hour is the greatest that could be obtained with safety. Thus we would have double time in the transit of goods

goods and passengers and nearly double cost in working—this I could never approve of. To obviate it, and give the same class line to all our extensions, we would in the opinion of the Engineer-in-Chief, require £7,000 per mile, or £107,000 more than that voted by Parliament for the West and North.

In the face of an apparent deficiency in amount voted of £194,000, I have no hesitation in asking my colleagues to approve of the application to all our extensions of the plans and specification submitted for the extension to Yass. I feel so strongly on this subject that I would sooner leave Parliament to-morrow than be the means of inflicting such a lasting injury on this Country as the placing of a 40-lb. rail on the main trunk of our Western and Northern extensions would involve.

A word or two on the apparent deficiency, which I have no doubt in the ordinary state of things would become real. My anxiety on this subject has led me to make careful inquiries in Tasmania, where railways will soon be completed. In Victoria and Queensland there is a lull or no signs of large extensions. I judge by this that there will be a large number of men of railway experience in the market, both contractors and subs.; money seems plentiful, and the large fortunes made by previous contractors will draw our monied men in to support the second class or men of experience with little money. If my opinion is correct in this, our present extensions will be carried out cheaper than ever they have been in the Colony before, and in proportion the difference which we have to answer for will melt away, and we shall have a 70 instead of a 40-lb. rail for the whole of the extensions without exceeding the vote of Parliament.

Another point of great anxiety to me is the unsettled state of the iron market in England. If all our rails are to be alike I would divide them into four or five sections, giving careful instructions to the Agent General to place one section on the market at first, and then take advantage of the fluctuation in the market to get our full supply at the cheapest rate. If all these fail to extinguish the difference, I would advise that we leave off the top ballast or boxing up, &c.; this can be done without affecting the stability of the line, and the work may be afterwards carried out at any time from capital or revenue, say to the amount of 5s. per yard, or £124,520. There is also a charge for railway carriage, &c., from the ship to the extension which might stand over for future adjustment, amounting to about £2 per ton, or £62,260, making in these two items £186,780 against the difference of £194,000.

I have thus explained as briefly as I could how the matter stands, and my opinions on the whole subject, so that I cannot be misunderstood, and now leave it for the careful consideration and, I hope, the approval of my colleagues.

JOHN SUTHERLAND,  
14 July, 1873.

The Cabinet having agreed to this class of rail, they may now be ordered.—J.S. 28/7/73.

#### No. 6.

THE SECRETARY FOR PUBLIC WORKS TO THE AGENT GENERAL.

(73/678.)

Department of Public Works,  
Railway Branch,  
Sydney, 10 July, 1873.

SIR,

I have the honor to enclose herewith an indent and twenty-five copies of specification for permanent-way materials required for the extension of the Great Southern Railway from Goulburn to Yass, and to request that you will be good enough to obtain and forward the same with as little delay as possible.

All materials to be landed at the Queen's Wharf, Circular Quay.

I have, &c.,

JOHN SUTHERLAND,  
Secretary for Public Works.

Transmitted by Colonial Secretary's covering letter of date 11 July, 1873.

Colonial Secretary's Office,  
Sydney, 11 July, 1873.

Sir,

I have the honor, at the instance of the Secretary for Public Works, to transmit herewith the letters enumerated in the annexed Schedule, having reference to matters connected with that Minister's Department.

I have &c.,

(For the Colonial Secretary),  
HENRY HALLORAN.

SIR CHARLES COWPER, K.C.M.G., &c., &c., &c.  
Agent General for the Colony, London.

#### Schedule of Letters.

73-676. Enclosing statement for *Herapath's Journal*, four weeks ended 29th June.

73-677. Letter enclosing Indent for Engine Tyres.

73-678. Letter enclosing Indent and twenty-five copies of Specification for Permanent Way Materials required for the extension of the Great Southern Railway—Goulburn to Yass.

73-678. Letter relative to six cases of Nickel Axle-bearings manufactured by Montefiore, Levi, & Co., have been inspected, and found to be in accordance with the specification. Indent for Hopper Barges for Dredges.

The Agent General to The Colonial Secretary.

London, 3, Westminster Chambers, S.W.,  
30 October, 1873.

Sir,

I have the honor to refer you to the despatch from Mr. Robertson, dated the 6th September, 1871, upon the subject of Mr. Fowler's position as Consulting Engineer for the New South Wales business, in which my attention is called to the question of his remuneration and to the multiplicity of his extensive engagements, and I was instructed to take such steps as I might consider advisable for the future conduct of the duties of Consulting Engineer. My replies to that communication were dated the 3rd November, 1871, and 10th January, 1872, and to those letters I would also request your reference. Since

Since those letters were written I have employed Mr. Shields, who was connected with the Sydney Railway in its earliest stages. This gentleman has for many years resided in London, and has maintained a reputation for strict integrity and close attention to the business of his profession. I found that Mr. Lowe, the Chancellor of Exchequer, employed him in some of the Government Works here, and still employs him occasionally. Since I have consulted him he has been most attentive, and always available when required. He has, in fact, given me entire satisfaction.

The enclosed letter states minutely the rate at which he has been paid for the several works he has inspected. When I first employed him I stipulated that, should he be employed in heavier works, the remuneration must be considerably reduced; and when the order for the railway extension to Wagga Wagga reached me I agreed with him that he should only be paid half per cent. for inspecting the rails.

From Mr. Shields, 17 Sept., 1873.  
To Mr. Shields, 17 Sept., 1873.  
From Mr. Shields, 23 Sept., 1873.

I found upon inquiry that the Victorian and Queensland Governments pay two or two and a half per cent. upon all their work, including everything, however extensive.

Mr. Shields is to give the most rigid inspection of the work, in strict conformity with Mr. Whitton's specification throughout the manufacture of the rails.

I have, &c.,  
CHARLES COWPER.

The Secretary for Public Works—H.P., 18/12/73. The Under Secretary for Public Works.—  
For U.S., W.G., B.C., 22 Dec., 1873. Railways.—G.H. B.C., 23/12/73.

The Agent General to F. W. Shields, Esq.  
3, Westminster Chambers, S.W.,  
17 September, 1873.

Sir,

I shall be glad to be informed at your earliest convenience upon what terms you are prepared to act as Inspector for the indent of rails for the railway works projected in New South Wales, as described in the accompanying specification. When I requested you in the early part of last year to undertake to act as Inspector of the small indents which I might from time to time place in your hands, I explained that if I should at any future time employ you upon large indents, such as that for which I now have to contract, I should feel it my duty to make them the subject of a special agreement. My impression then was, as at the time advised, that a minute inspection, and indeed any inspection at all, might be dispensed with, the contractor being held responsible for the delivery in New South Wales of rails to the satisfaction of the Engineer-in-Chief there. That view does not appear to have been adopted by the Government, as I judge by the very minute details of the specification which I have now received; on the contrary, by my instructions it appears that while a strict supervision of the rails, during the course of manufacture, is rigidly insisted on, the charge that was made by the gentleman who was formerly employed as Inspector of permanent way material is objected to as being excessive. That charge was one per cent.

When you have carefully read the enclosed specification, I will thank you to state the terms upon which you are willing to undertake the duty which will devolve upon you in the faithful inspection of the rails as required by the New South Wales Government under it.

Specification.

I remain, &c.,  
CHARLES COWPER.

F. W. Shields, Esq., to The Agent General.  
3, Delahay-street, Westminster, S.W.,  
17 September, 1873.

New South Wales Railways, &c.

Dear Sir,

With reference to our conversation yesterday, respecting the remuneration for my services as Inspector in the contracts for railway and other materials exclusive of rails, upon which you requested me to report fully to you without delay, I beg accordingly to report as follows:—

My duties in these matters consist in advising you personally and in writing on the carrying out of the various contracts for railway and other materials for which indents are sent from Sydney; and also in inspecting at the contractor's works, wherever situated throughout England and Scotland, such materials when completed, in order to ensure their being of proper quality and workmanship.

For the contracts I have inspected hitherto which were exclusive of rails, I have been paid at the rate of 2 per cent., and the following list shows the nature and amount of each contract, the place where the inspection was made, and the payments I have received in each case.

List referred to.

Material of Contract.	Amount of Contract.	Where inspected.	Amount paid to me.
Axles, &c. ....	£ 417 3 2	Leeds.....	£ 8 7 0
Telegraph apparatus.....	3,554 3 4	Darlaston, Birmingham, Dudley, and Manchester.	71 1 8
.....	130 13 0	.....	2 12 3
Carriage materials.....	29 12 8	London .....	0 12 0
.....	36 11 6	.....	0 14 6
Machine tools.....	552 0 0	Manchester .....	11 0 10
Cranked axles.....	200 12 0	Leeds.....	4 0 2
Springs .....	87 10 0	Newcastle-on-Tyne .....	1 15 0
do .....	77 4 9	Sheffield.....	1 11 0
Iron plates.....	171 0 7	Sipton .....	3 8 5
Carriage materials.....	44 15 0	London .....	0 18 0
Copper plates.....	204 2 6	Swansea (Wales) .....	4 0 5
do .....	86 9 0	Birmingham .....	1 14 6
Machine tools.....	166 0 0	Manchester .....	3 10 5
Wood-cutting machines .....	172 6 0	Glasgow .....	3 8 10
Machine tools .....	524 0 0	Leeds.....	10 10 0
Iron plates .....	3,627 17 10	Newcastle-on-Tyne .....	72 11 0
Crank axles .....	110 0 0	Manchester .....	2 4 0
Telegraph wire .....	1,363 0 0	do .....	27 5 3

When it is considered that even in the smaller contracts more than one inspection is frequently required, and that the larger contracts require repeated and lengthened supervision, extending in cases over several weeks, it will be very evident that my remuneration is not excessive.

I am, &c.,

F. W. SHEILDS.  
3, Delahay-street, Westminster, S.W.,  
23 September, 1873.

New South Wales Railways, &c.

Sir,

In reply to your letter of 17th instant, requesting me to inform you upon what terms I am prepared to act as Inspector for the indent of rails for the railway works projected in New South Wales, as described in the specification accompanying your letter,—I beg to say that my terms for the inspection thereof as described in your letter would be one-half per cent. on their contract price; my inspection including not only the usual superintendence of the rolling and testing of the rails, but the retaining of an experienced inspector at the contractor's works during the entire period of manufacture; the inspector himself also being under my regular supervision.

I am, &c.,

F. W. SHEILDS.

No. 7.

THE COLONIAL SECRETARY, SYDNEY, to THE COLONIAL TREASURER, LONDON.

Colonial Secretary's Office,  
Sydney, 23 October, 1875.

SIR,

With reference to my minute of the 29th of September, on the subject of the Parkgate Iron Contract litigation, I have now the honor to inclose for your information a copy of the opinion which has been obtained on that subject from the Attorney General.

I have, &c.,

JOHN ROBERTSON.

[Enclosure to foregoing.]

(In answer to Minute of Colonial Secretary to Colonial Treasurer, forwarded to The Honorable the Attorney General.)

It is quite impossible for this Department to furnish the Honorable the Colonial Treasurer with satisfactory instructions for his guidance in dealing with the Park Gate Contract and the various matters arising thereunder in England.

We have no knowledge of the nature of the contract, nor of its legal insufficiency, except such as is disclosed by Captain Jopp's London telegram to the Colonial Secretary, dated September 22nd, and received here on the following day. From this it would appear that counsel in England have advised against the Government, on the ground that the contract has not been entered into by an agent of the Commissioner for Railways specially appointed under 22 Vic. No. 19, and signed by such agent on behalf of the Railway Commissioner. This opinion will be received here probably by the next overland mail. Meanwhile no time has been lost in taking the necessary steps to protect our interests in England. By the 8th section of 22 Vict. No. 19, all contracts for the performance and construction of any works authorized to be made under and in pursuance of the Act are to be in the name of the Commissioner for Railways. By section 5, the Governor is authorized, with the advice of the Executive Council, to appoint among other officers, such agents as he shall think necessary and proper for the execution of the powers and duties vested in the Commissioner under the provisions of this Act. In accordance with this provision, His Excellency was advised to appoint (and has since appointed) Sir Daniel Cooper to be the attorney and agent of the Commissioner for Railways, and to act in that capacity in Great Britain and Ireland, with all the powers and authorities necessary to the fulfilment of the duties of the office until the arrival of the Colonial Treasurer in London, upon which event such powers and authorities would vest in him, and he would then become the attorney or agent of the Commissioner, and Sir Daniel Cooper would cease to act.

In order to effectually authorize this arrangement, a power of attorney to Sir Daniel Cooper, Bart., and the Honorable William Forster, Colonial Treasurer, was duly executed on the 2nd October, by the Commissioner for Railways. This was done under the order and direction of the Governor, which order was testified by His Excellency's signature, and that of the Clerk of the Executive Council, to the Minute of the Executive Council which was indorsed upon this instrument. By this power of attorney the Commissioner nominated and appointed and in his own place and stead put and deputed Sir Daniel Cooper to be his agent, for the purpose of making and entering into all contracts and agreements for the purchase or manufacture of railway engines, carriages, trucks, or machinery, rails, chairs, bolts, &c.—for the acceptance of any bonds, covenants, or securities for the due performance of such contracts—for the appointment of engineers for the examination, inspection, approval, or rejection of all articles required for the Government under this Act—for the commencement and prosecution of any proceedings at law or in equity for enforcing the due performance of contracts, and for the recovery of damages, and generally for the purpose of giving complete effect to the powers of the instrument.

The power of attorney will remain in force, as far as Sir Daniel Cooper is concerned, until the Treasurer's arrival in England; and as far as the Treasurer is concerned, from the date of his arrival in England until he receives notice of its revocation by deed.

It will thus be seen that everything has been now done that can be done for the protection of the interests of the Colony in England in connection with this business. No opinion of the Attorney General would be of any value until he has an opportunity of seeing the contract, which will when it reaches him be the subject of his immediate attention.

WILLIAM B. DALLEY,  
Attorney General.

Crown Law Offices,  
Sydney, 22 October, 1875.

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No. 8.

THE COLONIAL SECRETARY, SYDNEY, to THE COLONIAL TREASURER, LONDON.

16 November, 1875.

MY DEAR FORSTER,

With reference to the second paragraph of my letter of 2nd October last, you will see by Mr. Sutherland's letter to Sir Charles Cowper, of date the 10th July, 1873, that the paragraph alluded to requires some modification.

Yours very truly,  
JOHN ROBERTSON.

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Sydney: Thomas Richards, Government Printer —1875

[9d.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(FURTHER CORRESPONDENCE RESPECTING DEFECTIVE RAILS SUPPLIED BY THE PARK GATE IRON COMPANY.)

*Ordered by the Legislative Assembly to be printed, 19 January, 1876.*

**SCHEDULE.**

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No. 1.

THE CROWN SOLICITOR TO THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,  
Sydney, 30 June, 1875.

SIR,

Referring to my letter of the 15th instant, respecting the rails supplied by the Park Gate Iron Company, I have the honor to remind you that, as suggested in such letter, it is desirable that instructions should be sent by the Honorable the Secretary for Works to the Agent General by the outgoing mail as to the steps to be taken in reference to the Company's alleged breach of contract.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

See 75/4217, letter to Agent General. Inform and send copy of letter to Crown Solicitor, 5/7/75. Crown Solicitor, with copy, &c., 7/7/75.

No. 2.

THE COMMISSIONER FOR RAILWAYS TO THE CROWN SOLICITOR.

Department of Public Works,  
Railway Branch,  
Sydney, 7 July, 1875.

SIR,

In acknowledging the receipt of your letters of the 15th and 30th ultimo, I have the honor to enclose herein a copy of a letter which has been sent to the Agent General, instructing him as to the course to be pursued in regard to the defective rails supplied by the Park Gate Iron Company.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

[Enclosure.]

The Secretary for Public Works to The Agent General.

(75/827.)

Department of Public Works,  
Railway Branch,  
Sydney, 1 July, 1875.

Sir,

Referring to my letter of the 4th ultimo, forwarding copies of the Report of the Board on the Railway material recently imported, I now have the honor to enclose herein a copy of a letter which the Crown Solicitor has addressed to the Commissioner for Railways, showing the steps he has taken in regard to instructing Mr. Mackrell in this matter. It will be seen that the Crown Solicitor has informed Mr. Mackrell that if counsel should be of opinion that the Park Gate Iron Company are liable, legal proceedings are not to be commenced until instructions to that effect have been given by you.

It appears to me that you should, as early as possible, intimate to the Park Gate Iron Company the general terms of Mr. Whitton's report, and also of the report of the Board; and that whether counsel's opinion advises that the Government would succeed in an action or not, you should place yourself in communication with the Company and ascertain if they have any proposition to make for a settlement. Your action in regard to legal proceedings will be governed by the decision which the Company may arrive at in this matter, but I shall be glad to hear that an amicable arrangement has been effected under which the interests of this Government will be duly protected.

I have, &amp;c.,

JOHN LACKEY,  
Secretary for Public Works.Two copies of  
Mr. Whitton's  
report herewith.

No. 3.

THE AGENT GENERAL TO THE SECRETARY FOR PUBLIC WORKS.

London, 3, Westminster Chambers, Victoria-street, S.W.,  
3 September, 1875.

SIR,

I have the honor to inform you that on receipt of your letter No. 75/827 of the 1st July last, relative to the Park Gate Iron Company's rails, I addressed to the Company, after communicating with Messrs. Mackrell and Company, the letter dated 26th August, 1875, of which a copy is enclosed. I also enclose copy of the Company's reply, dated 30th August, 1875, which has been laid, with the other papers, before counsel, whose opinion as to the course to be pursued we now await.

I have, &amp;c.,

CHARLES COWPER.

[Enclosures.]

The Agent General to The Park Gate Iron Company (Limited).

3, Westminster Chambers, S.W.  
26 August, 1875.

Gentlemen,

I have received instructions from my Government to communicate with you with reference to the rails supplied by you under your contract, and which appear not to be in accordance with the specification, and to inform you that my Government will hold you responsible for the breach of your contract. If you are prepared to meet the matter and to arrange a course to be taken to determine what is fair to be done, I shall be happy to submit to you for your perusal the reports of the Engineer-in-Chief for Railways in the Colony, and of the Special Commissioners appointed to test, examine, and report upon the rails there.

I have, &amp;c.,

CHARLES COWPER,  
Agent General for New South Wales.

The Park Gate Iron Company (Limited) to The Agent General.

The Park Gate Iron Company (Limited).

Park Gate Iron Works,  
Rotherham, 30 August, 1875.

Sir,

We beg to acknowledge the receipt of your letter of the 26th instant, and in reply we regret that we cannot re-open any question relating to a contract which has been closed for some considerable time.

We have to inform you that the rails were manufactured in accordance with your specification, examined, approved, and passed by your Inspector, and finally shipped in accordance with the terms of the contract.

We have further to say that we have been for a considerable period large manufacturers of rails for all parts of the World, and we have every confidence that the rails supplied under our contract with you will ultimately be found to give great satisfaction.

We are, &amp;c.,

C. W. J. STODDART,  
General Manager, Park Gate Iron Company (Limited).

No. 4.

No. 4.

THE AGENT GENERAL TO THE COLONIAL SECRETARY.

(75/5,517.)

London, 3, Westminster Chambers, Victoria-street, S.W.,  
9 July, 1875.

SIR,

Referring to my letter, No. 42, dated the 11th June, 1875, relative to the inspection of the rails supplied by the Park Gate Iron Company, I have the honor to enclose, for your information, copy of a letter, dated 8th instant, received from Mr. F. W. Sheilds, C.E., covering a report obtained by him from the Past President, Vice-President, a Member of the Council, and the Honorary Secretary of the Institution of Civil Engineers, giving the conclusions arrived at by these gentlemen, after an investigation of the matter by them, at the instance of Mr. Sheilds.

I have, &amp;c.,

CHARLES COWPER.

[Enclosures.]

F. W. Sheilds, Esq., to The Agent General.

6, Delahay-street, Westminster, S.W.,  
8 July, 1875.

Dear Sir,

On receipt of your letter of the 3rd ultimo, I placed the documents relative to the Park Gate rails in question in the hands of Messrs. Charles Hutton Gregory, William Henry Barlow, F.R.S., Edward Woods, and Charles Manby, F.R.S., who are respectively Past President, Vice-President, Member of the Council, and Honorary Secretary of the Institution of Civil Engineers—making it a request to them to investigate the whole subject, and to state their conclusions in writing.

I annex hereto a copy of their report of yesterday's date, upon which it is needless that I should comment.

Feeling assured that I am free from all blame, and that the instructions to you to withdraw my appointment as Inspecting Engineer must have arisen from the New South Wales Government having been wrongly advised in this matter, and feeling also that I cannot in justice to myself allow the matter to rest in its present position, I beg now to renew my request that the specific charges of failure in my duty, upon which I presume that my appointment must have been withdrawn, may be made known to me without delay; and that the Government will afford me the means of refuting those charges by sending back some of the rails in question (say at least ten rails of each month's rolling), to be tested by the highest engineering authorities in England. Requesting the favour of a reply,—

I remain, &amp;c.,

F. W. SHEILDS.

Messrs. Gregory and others to F. W. Sheilds, Esq.

Great George-street, Westminster,  
London, 7 July, 1875.

Dear Sir,

In accordance with your request, we have given our best consideration to the subject of the recent withdrawal of your appointment of Inspecting Engineer for the New South Wales Government, as mentioned in the letter of the Agent General, Sir Charles Cowper, to you of the 3rd ultimo, and in consequence of statements made in the Colony respecting certain rails supplied by the Park Gate Iron Company.

After careful consideration of the documents placed before us, which documents comprise, as you inform us, the whole of the correspondence which has passed between the Agent General and yourself on this subject, we have arrived at the following conclusions, viz. :—

1. It appears to us from those documents that you have carried out the inspection (which was the only duty entrusted to you) in a careful manner, the returns showing that you had submitted sample rails day by day for testing during the progress of their manufacture, and had applied to them the tests prescribed by the specification sent for your guidance. According to these returns the rails have borne the tests satisfactorily, with the exception of that test named in clause 16 of the specification which requires rails of the dimensions specified to support a weight of 30 tons on bearings of  $3\frac{1}{2}$  feet,—a condition which, according to our experience, is entirely impracticable.
2. We have noted the two telegrams communicated to you in the letters of the Agent General of 3rd September and 29th May last, viz. :—  
“ Rails tested very inferior—worn out in a month—better inspection required,” and  
“ Regret that rails supplied by Park Gate Iron Company, 6,500 tons condemned, utterly useless—make immediate inquiry as to inspection by Sheilds.”  
In the absence of definite information, we cannot understand how it can have happened that so large a quantity as 6,500 tons (the entire lot) should have been proved to be utterly useless within so short a period; such a result as also that of any rails being worn out by any ordinary traffic in a month, being unprecedented in our experience.
3. We are of opinion that the application contained in your letter of 31st May last, to the Agent General, viz., that some of the rails in question should be sent back to be tested in England, is a reasonable and proper request, which should in fairness be acceded to by the New South Wales Government.
4. We have carefully considered the instructions sent to the Agent General to withdraw your appointment without notice, and without any explanations of the reasons for which you were considered to have failed in your duty, other than an assertion that the rails were condemned as utterly useless.

We find that no opportunity has been afforded you as yet of knowing or refuting the specific charges against you, on which, it is to be presumed, the order to withdraw your appointment has been based.

5. Under all these circumstances, we think that the instruction given by the Government of New South Wales to the Agent General to summarily withdraw your appointment must have been sent under some misapprehension of the facts, as it is difficult to conceive that the Government should commit the injustice of withdrawing your appointment without affording you the opportunity and means which you have asked for, of knowing and refuting the specific charges which are presumed to have been made against you.

We are, &c.,

CHARLES HUTTON GREGORY.  
W. H. BARLOW. /  
EDWARD WOODS.  
CHARLES MANBY.

Submitted for perusal.—25/8/75.

The Minister for Works, who will no doubt after reading ask a meeting in conference.—JOHN R., 26/8/75.

The Under Secretary for Public Works.—B.C., 26 Aug., 1875.

Mr. Whitton, for separate report.—J.R., B.C., 27/8/75.

Report herewith (75/510).—W.H.Q., 3rd Sept., 1875.

### No. 5.

MINUTE PAPER OF THE ENGINEER-IN-CHIEF FOR RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,

Railway Branch, Engineer's Office,

Sydney, 3 September, 1875.

*Subject* :—Mr. Shields' defence.

I HAVE, as requested by the Commissioner, read Mr. Shields' letter, dated 8th July last, addressed to the Agent General in England, and also the report of Messrs. Charles Hutton Gregory, William Henry Barlow, F.R.S., Edward Woods, and Charles Manby, F.R.S., who are respectively Past President, Vice-President, Member of the Council, and Honorary Secretary of the Institution of Civil Engineers.

This report appears to have been written at the request of Mr. Shields, and upon information supplied by himself.

I see very little in this document which, in my opinion, demands a reply, as it was written without having full knowledge of the subject with which it professes to deal.

In paragraph No. 1 it is stated that the inspection of the rails was carried out by Mr. Shields in a careful manner.

Now, with every possible respect for the gentlemen signing this report, I am bound to say that they knew nothing about the inspection of the rails, or about their quality, beyond what Mr. Shields has told them, and therefore the expression of their opinion is of no value.

In the same paragraph they take the liberty of saying that the "rails have borne the tests satisfactorily, with the exception of that test named in clause 16 of the specification which requires rails of the dimensions specified to support a weight of 30 tons on bearings of  $3\frac{1}{2}$  feet,—a condition which according to our experience is entirely impracticable."

Can these gentlemen be aware that Mr. Shields states in his reports, or those of his inspectors, that this weight was applied to all the rails tested, and that they supported it in all cases without fracture?

This part of paragraph No. 1 is intended to convey the impression that I had insisted upon impossible conditions, and that Mr. Shields was justified in setting aside this clause of the specification. Mr. Shields himself, however, makes no such excuse, and I assert that rails properly manufactured would sustain the test prescribed in clause 16.

Paragraph No. 2. The rails tested from those supplied by the Park Gate Company were taken indiscriminately from the shipments delivered, and on some of them being tried at Newcastle they were thoroughly worn out in forty-four days. I am not aware that it is anywhere stated that 6,500 tons of rails had been tested and found to be worthless, but as every rail tested was found to be defective it was reasonable to assume that the whole were bad.

The very appearance of these rails should have led to their condemnation, as they bore the strongest evidence on the face of them of being of very inferior quality.

I perfectly agree with the opinion expressed at the end of paragraph 2, that "rails being worn out by any ordinary traffic in a month being unprecedented in our experience." It certainly is in mine, previous to the rails now under consideration; but the fact remains that in one month these rails were so badly worn as to be unsafe to run passenger trains over them, and in forty-four days they had to be taken out of the coal sidings at Newcastle, thoroughly worn out.

Paragraph 3. The suggestion contained in this paragraph to have rails forwarded to England to be tested was anticipated by this department, five pairs having been forwarded to the Agent General in June last.

Paragraphs 4 and 5 require no reply from me, but I cannot refrain from expressing my regret that these gentlemen did not wait for all the papers connected with this subject (which have been printed and sent Home) before expressing decided opinions on matters upon which they had not sufficient information to enable them to arrive at proper conclusions.

JOHN WHITTON.

Make copy of this and all other papers connected with these rails, for the information of Mr. Forster.—J.R., 13/9/75.

Copies herewith.—21/9/75.

Attention is drawn to the minute of the Premier on 75/5,517, suggesting that Mr. Lackey should ask the Cabinet to meet for conference.—21/9/75, CHS. A. G.

Mr. Rae says that conference has taken place, and that papers may be put by for the present.—22/9/75, CHS. A. G.

No. 6.

THE AGENT GENERAL TO THE SECRETARY FOR PUBLIC WORKS.

London, 3, Westminster Chambers, Victoria-street, S.W.,  
24 August, 1875.

SIR,

I have the honor to enclose copy of a letter, dated 20th instant, which I have received from Mr. Sheilds, to whom I had sent a copy of the Commissioner's report on the Park Gate Iron Company's rails, and on the fastenings for the Goulburn Extension Railway. I also enclose copy of my reply, dated 24th instant, and of Mr. Sheilds' letter of 25th September, 1873, therein referred to.

Immediately on receipt of your instructions I placed myself in communication with Mr. Mackrell (who had received direct instructions from the Crown Solicitor), and handed him all documents in my possession in connection with the Park Gate Company's rails. A case is now being prepared for counsel, and I will acquaint you with the result at the earliest possible date.

I have, &c.,  
CHARLES COWPER.

Mr. Whitton to see.—J.R., B.C., 20/10/75. Seen.—J.W., 26/10/75.  
Commissioner.

[Enclosures.]

F. W. Sheilds, Esq., to The Agent General.

6, Delahay-street, Westminster S.W.,  
London, 20 August, 1875.

Sir,

I beg to acknowledge Captain Jopp's letter of 7th instant, transmitting to me, by your desire, printed copy of two reports, dated Sydney, 14th May, 1875, on the rails supplied by the Park Gate Company, and on the fastenings, &c., supplied by the Patent Nut and Bolt Company, the Ebbw Vale Iron Company, and the Darlington Iron Company, for the Goulburn Extension Railway.

These reports are from the Commissioners appointed by the Honorable the Minister for Public Works to investigate the quality of the above material.

May I beg to offer a few remarks on the reports in question, having reference to the duty of inspecting the manufacture and testing of these materials, which was entrusted to me.

*The Park Gate Rails.*

The first point respecting which the Commissioners state that the requirements of the specification have not been carried out has reference to the 30 tons test mentioned in clause 16 of the specification, and the Commissioners state that several of the rails which they experimented upon could not bear that test.

In reply to this statement I beg to refer to the letter to me, of 7th July last, from four of the most eminent engineers in England (with none of whom I have any connection whatever in business or otherwise), which letter I have already placed in your hands for perusal and sent you a copy of, and which contains the following paragraph, viz. :—

"According to these returns the rails have borne the tests satisfactorily, with the exception of that test named in clause 16 of the specification which requires rails of the dimensions specified to support a weight of 30 tons on bearings of 3½ feet,—a condition which, according to our experience, is entirely impracticable."

I beg to say, therefore, in regard to this point, that I cannot fully carry out impracticable tests even though inserted in the specification, but that the returns of my inspectors, which were forwarded to you with my letter of 7th September last, will clearly show that those tests have been regularly made during the whole course of the contract to the full extent to which it was practicable to do it.

I also venture to assert that any scientific engineer will inform you that, if the fractures of rails of these dimensions invariably exhibited, as stated by the Commissioners in clause 6 of their report, "a coarse crystalline grain on the head, web and flange, and little or no fibre observable in the flange or web, which contained a large quantity of dirt," such rails could not possibly have borne the tests which the Commissioners themselves state in the Appendices A and C of their Report that the rails actually bore.

With regard to the proportion of "slight fractures," resulting from the falling weight tests made by the Commissioners, as stated in Appendix B of their Report, I can only say that their tests appear to me to be completely at variance with those made by my own inspectors; and I can only now repeat that I hope an opportunity will be afforded of further investigation on these tests.

With regard to the statements made by the Commissioners in clause 14 of their report with respect to the wear of the rails on the 15 miles of running road already laid I have of course no means or data to enable me to reply to them; but it appears to me that the statements of the Commissioners in that clause as to the condition of the rails is much more exaggerated than the statement of the resident engineer of the same line, which they give in Appendix K of their Report. In any case, however, I can accept no further responsibility in respect to the rails than that of carrying out the conditions of the specification put into my hands, as I was in no way consulted upon the drawing up of that specification, and should not have recommended its adoption for ensuring rails of good wearing quality.

With regard to the straightening of the rails, it is, I think only necessary to refer to the table given in Appendix L of the Commissioners' Report, which shows the majority of the alleged bendings to be within a ¼ of an inch, in long and flexible iron bars, to show the extreme exaggeration of the statements made in clause 15 of their Report. These rail bars were, as I understand, transhipped several times, even before leaving England, which would easily account for a much greater degree of bending than any stated in the above table; and my inspector affirms positively that they were properly straightened before leaving the benches at Park Gate.

The cost of straightening, named by the Commissioners in clause 15 of their Report, would amount to about 2s. per rail throughout the entire line, a result which I think few railway engineers will consider probable.

In

In repeating my former request that some of the rails be sent back in order to be tested by the best authorities in England, I would also make it a request that the correctness of the concluding part of clause 18 of the Commissioners' Report be submitted to the opinion of the same authorities, viz.—as to the assertion that "the specification has been carefully drawn up with a full knowledge of all the requirements in the manufacture of this class of rail, and that had it been strictly adhered to in this case there would have been no possibility of any cause of complaint, either as regards the make of the rails or the quality of the iron of which they were composed."

*The Fastenings.*

The Commissioners state as follows in clause 2 of their report on the fastenings, viz. :—"One case screws, marked P. N. & B. Co. over 334. We cut several of the heads both cold and hot, and find the same are solid and not welded on. The iron is of fair quality, but would not stand the test as specified in clause 1 of the specification."

The Commissioners might, I think, have stated in the above that the specification requires the heads to be forged out of the solid. The tests to which they refer above is stated as follows in the specification, viz. :—"The bars from which the fastenings are made will be tested by bending when cold to an angle of 45 degrees out of straight line; they are then to be restraightened, and after this test they shall show no signs of fracture."

As no bars from which the screws were made were required to be sent or were sent to the Colony, it appears to me that the Commissioners must have applied the tests specified for those bars to the screws themselves, in which the iron had been deeply cut into in screwing it to within an inch of the head as specified. It is needless to comment on the utter unfairness of this test so applied by the Commissioners.

The Commissioners next say, with respect to the spikes and bolts—"One case spikes, No. 808, P. N. & B. Co. over 342: We find the heads are solid, but have been forged out of round iron and doubled down to form the head, and not forged out of square iron, as is usual. The iron is of fair quality, but would not stand the test as specified in clause 1 of the specification."

One case bolts and nuts, marked P.N. and B. Co. over 27: "We find the bolts are well made, and the iron is of fair quality, but would not stand the test as specified in clause 1 of the specification."

The Commissioners have further applied to the spikes and bolts themselves the tests specified to be applied to the bars from which they were made; and have repeated the unfair statement accordingly which they made respecting the screws, that those materials have not been manufactured in strict accordance with the specification, which has in no respect whatever been departed from.

In fine, I submit that the Commissioners' Report on the whole of the fastenings is not a fair one, and I make it a request that samples of those fastenings may also be sent to England, to be submitted in like manner to the judgment of the highest engineering authorities.

If, as I am informed, the gentlemen composing the Commission, or some of them, are themselves manufacturers of and contractors for ironwork in the Colony, I cannot help submitting that their personal interests may imperceptibly to themselves have biassed their conclusions, and that it is unusual, at least in England, to submit an inquiry of this nature to any other authorities than those whose position must manifestly render them impartial judges.

I am, &c.,  
F. W. SHEILDS.

Capt. A. A. Jopp to F. W. Sheilds, Esq.

3, Westminster Chambers, Victoria-street, S.W.,  
24 August, 1875.

Sir,

I am desired by Sir Charles Cowper to acknowledge the receipt of your letter of the 20th instant, relative to the rails and fastenings inspected and passed by you for the Goulburn Extension Railway, and I am to inform you that a copy thereof will be forwarded to Sydney by to-day's mail.

Without professing to reply to the various points now raised in your letter, or to the criticisms which you now make on a specification under which you have passed upwards of 3,300 tons of rails, I am desired to remind you, with reference to your remark that you "would not have recommended its adoption for ensuring rails of good wearing quality,"—that on the 25th September, 1873, in writing to Sir Charles Cowper "on the best method of carrying out the contracts" for the Goulburn Extension, you reported as follows (I enclose copy of your letter):—

"I beg to say that the specification of Mr. Whitton, dated 1st July, 1873, is so precise and complete that I am unable to suggest any material addition to it."

I am further desired to forward for your perusal a report from Mr. Whitton, dated Sydney, 18th December, 1874, which was received yesterday, and which I am to request that you will return at your earliest convenience, as it is our only spare copy.

Yours faithfully,  
A. A. JOPP, Capt., R.E.,  
Secy.

F. W. Sheilds, Esq., to The Agent General.

3, Delahay-street, Westminster,  
25 September, 1873.

New South Wales Railways.

Sir,

In accordance with your request that I report on the best method of carrying out the contracts for the Permanent Way Materials for the extension of the Great Southern Railway from Goulburn to Wagga Wagga,—

I beg to say that the specification of Mr. Whitton, dated 1st July, 1873, is so precise and complete that I am unable to suggest any material addition to it.

I would recommend you therefore to invite tenders for rails and fish-plates from the following manufacturers, viz. :—

The Dowlais Iron Co., Bute-street, Cardiff.  
The Ebbw Vale Steel and Iron Co., Newport, Monmouthshire.

The

The Aberdare Iron Co., Britannia Buildings, Docks, Cardiff.  
 The Rhmney Iron Co., Rhmney, Cardiff.  
 Thorneycroft & Co., Wolverhampton.  
 The Park Gate Iron Co., Rotherham.  
 Dawes Bros., Milton Ironworks, near Barnsley.  
 Stainer and Heath, Newcastle-under-Lynne.  
 The Shelton Bar Co., Stoke-on-Trent.  
 The Darlington Iron Co., 3, Victoria-street.

And I would recommend you to invite tenders for the fastenings from the following manufacturers,  
 viz. :—

The Patent Nut and Bolt Co., London Works, Birmingham.  
 Messrs. Bayliss, Jones and Bayliss, Wolverhampton.  
 The Darlaston Iron Bridge and Roofing Co., Darlaston.  
 Horton and Sons, Darlaston.  
 Warden and Sons, Edgbarton-street, Birmingham.  
 B. Wood & Co., Brittle-lane, near Birmingham.

I am, &c.,  
 F. W. SHEILDS.

### No. 7.

CAPTAIN JOPP to THE SECRETARY FOR PUBLIC WORKS.

London, 3, Westminster Chambers,  
 Victoria-street, S.W.,  
 21 September, 1875.

SIR,

With reference to my letter No. 52/75, of the 24th ultimo, forwarding copy of letter from Mr. Shields, relative to the Park Gate Iron Company's rails, and of my reply thereto, I have now the honor to forward copy of a further letter on this subject from Mr. Shields, dated 8th September, 1875, to which I have not thought it necessary to make any reply, as Mr. Shields is already fully aware of my opinion as to the extent of his responsibility.

I have, &c.,  
 A. A. JOPP, CAPT. R.E.,  
 (For Agent General).

[Enclosure.]

F. W. Shields, Esq., to The Agent General.  
 6, Delahay-street, Westminster, S.W.,  
 8 September, 1875.

Sir,

I beg to acknowledge Captain Jopp's letter of 24th ultimo, enclosing printed minute paper of the Engineer-in-Chief at Sydney, Mr. Whitton, of date 18th December, 1874; which letter and enclosure my absence from London has prevented my answering sooner.

1. Referring first to Captain Jopp's letter, I beg to state that, in writing the paragraph quoted by him from my letter of September 25th, 1873, I referred solely to the question whether any improvement could be suggested in the details of manufacture of the rails as described in Mr. Whitton's specification; and my intention was simply to convey to you that, as respecting those details, the specification seemed to me so precise and complete that I had no material improvement to suggest in it; but I in no way entered into the question (which had not been referred to me) as to whether the specification itself was calculated to ensure rails of good wearing quality.

2. That such was the purport of my letter of 25th September, 1873, as well as my plain and sole duty, will be evident from the following circumstances, viz. :—

3. Your previous letter to me of 17th September, 1873, contained the two following paragraphs, which defined precisely the duty which the Government required of me in the matter, viz. :—

"I shall be glad to be informed, at your earliest convenience, upon what terms you are prepared to act as Inspector for the indent of rails for the Railway Works projected in New South Wales, as described in the accompanying specification.

"When you have carefully read the enclosed specification, I will thank you to state the terms upon which you are willing to undertake the duty which will devolve upon you in the faithful inspection of the rails, as required by the New South Wales Government under it."

4. In further reference to my letter of September 25th, 1873, and in confirmation of my statement that Mr. Whitton's specification would not necessarily ensure rails of good wearing quality, I may also mention the following circumstances.

5. Although specifications such as those of Mr. Whitton are used in many cases, yet it is the practice of several leading Railway Companies to dispense with the inspection and testing described therein, owing to their proved insufficiency to ensure good wearing rails in all cases, and to adopt other means of obtaining good wearing rails. For instance, some Companies dispense with inspections altogether, and simply strike off their list any manufacturer who once supplies them with rails of inferior wear; other Companies require a guarantee from the manufacturers that the rails shall last for a time agreed upon; and others have abandoned the use of iron rails altogether, and use steel rails exclusively.

6. The two latter systems, though more effective in ensuring rails of good wearing quality, involve increased cost; and I naturally presumed that Mr. Whitton had adopted the system described in his specification for this reason, as is usually the case. As there are precedents for all these systems, I therefore did not feel called upon, in the absence of any instructions or invitation to do so, to report upon the system which he had elected to use; especially as the circumstances I have mentioned are so notorious that it was impossible for me to suppose him unacquainted with them.

7. Moreover, the report to me of 7th July last of the four eminent engineers, Messrs. Gregory, Barlow, Woods, and Manby (with which report you are already acquainted), states it as their conclusion (as will be seen by the quotation hereto annexed) that the inspection was the only duty entrusted to me, this conclusion being directly contrary to the opinion expressed by Mr. Whitton in the commencement of his minute paper.

8. I deny, therefore, most emphatically, that I have, as implied by Mr. Whitton, acted under any erroneous impression of my duty as Inspecting Engineer in this matter.

9. I submit, therefore, that Mr. Whitton is wholly unjustified in attempting to repudiate his own responsibility for the principle on which he has drawn up his specification, and for whatever results shall be proved to have arisen from that cause.

10. Referring further to the following paragraph in Mr. Whitton's minute paper, viz. :—"It is the quality of the iron which is defective, and this was approved by Mr. Sheilds on the recommendation of the manufacturers, as stated in their letter, dated 19 December, 1873,"—

11. I beg to state that I consider this a most unjustifiable statement, and that the letter quoted, (which is printed with Mr. Whitton's minute) gives no grounds whatever for making such an assertion.

I am, &c.,

F. W. SHEILDS.

EXTRACT above referred to from the Report of Messrs. Gregory, Barlow, Woods, and Manby, of date July 7th, 1875.

"After careful consideration of the documents placed before us, which documents comprise, as you inform us, the whole of the correspondence which has passed between the Agent General and yourself on this subject, we have arrived at the following conclusions, viz. :—

"1. It appears to us from those documents, that you have carried out the inspection (which was the only duty entrusted to you) in a careful manner; the returns showing that you had submitted sample rails day by day for testing, during the progress of their manufacture, and had applied to them the tests prescribed by the specification sent for your guidance.

"According to these returns, the rails have borne the tests satisfactorily, with the exception of that test named in clause 16 of the specification which requires rails of the dimension specified to support a weight of 30 tons on bearings of  $3\frac{1}{2}$  feet,—a condition which, according to our experience, is entirely impracticable."

### No. 8.

MINUTE FROM THE ENGINEER-IN-CHIEF TO THE COMMISSIONER.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 16 November, 1875.

Subject:—Mr. Sheilds and the Park Gate Iron Company.

FURTHER correspondence from Mr. Sheilds having been referred to me, in which he seeks to justify himself, with reference to the inspection of the rails manufactured for this Colony by the Park Gate Iron Company, I have no alternative but to reply to it. I confess I do so with much regret, as the duty devolving upon me is one which I would gladly have avoided—not from any difficulty which I shall experience in dealing with the matter, but from being compelled to criticise, perhaps somewhat severely, Mr. Sheilds' conduct throughout the whole of these transactions.

In his letter of the 25th September, 1873, in writing to Sir Charles Cowper on the best method of carrying out the contracts, he states—"I beg to say that the specification of Mr. Whitton, dated 1st July, 1873, is so precise and complete that I am unable to suggest any material addition to it." To most ordinary minds this paragraph would convey the impression that Mr. Sheilds considered the specification so carefully and satisfactorily drawn up that even he was unable to suggest "any material addition to it."

After nearly 33,000 tons of rails had been rolled without any objection being raised to the specification, and not until a portion of the rails (those rolled by the Park Gate Company) had been tested in Sydney and pronounced to be of very inferior quality, is anything heard from Mr. Sheilds about the defect in the specification.

In his letter of the 20th August, 1875, I find the following paragraph :—"In any case, however, I can accept no further responsibility in respect to the rails than that of carrying out the conditions of the specification put into my hands, as I was in no way consulted upon the drawing up of that specification, and should not have recommended its adoption for ensuring rails of good wearing quality."

Although Mr. Sheilds, in his letter of the 25th September, 1873, addressed to Sir Charles Cowper, is unable to suggest any material additions to the specification, yet, in his letter of the 8th September, 1875\*, after the rails had been tested in Sydney and found to be bad, he endeavours to qualify the approval then given, by one of the most extraordinary disclosures ever made. He says in paragraph No. 1, "Referring first to Captain Jopp's letter, I beg to state that, in writing the paragraph quoted by him from my letter of September 25th, 1873, I referred solely to the question whether any improvement could be suggested in the detail of manufacture of the rails, as described in Mr. Whitton's specification; and my intention was simply to convey to you that, as respecting those details, the specification seemed to me so precise and complete that I had no material improvement to suggest to it; but I in no way entered into the question (which had not been referred to me) as to whether the specification itself was calculated to ensure rails of good wearing quality."

If this was Mr. Sheilds' opinion at the time he wrote to Sir Charles Cowper, it is unfortunate that he failed to make himself fully understood. Sir Charles Cowper did not ask for the "intentions" which Mr. Sheilds wished "simply to convey," but he forwarded the specification for any remarks Mr. Sheilds might desire to make upon it; and he now admits that in approving of that specification he deceived Sir Charles Cowper, by giving him to understand in the most direct terms that he fully approved of the very specification which he now condemns.

Did

Did Mr. Shields give to Sir Charles Cowper the particulars he now gives in the 5th paragraph of his letter? Did he suggest to Sir Charles Cowper the advisability of dispensing altogether with inspection, owing to its "proved insufficiency"? Did he ask Sir Charles to depend entirely upon the manufacturer, and obtain a guarantee "that the rails should last for a time agreed upon," or did he suggest the use of "steel rails exclusively"? Nothing of the kind; but, as the Inspecting Engineer in England, on behalf of the Government by whom he was paid to protect the interests of the Colony, he permitted the Park Gate Company to roll many thousands of tons of rails of bad quality with the full knowledge, he himself says, that they were doing so; to use his own words, that the rails would not be "of good wearing quality"; yet the Park Gate Company, by their letter of the 19th December, 1873, expressed a very different opinion.

Does the specification ask for bad rails? Does it not distinctly state that everything shall be of the best description? Did Mr. Shields consider that it was necessary for the New South Wales Government to employ him to superintend the manufacture of bad rails? Surely the Government might have left the solution of such a matter in the hands of the Park Gate Company without going to the additional expense of employing Mr. Shields to ensure a bad article.

Mr. Shields is unfortunate in again quoting the opinion of the four "*eminent engineers*," as the only opinion they expressed upon the specification prepared by me was that it contained a condition which according to their experience was "entirely impracticable."

This statement is in direct contradiction to Mr. Shields' reports, which show that this test was applied, and that the rails sustained the weight (specified in clause No. 16) in all cases, without fracture. If Mr. Shields' reports therefore be correct, the condition insisted upon by me was *complied with and consequently was not impracticable*.

In paragraph No. 9 of Mr. Shields' letter of the 8th September, 1875, he states that I am wholly unjustified in attempting to repudiate my own responsibility with reference to the specification. I am perfectly unconscious of having said anything which in the most remote degree could justify this paragraph. I have always stated most positively that the specification was written by me, and that I take the whole responsibility attached to it. Probably Mr. Shields may be referring to the following extracts from my memo. to the Commissioner, dated 18th December, 1874.

"I desire in the first place to call the Minister's particular attention to the following paragraph from Mr. Shields' letter to Sir Charles Cowper, dated 22nd September, 1874:—In conclusion, I am strongly to reaffirm the statement made in my letter to you of the 7th instant,—that my sole duty was to carry out, in their full integrity, the provisions of the specification placed in my hands; that I have taken every means to ensure the faithful execution of this duty, and that I am under the full conviction that it has been performed accordingly."

"From the above extract it appears to me that Mr. Shields has formed a very erroneous impression of his duty as Inspecting Engineer for the New South Wales Government, in supposing for one moment that his services are required *only* to send out all articles which may be ordered for the Colony, in accordance with the provisions of a specification, whether such specification be right or wrong. I also take exception to this paragraph, which by inference affirms that the specification is the *cause* of the bad quality of the rails which have been recently delivered for the Yass extension."

"I take this opportunity to deny in the most emphatic terms that there is anything in the specification which can in the most remote degree give any sanction to Mr. Shields' insinuation, and I think I shall be able to show by extracts from the correspondence between Mr. Shields and the Park Gate Company, that no exception was taken either by himself or the Company to any of the provisions in the specification, and that the quality of the iron and arrangement of the piles were entirely approved by Mr. Shields, as shown by the following letters."

I do not here ask Mr. Shields to take any responsibility with reference to this specification, but I say that if a specification were sent to Mr. Shields which was obviously defective or absurdly incorrect, it was clearly his duty to call the attention of the Agent General to it.

In paragraph 10 of Mr. Shields' letter above referred to, he quotes the following from my memo. of the 18th December, 1874,—"It is the quality of the iron which is defective, and this was approved by Mr. Shields on the recommendation of the manufacturers, as stated in their letter dated 19th December, 1873," and adds—"I beg to state that I consider this a most unjustifiable statement, and that the letter quoted (which is printed with Mr. Whitton's minute) gives no grounds whatever for making such an assertion."

The paragraph referred to is strictly correct, except the date, 19th December, as I find that some correspondence did take place about the pile, after the date named by me; and although Mr. Shields did approve of a pile, I cannot find any letters addressed by him to the Park Gate Co. directly stating his approval, but in answer to a question from Captain Jopp as to whether he had complied with the conditions of clause No. 11, Mr. Shields says—"The first portion of paragraph No. 11; requiring samples to be sent to me, and my approval thereof obtained, was acted on, and the annexed copies of my correspondence (ten letters), with the Park Gate Co., show what has been done in reference to this subject."

Although Mr. Shields had approved of the iron, he considers my remarks perfectly unjustifiable, because there happened to be an error in the date, which I copied from a section of a pile furnished to this office from England.

In conclusion, I maintain that had the rails been manufactured in accordance with my specification, or had the Park Gate Company made them equal to those supplied to the Midland Railway Company, under a three years' guarantee, as stated in their letter to Mr. Shields, of the 19th December, 1873, no exception could have been taken to them, and the Colony could have had no reason to complain.

JOHN WHITTON.



1875.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(CASE FOR AND JOINT OPINION OF MR. JOSH. BROWN, Q.C., AND MR. A. GORDON.)

*Ordered by the Legislative Assembly to be printed, 16 November, 1875.*

The Government of New South Wales.—As to rails supplied by the Park Gate Iron Company (Limited).

IN 1873 the Government of New South Wales sent instructions to Sir Charles Cowper, their Agent General in England, to obtain a supply of permanent-way materials for their Railway, in course of construction from Goulburn to Yass, being a portion of the Railway from Goulburn to Wagga Wagga, an extension of the Great Southern Railway in New South Wales, according to a specification prepared by Mr. John Whitton, the Engineer-in-Chief for Railways in the Colony, a print of which specification is sent herewith.

The following is a copy of the instructions sent to the Agent General :—

“ Department of Public Works,  
Railway Branch,  
Sydney, 10 July, 1873.

Sir,

I have the honor to enclose herewith an indent and twenty-five copies of specification for permanent-way materials, required for the extension of the Great Southern Railway from Goulburn to Yass, and to request that you will be good enough to obtain and forward the same with as little delay as possible.

All materials to be landed at the Queen's Wharf, Circular Quay.

The Agent General, 3, Westminster Chambers,  
London.

I have, &c.,  
JOHN SUTHERLAND,  
Secretary for Public Works.”

To carry out these instructions it became necessary to employ a competent engineer in England to superintend the manufacture of the materials, and to see that the terms and conditions of the specification were observed and complied with. Mr. F. W. Sheilds, C.E., had been acting as Inspector for the New South Wales Government in some contracts which had been entered into for railway and other materials, exclusive of rails, and the Agent General arranged with him that he should also act as Inspector for the indent of rails now required, his inspection including not only the usual superintendence of the rolling and testing of the rails, but the retaining an experienced inspector at the contractor's works during the entire period of manufacture.

The Agent General requested Mr. Sheilds to advise him as to the best mode of carrying out his instructions, and he wrote the Agent General stating that the specification was so precise and complete that he was unable to suggest any material addition to it, and recommended that tenders should be invited from a list of firms which he gave to the Agent General.

Tenders were in consequence invited from such firms, amongst whom was the Park Gate Iron Company (Limited), who sent in a tender, of which the following is a copy :—

“New South Wales Railways—Great Southern Railway—Extension, Goulburn to Wagga Wagga.

*Tender for Rails.*

3, Westminster Chambers, Victoria-street,  
London, S.W.,  
Park Gate Iron Works, Rotherham,  
6 October, 1873.

To the Agent General for the New South Wales Government,—

Sir,

We hereby undertake to supply 6,600 tons of rails in precise accordance with the terms and conditions contained in the printed specification for permanent-way materials which you have furnished to us, which specification is signed in lithograph ‘John Whitton,’ and dated ‘Sydney, 1 July, 1873,’—the rails to be delivered in Liverpool or London, as you shall from time to time require, at the following prices per ton :—

If delivered in Liverpool—£12 11s. 6d. If delivered in London—£12 12s. 6d.

We are, &c.,  
The Park Gate Iron Company (Limited),  
CHAS. J. STODDART, Secretary.”

The various tenders which were received were submitted to Mr. Shields, and he recommended that the tender for rails received from the Park Gate Iron Company (Limited) should be accepted, and accordingly the Agent General wrote to the Park Gate Iron Company as follows:—

“3, Westminster Chambers, S.W.,  
8 October, 1873.

Gentlemen,

I hereby accept your tender of the 6th instant for 6,600 tons of rails for the Great Southern Railway in New South Wales, to be manufactured in strict accordance with the specification of Mr. Whitton, referred to in your letter, and to be delivered free on board ship in Liverpool or London; from time to time, as I shall require. The price, if delivered in Liverpool, to be £12 11s. 6d. per ton, or if delivered in London, £12 12s. 6d. per ton.

The contract to be completed within ten months from this date, and with the exception of the rails being delivered free on board ship instead of alongside, to be in every respect in accordance with the conditions of the specification.

The Park Gate Iron Company (Limited),  
Park Gate Iron Works, Rotherham.

I have, &c.—  
CHAS. COWPER.

P.S.—Be pleased to reply to this letter, confirming the arrangements within mentioned.—C.C.”

In reply to this letter the Company on the 11th October, 1873, wrote as follows:—

“The Park Gate Iron Co. (Limited),  
Park Gate Iron Works,  
Rotherham, 11 October, 1873.

The Agent General for New South Wales,—

Dear Sir,

We are obliged by your favour of the 8th instant, informing us that our tender for the supply of rails has been accepted, which we now have the pleasure to confirm.

Yours, &c.,  
(The Park Gate Iron Co. Limited),  
CHAS. J. STODDART,  
General Manager.”

It will be observed that the tender is signed by Mr. Stoddart, as the Secretary of the Company, and that the confirmatory letter is signed by him as the General Manager.

The Articles of Association of the Company provide that the Directors may enter into any contract of the nature of the one under consideration, and gives them power to delegate their authority in this respect to any of the officers of the Company. The Company may also adopt and carry out any contracts or agreements entered into by any of its officers.

The Articles of Association do not contain any provision as to the seal of the Company being necessary to any contracts of this nature, and the provisions of the Act, 30 & 31 Vic., cap. 131, sec. 37, would therefore apply. The contract therefore being in writing and signed by a person acting under the express or implied authority of the Company is, it is presumed, binding on the Company under the Act.

The specification prepared by Mr. Whitton was, by these letters, embodied in the contract thereby entered into, and it becomes important to examine its provisions. It first provides what the section and weight of the rails should be, and then provides that a template should be made which should be approved in writing by the inspecting officer before any rails should be rolled. The specification, after providing for the length of the rails, for punching holes for fishing, that no holes should be made in the flanges of the rails, and for marking the rails, provides what the minimum size and length of the pile from which the rails were to be made should be, and then stipulates as follows:—

7. The slab for forming the head of the rail to be made of the best mine iron, specially selected for hardness and toughness, and made into a bloom thoroughly and closely worked together on all sides under the hammer—then reheated to a welding heat and rolled into a bar 9 inches wide and 2 inches thick; this slab must in all cases be the full length and width of the pile.
8. The slab and side pieces for forming the flange and shoulder to be of the best quality of No. 2 iron, such as shall produce a strong, tough, fibrous iron.
9. The intermediate bars are to be made of such a mixture of ores, being all mine iron, as shall produce good, strong, puddle iron of the best quality for the purpose, and not exceeding  $\frac{3}{4}$  of an inch in thickness, and of such widths as properly to break joint.
10. This pile, 9 in. x 10 in., is to be rolled into a bloom, which is to be reheated to a welding-heat, and then rolled into a rail.

It may be convenient here to explain to counsel that the iron out of which rails are rolled is built up with various qualities of iron, laid parallel to each other, as will be seen in the section presently referred to, and that these form what is called “the pile,” and counsel will readily understand how important it is that the slab intended to form the head of the rail should be of “the best mine iron,” and that when the rail is rolled out this slab should be in its proper position, and not placed on one side of or so as to form the flange of the rail.

The specification then states the conditions under which the rails were to be manufactured, and requires as follows:—

11. Before commencing to roll the rails samples must be sent to the superintending officer, and his approval in writing obtained of the quality of the iron the contractor purposes and will guarantee to use.
12. The rails to be of uniform section throughout, and in exact accordance with the approved template, the ends sawn off true and square, free from roughness at the edges, and the straightening must be done without hammering.
13. The surface of the rails and the edges of the flanges to be free from cracks or other defects. No patching nor hammering will be permitted.
14. The holes for fishing must be without burrs; square through the rail, and exactly in accordance with the given size and position shown on drawing.

15. The rails to be subject to the inspection of the superintending officer or his assistant during all stages of manufacture. The bars for forming the piles will be rigidly tested in such manner as he shall decide, and certain finished rails shall be selected to be broken under varying conditions, the expense of these tests being borne by the contractor, who, when requested, is to furnish labour to assist, and to afford every facility for examination during manufacture, testing, and thoroughly inspecting the work.

Clauses 16 and 17 provide as to the application of certain tests, and provision is afterwards made for the approval of the rails, the quantity to be supplied, the delivery thereof, how and when payments should be made, and within what time the contract should be completed.

It will be observed from the letter of the Agent General, of the 8th October, accepting the tender, that the rails were to be delivered free on board, instead of being taken alongside the vessel, as provided by the specification.

On the 17th December, 1873, Mr. Shields wrote to the Company pressing to have samples of the iron proposed to be used and a drawing of the proposed pile, and the correspondence of which the following is a copy then passed between him and the Company:—

F. W. Shields, Esq.,

Park Gate Iron Works, Rotherham,

Dear Sir,

19 December, 1873.

We are in receipt of your letter of the 17th instant, and we will give you a few days notice before commencing to roll rails.

We have the pleasure to inform you that we yesterday sent off a box containing seven samples, which we trust will arrive in due course.

We enclose tracing (*see tracing marked A*) showing the proposed pile out of which we purpose manufacturing the rails; with your sanction we purpose making the pile 10 inches square as under.

Sample No. 1 (red on tracing) will be made from puddled balls of the best mine iron; two balls will be placed together, well hammered, thoroughly upset on all sides, and reduced by rolling to a slab 10" wide and  $1\frac{3}{4}$ " thick, and the full length of the pile.

The intermediate bars (sample No. 2), brown on tracing, will be made from good mine iron, all thoroughly well hammered and rolled to such widths as will properly break joint.

The bottom slab No. 3 (yellow on tracing) will be 8" wide, made of the best mine iron, but worked in a different manner to the top slab so as to produce a bar of a more fibrous nature.

The side pieces No. 4 (blue on tracing) will be made of the best quality of No. 2 iron so as to make a tough, fibrous, and well finished flange to the rail.

This large pile will be heated, then reduced to a bloom about 7" square, again reheated, and then rolled into a rail, thus ensuring a large amount of work before the finished rail is produced.

No. 5 is a sample of the pig iron proposed to be used.

Samples Nos. 6 and 7 show the fractures of two pieces of 50-lb. T rails taken out of stock, which will show you the usual quality we make. No. 6 shows an especial good fracture; the bulk of our make will range between the two.

You will note that we propose to reduce the top slab to  $1\frac{3}{4}$ " thick, and this we find from experience enables us to put more work upon it than we can when it is required 2" thick.

We may mention that we manufacture many thousand tons of rails annually for the Midland Railway under a three years' guarantee from a like pile but with a similar slab top and bottom for double-headed rails, and although their traffic is enormous we find that it produces the best rail to stand the wear and tear of their system.

We are, &c.,

The Park Gate Iron Company (Limited),

C. W. J. STODDART,

General Manager.

F. W. Shields, Esq., to The Park Gate Iron Company:

3, Delahay-street, Westminster, S.W.,

22 December, 1873.

New South Wales Railways.

Gentlemen,

I duly received your letter of Friday, 19th instant, and lose no time in replying. I see no objection to the size of pile, 10" x 10", which you prefer adopting, especially as the specification says not less than 9" x 10". But I fear it will give rise to complaint at Sydney if you alter the thickness of top slab from 2" to  $1\frac{3}{4}$ ", especially as it alters the proportion of top slab to whole pile from  $\frac{1}{3}$  to  $\frac{1}{4}$ , and I will ask you therefore to send me another sample of this slab of 10" x 2" and finer in grain than the last one, which is decidedly coarser in grain than it ought to be. Will you please break this bar, and retain one part of it at the works for the Inspector's use.

There is no thickness stated on your tracing for bars Nos. 2, 3, and 4, and it would be more satisfactory to state their thickness.

Referring to No. 3 bar (yellow on tracing), I think it would be an improvement to make it wider, so as to cover the longitudinal point of bar No. 4 (blue); also that it would be better to make bar No. 4 extend one layer deeper in the pile.

I would also ask you to clause 10 of specification, providing that the bloom is to be re-heated "to a welding heat,"—the last words not being in your letter of 19th, though probably intended.

Perhaps you will consider these points and send me a revised tracing of pile.

Yours, &c.,

F. W. SHEILDS.

The Park Gate Iron Company to F. W. Shields, Esq.

Park Gate Iron Works,

Rotherham, 29 December, 1873.

Dear Sir,

We duly received your letter of the 22nd instant, and note that you prefer the top slab to be 2" thick instead of  $1\frac{3}{4}$ ". We have therefore sent you a fresh sample about this thickness, and also another tracing showing the top slab as 2" thick.

With regard to the fineness of the grain in the top slab previously sent, we certainly thought it a very good bar; the grain will of course come out finer when the pile is rolled into a rail,

The

The intermediate puddled bars will be about  $\frac{3}{4}$ " thick.

With regard to the 8" bar, marked yellow on the original tracing, you will note that it does cover the longitudinal point of bar No. 4, and if we were to make it any wider we are afraid that the edges would not be so good.

We think that bar No. 4 extends sufficiently into the pile, and will be found to make a first-rate flange on the rail.

After the pile is rolled into a bloom, the bloom is then reheated to a welding heat before being rolled into a rail.

We hope to be in a position to try the rails next week, and if we find, after commencing work, that any modification of the pile can be suggested, we shall be very happy to do our best to meet your views upon the subject.

We are, &c.,  
 The Park Gate Iron Co. (Limited),  
 C. W. J. STODDART,  
 General Manager.

Westminster.

F. W. Shields, Esq., to the Park Gate Iron Company.

3 Delahay-street, Westminster, S.W.  
 30 December, 1873.

New South Wales Railways.

Gentlemen,

I have your letter of yesterday, as well as the sample of top slab, but not the tracing of section of pile which you mention.

I would be glad to send Mr. Parkes to your works when you are making the first piles previous to rolling. Will you let me know by return when you will commence doing so.

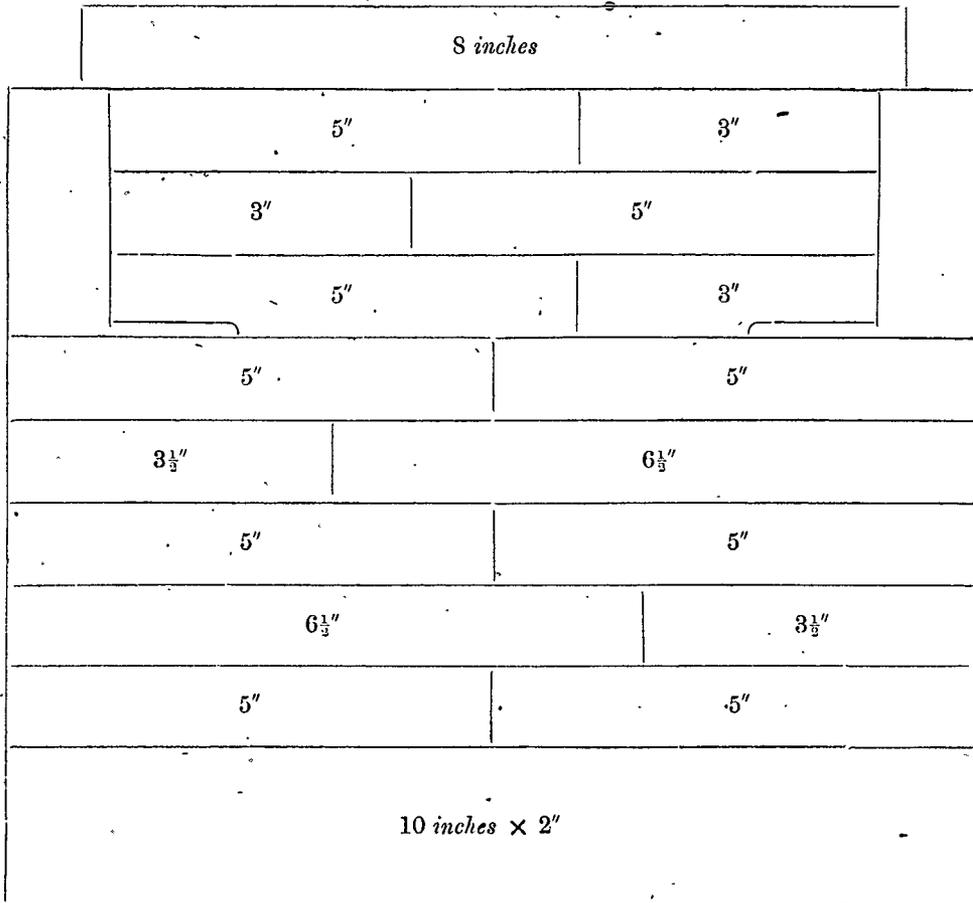
Yours faithfully,  
 F. W. SHEILDS.

The Park Gate Iron Company to F. W. Shields, Esq.

The Park Gate Iron Co. (Limited),  
 Park Gate Iron Works,  
 Rotherham, 31 December, 1873.

Dear Sir,

We regret to see by your letter to hand this morning that you have not received the tracing, we therefore now enclose another copy.



As soon as we are ready to commence rolling we will at once advise you.

Yours truly,  
 The Park Gate Iron Co. (Limited),  
 C. W. J. STODDART,  
 General Manager.

Westminster.

New

## New South Wales Railways.

3, Delahay-street, Westminster, S.W.,  
1 January, 1874.

Gentlemen,

I am in receipt of your letter of yesterday, enclosing tracing of pile. The dimensions of the pile are not, however, quite clear from the tracing, as appears thus:—

Top slab...	2" thick.
Eight intermediate bars, $\frac{3}{4}$ " thick	6" "
One bottom bar, thickness not stated, but per sample	$\frac{3}{4}$ " "
Total	<u>8<math>\frac{3}{4}</math>"</u>

whereas you have stated the entire depth of pile at 10". As the difference is considerable, I would be obliged to you to send me another tracing, which will make all clear.

I see from your letter of yesterday you did not exactly understand my letter of 30th ultimo. Will you please tell me when you will commence making up the piles for rolling, as I want to have this process inspected.

The Park Gate Iron Co.

Yours &c.,  
F. W. SHEILDS.

F. W. Shields, Esq.,—

Dear Sir,

The Park Gate Iron Co. (Limited),

Park Gate Iron Works, Rotherham, 3 January, 1874.

We are in receipt of your letter of the 1st instant, and must apologize to you for not making the tracing quite clear. We now enclose one which we trust you will find in order; you will note that apparently the pile will be 10" x 10 $\frac{3}{4}$ ", as it is not possible to roll puddled bars with the same exactitude to thickness as finished merchant bars.

The piles for making the rails are made at the same time as the rolling goes on, therefore when we commence rolling your inspector will of course see the piles made.

Yours truly,  
C. W. STODDART,

General Manager, Park Gate Iron Co. (Limited).

Westminster.

On the 21st June, 1874, the General Manager of the Park Gate Iron Company wrote to the Agent General, informing him that they had commenced rolling the rails, and that they had 120 tons passed by the Engineer and ready for delivery on receipt of instructions; and on the 26th of January, 1874, the Company informed the Agent General that they had sent forward the first delivery of rails consigned to Messrs. B. L. Lloyd & Co., who were the shipping agents of the Agent General.

On the 2nd of February, 1874, Mr. Shields wrote to the Agent General, as follows:—

New South Wales Railway.

In reference to the contract of the Park Gate Iron Co. for rails, in accordance with indent dated Sydney, July 10th, 1873,—

I beg to report that the total number of rails inspected and passed up to Saturday, 31st ultimo, was as follows, viz.:—

No. 1,727 rails 21 feet long, and

No. 93 rails, 18 feet long.

Each rail passed is stamped with the letter P on both sides, thus

Yours faithfully,  
F. W. SHEILDS.

Upon this certificate and the bill of lading being produced, payment was made by the Agent General for the quantity of rails mentioned in such certificate. Similar certificates were afterwards given, and bills of lading produced and payments made by the Agent General for the whole number of rails contracted to be supplied.

The Agent General provided the vessel, and the loading was performed by stevedores in the usual way.

In September, 1874, however, shortly after the first consignment of rails arrived in the Colony, a telegram was received by the Agent General from the Government as follows:—

"Rails tested very inferior, worn out in a month; better inspection required."

Mr. Shields was at once communicated with and requested to reply to certain questions put to him by the Agent General in a letter dated 3rd September, 1874. In answer to this letter Mr. Shields wrote as follows:—

To Sir Charles Cowper, K.C.M.G.,  
Agent General for New South Wales,—6, Delahay-street, Westminster, S.W.,  
Monday, 7 September, 1874.

New South Wales Railways.

Dear Sir,

In reply to Captain Jopp's letter of 3rd instant, enclosing copy of telegram from the Secretary of Public Works, Sydney, worded as follows, viz.:—'Rails tested very inferior; worn out in a month; better inspection required'; and requesting me to report on the points or questions hereinafter enumerated with reference to the Park Gate contract, I beg to report thereon as follows:—

Question 1.

How are the provisions of paragraphs 7, 8, 9, and 10 of the specification ensured and checked?

(The above paragraphs refer to the detailed mode of forming the piles from which the rails are rolled.)

Answer.

My inspector was at the works during the whole period of the contract, and saw these requirements strictly adhered to.

Question

*Question 2.*

Was the first portion of paragraph 11 acted on, and was any action taken under the concluding part of paragraph 11?

*Answer.*

The first portion of paragraph 11 (requiring samples to be sent to me, and my approval thereof obtained) was acted on, and the \*\*\* copies of my correspondence \*\*\* with the Park Gate Co. \*\*\* show what has been done in reference to this subject. No action was taken under the concluding part of paragraph 11, as all the rails in the contract were rolled at the Park Gate Works.

*Question 3.*

How are the provisions of paragraphs 12 and 13 as to not hammering ensured?

*Answer.*

As regards clause 12 the straightening of the rails was done by steam straightening presses. As regards clause 13, no patching or hammering whatever was allowed, and a number of rails were rejected at the commencement of the contract, which were patched by the makers on the bottom flange.

*Question 4.*

What steps were taken throughout the contract to carry out the tests prescribed in paragraph 15, and by whom were these tests made?

*Answer.*

The tests were made throughout the contract in accordance with the specification, and copies of the reports of these tests, which were made and sent to me weekly by the inspectors, Mr. J. D. Parkes and Mr. G. Raine, are appended hereto, and marked B (22 reports).

*Question 5.*

To what extent throughout the contract were the tests prescribed in paragraphs 16 carried?

*Answer.*

The tests actually carried out were as follows:— The specified tests were made for the first three weeks on batches of rails made in each shift of 12 hours, or half a day's rolling, and then when the mode of manufacture was well established on batches of 24 hours, or one day's rolling, during all the remainder of the contract. This was largely in excess of the requirements of clause 16, which only specified the testing of batches of one or two day's rolling.

Returns were made to me by the inspector every week of the tests so made, and the number of rails passed by him during the week, and copies of these returns are appended hereto, marked B, as before stated.

*Question 6.*

Was paragraph 17 ever acted on?

*Answer.*

Further tests have been made, but it was rarely found necessary to do so, and then only with reference to the appearance of the fracture of the nicked and broken rails, or the other tests having proved unsatisfactory. In these cases the second test was satisfactory in every instance, except once, when a third test was made.

*Question 7.*

Any other points which you may wish to bring to the notice of the Agent General, in proof of rigid and careful attention to all inspections and tests, as prescribed by the specifications throughout the contract?

*Answer.*

I have visited the Park Gate Works personally during the course of the contract, and saw the prescribed tests made, which were in each case in accordance with the inspector's weekly reports to me, which, it may be seen, give very uniform results. The samples above-mentioned, showing the qualities of the iron, as well as samples of the finished rails, are now in my possession, and can be referred to. The inspector, besides making the prescribed tests, examined, passed, and stamped throughout the contract, each individual rail that was forwarded to Sydney.

I may mention that the inspector, Mr. Parkes, has been engaged with me as a practical engineer and in the inspection of ironwork since 1853, having been previously brought up as a mechanical engineer, and that Mr. Raine has been engaged as a rail inspector for the last seventeen years. I have omitted no means in my power to insure the carrying out of the specification put into my hands in its full integrity, which was the duty entrusted to me.

I recommend the matter to be fully investigated, and the prescribed test to be repeated in the Colony, and the quality of the metal as shown by the fracture to be submitted to the judgment of the best authorities on the subject.

I have, &c.,

F. W. SHEILDS.

On the 19th of September the Agent General wrote to Mr. Shields as follows:—

“ 19 September, 1874.

Dear Sir,

I am desired by Sir Charles Cowper to call your attention to the accompanying copy of a letter, dated 29th July, 1874, received to-day from the Secretary for Public Works, New South Wales, enclosing copy of a report from the Engineer-in-Chief relative to the rails for the Goulburn to Yass extension (Park Gate contract). The Agent General requests that you will, in view of his report, make any additions that you may think necessary to your report on this subject of the 7th instant, which will be forwarded to Sydney by mail of the 22nd instant.

Yours, &c.,  
A. A. JOPP,  
Captain, R.E.”

The letter from the Secretary of Public Works, and the Engineer's report referred to therein, were as follows:—

“ Department of Public Works,  
Railway Branch,  
Sydney, 29 July, 1874.

Sir,

I have the honor to enclose herein copy of a report received from the Engineer-in-Chief for Railways, with reference to the rails recently imported for the Great Southern Railway extension—Goulburn to Yass—and to request that you will be good enough to take such steps as will ensure more care being taken in the inspection of permanent-way material before it is allowed to leave England.

I have, &c.,  
JOHN SUTHERLAND,  
Secretary for Public Works.”

The Agent General,  
3 Westminster Chambers, London.

(Copy.)

“If these rails are a fair specimen of those being imported for the extensions, arrangements should be made to have them properly straightened, for it will be impossible to make a good permanent-way with them in their present state, for as regards the straightness and finish I have no recollection of ever having seen worse rails.”

In reply to this letter of the Agent General, Mr. Shields wrote as follows:—

“ New South Wales Railways.

6, Delahay-street, Westminster,  
22 September, 1874.

Dear Sir,

In reply to Captain Jopp's letter of Saturday, the 19th instant, wherein he forwarded to me, by your desire, copy of a letter dated 29th July, 1874, from the Hon. the Secretary for Public Works, New South Wales, enclosing copy of a report from the Engineer-in-Chief relative to the rails recently supplied for the Goulburn to Yass Extension (Park Gate Contract), and further requested me in view of the report to make any additions that I may think necessary to my report of the 7th instant on this subject, so that my letter might be forwarded to Sydney by the mail on the 22nd instant (this date),—

I beg to report accordingly that, upon receiving your communication yesterday morning, I immediately telegraphed to my inspector, Mr. Raines, who is now in the north, the full purport of the Engineer-in-Chief's letter, and requested him to reply by return to the complaints made therein with respect to the straightness and finish of the rails. His reply, received this morning, is to the effect that every rail was perfectly straight when it left the benches at the Park Gate Works, and that he will make an affidavit to this effect if desired. I can only conclude, therefore, that the rails must have become bent in the transport, and I am confirmed in this belief that the circumstances that the straightening of rails by the efficient steam machinery employed for the purpose is an operation involving but very little trouble and expense, also that the flanges of the rails in question are, as required by the specification, made unusually thin and of soft flexible iron, and the rails were (as I understand) transhipped several times between the Park Gate Works and Sydney. Such rails would easily become bent when double-headed rails would not do so.

With regard to the finish of the rails, mentioned by the Engineer-in-Chief, Mr. Parkes affirms that every rail was also clean and perfect from the rolls, and properly punched, and that he allowed none to pass which were deficient. This was certainly the case with those I witnessed myself, and I venture to suggest that a careful inspection of the rails in the Colony will, I believe, confirm this statement.

In conclusion, I beg strongly to reaffirm the statement made in my letter to you of the 17th instant, that my sole duty was to carry out in their full integrity the provisions of the specification placed in my hands; that I have taken every means to insure the faithful execution of this duty; and that I am under the full conviction that it has been performed accordingly.

I am, &c.,  
F. W. SHEILDS.

Sir Charles Cowper, K.C.M.G.,  
Agent General for New South Wales.”

The Agent General wrote to his shipping agents, Messrs. B. S. Lloyd & Co., on the 21st September, 1874, as follows:—

“ 21 September, 1874.

Gentlemen,

Sir Charles Cowper has just received a report from Sydney, complaining of some of the rails shipped under our contract with the Park Gate Company, which have been found to be defective as regards straightness. As Mr. Shields is positive that every rail was straight when it left the works this defect must have been caused by bad packing on board ship, either in transit to London or in the export ship. Sir Charles, therefore, requests that you will decline to ship any rails which may be found to be bent when delivered alongside the export ship, and also that you will in all cases give such instructions as will insure

insure careful packing on board, whereby any tendency to bend the rails, either by weighing on top of a long bearing or otherwise, may be avoided.

It is most important that this point should receive the greatest attention.

Yours faithfully,

A. A. JOPP, Capt., R.E."

To this letter Messrs. B. S. Lloyd & Co. replied as follows:—

"The Agent General for New South Wales, 3, Westminster Chambers.

3, George Yard, Lombard-street, E.C.,  
London, 22 September, 1874.

Sir,

In reply to your letter of the 21st instant, we beg to report that our shipping clerk has not seen any bent rails put on board vessels in London.

The rails are invariably stowed in the ships' holds. That as each alternate tier are inverted, the heads being dropped into the open spaces in the lower tier, and thus could not be bent while on board, even when stowed diagonally, we are of opinion the rails could not suffer injury from any weight stowed upon them.

We may state further that, were any bent rails received by the ship, a clause embodying such damage would be inserted on bill lading for ship's protection; and, as clean documents in this respect have been invariably handed to you for every shipment that has passed through our hands, a claim could be established in Sydney for any rails delivered by the ships so damaged, and the absence of any such claim having been made would indicate that the rails must have been bent after being taken from the ship's side.

We are, &c.,

B. S. LLOYD & CO."

The rails delivered in the Colony were reported to the Government to be so inferior in quality that a Commission was appointed, in the month of March, 1875, to examine and test the rails and report thereon. The Honorable the Minister for Public Works instructed the Commissioners that it was desired to obtain from skilled persons not in the employ of the Government a report as to the quality and condition of the rails supplied by the Park Gate Iron Company to the Railway Department, and whether the same were in accordance with the specification under which they were ordered. The Commissioners appear to have most carefully examined and tested the rails, and in May, 1875, they made a very elaborate report upon the matter, a print of which, and of the evidence obtained by the Commissioners, is sent herewith.

After giving an explanation of the mode in which they had proceeded to carry out their instructions, and some of the results arrived at, the Commissioners conclude their report by stating that the rails were of a very inferior quality, and that the iron of which they were composed, although perhaps of a fair quality originally, was very impure and badly worked, and that in their opinion very few of the rails would have lasted twelve months if laid down on permanent way. They also stated that they found that the specification had been carefully drawn up, and that, if it had been strictly adhered to, there could have been no possibility of any cause of complaint, either as regards the make of the rails or the quality of the iron of which they were composed. The tests applied by the Commissioners, and the evidence attached, and their report, seem fully to justify the conclusions at which they arrived.

The evidence of Mr. Bladen leads to the conclusion that many of the rails had been rolled the wrong way of the pile, the layers having been placed vertically instead of horizontally.

The Government are now sending to the Agent General some of the rails taken indiscriminately from five different stacks of rails, to afford the Company an opportunity of verifying the tests made by the Commissioners in the Colony.

The report shows very clearly that the rails delivered at Sydney were not in accordance with the specification. A copy of the report was transmitted to Mr. Shields, and he has written as follows:—

"6, Delahay-street, Westminster, S.W.,  
London, 20 August, 1875.

Sir,

I beg to acknowledge Captain Jopp's letter of 7th instant, transmitting to me, by your desire, printed copy of two reports, dated Sydney, 14th May, 1875, on the rails supplied by the Park Gate Company, and on the fastenings, &c., supplied by the Patent Nut and Bolt Companies, the Ebbw Vale Iron Company, and the Darlington Iron Company, for the Goulburn Extension Railway.

These reports are from the Commissioners appointed by the Honorable the Minister for Public Works to investigate the quality of the above materials.

May I beg to offer a few remarks on the reports in question, having reference to the duty of inspecting the manufacture and testing of these materials which was entrusted to me.

#### *The Park Gate Rails.*

The first point respecting which the Commissioners state that the requirements of the specification have not been carried out has reference to the 30 tons test mentioned in clause 16 of the specification, and the Commissioners state that several of the rails which they experimented upon could not bear that test.

In reply to this statement, I beg to refer to the letter to me of 7th July last, from four of the most eminent engineers in England (with none of whom I have any connection whatever in business or otherwise), which letter I have already placed in your hands for perusal, and sent you a copy of, and which contains the following paragraph, viz. :—

'According to these returns the rails have borne the tests satisfactorily, with the exception of that test named in clause 16 of the specification which requires rails of the dimensions specified to support a weight of 30 tons on bearings of 3½ feet, a condition which, according to our experience, is entirely impracticable.'

I beg to say therefore in regard to this point that I cannot fully carry out impracticable tests even though inserted in the specification, but that the returns of my inspectors, which were forwarded to you with my letter of 7th September last, will clearly show that those tests have been regularly made during the whole course of the contract to the full extent to which it was practicable to do it.

I also venture to assert that any scientific engineer will inform you that if the fractures of rails of these dimensions invariably exhibited, as stated by the Commissioners in clause 6 of their report, 'a

coarse

coarse crystalline grain on the head, web, and flange, and little or no fibre observable in the flange or web,' which contained a large quantity, 'dirt,' such rails could not have possibly borne the tests which the Commissioners themselves state in the appendices A and C of their report that the rails actually bore.

With regard to the proportion of 'slight fractures' resulting from the falling weight tests made by the Commissioners, as stated in Appendix B of their report, I can only say that their tests appear to me to be completely at variance with those made by my own inspectors, and I can only now repeat that I hope an opportunity will be afforded of further investigation on these tests.

With regard to the statements made by the Commissioners in clause 14 of their report, with respect to the wear of the rails on the 15 miles of running road already laid, I have of course no means or data to enable me to reply to them; but it appears to me that the statements of the Commissioners in that clause as to the condition of the rails is much more exaggerated than the statement of the resident engineer of the same line which they give in Appendix R of their report. In any case, however, I can accept no further responsibility in respect to the rails than that of carrying out the conditions of the specification put into my hands, as I was in no way consulted upon the drawing up of that specification, and should not have recommended its adoption for securing rails of good wearing quality.

With regard to the straightening of the rails, it is I think only necessary to refer to the table given in Appendix L of the Commissioners' Report, which shows the majority of the alleged bendings to be within a quarter of an inch in long and flexible iron bars, to show the extreme exaggeration of the statements made in clause 15 of their report. These rail bars were as I understand transhipped several times even before leaving England, which would easily account for a much greater degree of bending than any stated in the above table, and my inspector affirms positively that they were properly straightened before leaving the benches at Park Gate.

The cost of straightening named by the Commissioners in clause 15 of their report would amount to about two shillings per rail throughout the entire line, a result which I think few railway engineers will consider probable.

In repeating my former request that some of the rails be sent back in order to be tested by the best authorities in England, I would also make it a request that the correctness of the concluding part of clause 18 of the Commissioners' Report 'be submitted to the opinion of the same authorities, viz., as to the assertion that the specification has been carefully drawn up with a full knowledge of all the requirements in the manufacture of this class of rail, and that had it been strictly adhered to in this case there would have been no possibility of any cause of complaint, either as regards the make of the rails or the quality of the iron of which they were composed.' If, as I am informed, the gentlemen comprising the Commission, or some of them, are themselves manufacturers of and contractors of ironwork in the Colony, I cannot help submitting that their personal interests may, imperceptibly to themselves, have biased their conclusions; and that it is unusual, at least in England, to submit an inquiry of this nature to any other authorities than those whose position must manifestly render them impartial judges.

I am, &c.,

F. W. SHEILDS."

Having regard to the large amount, upwards of £80,000, paid to the Park Gate Iron Company, besides the cost of inspection and freight, about £50,000 more, and the serious loss sustained by the Government, they are desirous of being advised what under the circumstances are their rights and remedies, and what course they ought to take with reference to the rails unused.

The letters which passed between the Manager and Secretary of the Park Gate Company and the Agent General appear to have made a sufficient contract embodying the specification which, if made with the Agent General as an individual, would have been binding on the Company.

It may, however, be presumed that every possible technical advantage would be taken in defending any proceedings taken by the Government under the contract, and it therefore becomes important to consider whether the contract would be unavailing on behalf of the Government on any technical grounds. The Agent General does not appear to have been appointed under the authority of any special Act of the General Assembly of the Colony, but by the Governor of the Colony in Council under his general authority so to appoint the necessary officers to administer the affairs of the Colony, nor to have had any special powers delegated to him by the Commissioner of Railways appointed under the authority of the Act of the New South Wales General Assembly, 22 Vic. 19, 1858, nor to have been appointed by the Governor in Council an Agent for the purposes of that Act; but had he been so, it seems that any contract under that Act should have been made in the name of the Commissioner, unless that Act could be held to apply only to contracts made in the Colony. If the contract, however, be open to question on the ground of its being unilateral the Government might have no remedy under it, however good in other respects. The Agent General, who was acting only in an official capacity, not having made himself personally liable under the contract, it might have to be shown how the same could have been enforced by the Park Gate Iron Company against the Colony.

The property of the Colony, including, it is assumed, the benefit of contracts and choses in action, seems to be vested in the Crown, and there does not appear to have been any case tried in which any of our Colonies or the Governors thereof have been, as such, made parties to any actions or suits on such a contract, although there have been several cases in which foreign Governments have sued and been sued in our Courts in the name of their Country.

It would seem, therefore, that the Park Gate Iron Company could have no direct remedy against the Colony, but could proceed only by petition of right, which, it might be contended, even if allowed and judgment were given in favour of the Company, would prove to be fruitless, as the Crown has no moneys, either in its own right or in the right of the Colonies, which would be reached and made available to answer the judgment. Sir William Bovill's Act provides for the payment of moneys awarded under a petition of right, but this seems to apply only to moneys which ought to be paid out of the Imperial Treasury, and not to enable the recovery of moneys payable in respect of any of the Colonies.

By the Act above referred to it was enacted, 22 Vict. No. 19, 1858,—

#### Government Railways.

"S. 4. It shall be lawful for the Governor with the advice of the Executive Council from time to time to appoint some fit and proper person to be Commissioner for Railways who shall notwithstanding the incorporation of such Commissioner and his successors as hereafter provided be deemed an officer under the Government of the Colony and shall as such be charged with the duty of carrying into effect the

the provisions contained or referred to in this Act subject to such regulations as shall from time to time be made by the Government with the advice of the said Council."

"S. 4. It shall be lawful for the Governor with the advice aforesaid to appoint a secretary solicitor and such engineers surveyors and other officers and to cause to be employed such agents servants and workmen as to the said Governor and Council shall appear necessary and proper for the execution of the powers and duties vested in or to be vested in the said Commissioner under the provisions of this Act and under and in pursuance of such orders directions and regulations as aforesaid. Provided always that this enactment shall not extend to minor appointments which by this Act or by order of the Government and Executive Council may at any time be vested in the Commissioner appointed under this Act."

"S. 7. For greater convenience in respect of suits and otherwise the Commissioner so to be appointed as aforesaid and his successors in office shall be and they are hereby constituted a corporation sole by the name style and title of 'The Commissioner for Railways' and by that name shall have perpetual succession and an official seal and shall and may sue and be sued or plead and be impleaded answer and be answered unto defend and be defended and take all legal proceedings in all Courts and places whatsoever and shall have power and authority to purchase and hold lands to him and his successors and assigns for the use of the said railways and works and generally for the purposes of carrying this Act into effect and also to sell dispose of and convey the said lands again if necessary."

"S. 8. All contracts and other agreements with any person for the purchase of lands materials and stock and for engaging to execute perform and construct any works which shall be authorized to be made under and in pursuance of the provisions hereof and also for the use and management of railways and the collection of the tolls payable in respect thereof shall be in the name of the said Commissioner and all such contracts may be made as follows that is to say—

"With respect to any contract which if made between private persons would be by law required to be in writing and under seal the Commissioner may make such contract in writing and under his official seal and in the same manner may vary or discharge the same.

"With respect to any contract which if made between private persons would be by law required to be in writing and signed by the parties to be charged therewith the Commissioner may make such contract in writing and in the same manner may vary or discharge the same.

"With respect to any contract which if made between private persons would be by law valid although any by parole only and not reduced into writing the Commissioner may make such contract by parole only without writing and in the same manner may vary or discharge the same.

"And all contracts made according to the provisions herein contained shall be effectual in law and shall be binding upon the said Commissioner and his successors in office on behalf of Her Majesty and all other parties thereto their heirs executors or administrators as the case may be and on any default in the execution of any such contract either by the Commissioner or any other party thereto such actions or suits may be brought either by or against the Commissioner as might be brought had the same contracts been made between private parties only."

If counsel are satisfied that the contract is binding upon the Company, then it becomes important to consider whether the Company have been relieved of their responsibility under it by the certificates given by the Superintending Engineer of the Government or by the payments which have been made thereupon.

There is no question that all the rails were passed by the engineer and stamped as approved, and he maintains that his inspector did his duty thoroughly, and it is impossible to reconcile his views with the report of the Commissioners, and with the minute of Mr. Whitton, Engineer-in-Chief for Railways, of the 18th December, 1874, a print of which is sent herewith.

There is, however, no stipulation in the specification that the certificate of the engineer should relieve the Company of their liability to comply with the terms and conditions of the specification, and the case of *Bird v. Smith*, 12/2 B. 786, and 12 Jurist 916, seems clearly to show that the Company are not relieved of their engagement to manufacture the rails with iron of a particular quality and in a particular manner by any certificate or approval given by the superintending engineer.

It will be observed in the specification that a different stipulation is inserted as to fish-plates and fastenings as compared with that relating to rails. As to rails they are to be made subject to the inspection of the superintending officer or his assistant. As to fish-plates and fastenings it is declared that the "decision of the superintending officer, as to quality of materials, workmanship, and general compliance with this specification, shall be without appeal." The Park Gate Company, however, were not the contractors for the fish-plates, and the contracts are distinct.

If therefore the Company are liable for breach of their contract, the question of the nature and extent of their liability becomes the important question.

As will be seen from the accompanying documents, a number of the rails have been used, and it may not be very easy to measure the loss which the Government have sustained.

It is considered that the rails are not worth more than £5 to £6 a ton, and the Government have had to pay the cost of inspection and freight of rails which they would not have thought of purchasing, and to the value of which such cost bears an undue proportion.

Undoubtedly the rails may be taken to be of such a character that they would require to be renewed very soon, thereby tailing upon the Government not merely the cost of new rails at a very much earlier period than would have been the case if the contract had been properly carried out, but also the serious cost of the inspection and freight of new rails to the Colony, besides the cost of relaying new rails.

In addition to this loss, the completion of the railways is delayed, and a great loss arises thereby to the Colony, besides the capital expended being unproductive.

Some of the rails are unused, and can be returned if counsel advises this should be done.

If proceedings have to be taken, it becomes important to consider in what Court they should be instituted, and in what manner the case on behalf of the Government should be established.

Counsel are requested to advise the Government of New South Wales,—

1. Whether the tender of the Park Gate Iron Company and the subsequent acceptance thereof by the Agent General with the subsequent confirmation by the Company, constitute a valid contract embracing the specification therein referred to.
2. If so, on whose behalf must the contract be held to have been entered into by the Agent General, and in whose name and in what Court and by what process could the same be enforced against the Company?

3. Are the Company to any, and if any what extent, relieved of responsibility under the contract, by any approval of the rails or any certificates given by the superintending engineer of the Government, or by any payments made by the Agent General?
4. Is it open to the Government to return the rails unused, and can they recover from the Company the sums paid in respect thereof, as well as the costs of inspection, freight, and other charges; and is it the duty of the Government to return such rails?
5. In what manner should the loss which the Government may sustain in respect of rails retained by them be measured?
6. Is it the duty of the Government, before instituting any proceedings against the Company, to take any, and if any what steps, or make any, and if any what proposal to the Company as to an examination and test of the rails or otherwise?
7. In what manner and by what evidence should the case on behalf of the Government be established?
8. And generally, what is the best course for the Government to take, under all the circumstances of the case, to obtain compensation for the heavy loss they have sustained?

21 Cannon-street, August, 1875.

We are of opinion that but for the existence of one of the special provisions of the New South Wales Act 22 Vict. No. 19, the tender of the Park Gate Company and the subsequent acceptance thereof by the Agent General, with the subsequent confirmation by the Company, would have constituted a valid contract embracing the specification therein referred to as between the Company on the one part and either the Crown or the Commissioner for Railways on the other. It however appears to us that the provisions of the Act referred to as set out in the case render it necessary that any contract of the nature of that in question should be made in the name of the Commissioner for Railways, and signed by or for him. We therefore think that, unless some facts exist of which we are not aware, there is no valid contract to sue upon, neither with the Crown nor with the Commissioner for Railways, nor with the Agent General, it being clear upon the face of the contract itself that it was not entered into with that officer personally. It seems to us that at the commencement of the transaction the Agent General should have been specially and formally empowered to contract for the purchase of the required materials in the name and on the behalf of the Commissioner for Railways. We also think that the operation of the Act is not confined to contracts made in the Colony.

3. Supposing that the Company could be made liable on the contract, we are of opinion that, so far as the weight, strength, and finish of the rails, and generally any other particulars to which the stipulated tests might be fairly taken to apply are concerned, the Company would be relieved of responsibility in consequence of the approval of the rails by the superintending engineer, coupled with his acts of examination and testing during the carrying out of the contract. We do not, however, think that this freedom of responsibility would be held to extend to the quality of the iron actually used for the rails, the Company being bound to use for all the rails iron of a quality once approved by the superintending officer (see Condition 11), and being therefore liable for using any other. It seems to us that the evidence goes to establish the use of bad iron insufficiently worked up.

4 & 5. We cannot advise that it is under any circumstances either open to or the duty of the Government to return the unused rails, with the view of recovering from the Company the sums paid in respect thereof, as well as the cost of inspection, freight and other charges. We think that, with regard to unused rails, the measure of the loss sustained would be confined to the difference between the price which they would fetch if fairly sold in the Colony, deducting expenses of sale and the price and freight which have been paid for them; and that, with regard to rails laid down, the damage would be measured by the reduced value of the rails owing to the defective iron, adding by way of special damage the cost of laying down and removing them and of matter incidental thereto.

6. If the Government were to institute proceedings against the Company, it would be expedient, though not necessary, in the first place, to give notice of the defects of which complaint is made, and to offer to return the unused rails; and if this offer should be refused, and it was determined to sell the rails, a fair opportunity should be afforded to the Company to protect their interest at the sale, and care taken to make the most of the sale.

7. The making out of any case on behalf of the Government against the Company would under the circumstances be attended with very great difficulty, especially as, in our opinion, the only complaint left open by the conditions of the specification is, that the Company used iron of a quality inferior to the samples which Mr. Sheilds approved—iron badly worked up, but which points are chiefly matters of opinion. After the iron has been transmuted into rails we cannot advise the Government to rely on establishing the loss by the evidence of examination made and tests applied in the Colony, especially in the face of the testimony of those who acted for the Government here. It would in our opinion be absolutely necessary to have in this country a good lot of the whole consignment of rails proved to be fairly and indifferently selected, and to conduct the examination and testing of these rails in the presence of both parties before witnesses of experience in England. The cost and delay of such a proceeding are evident, and the result, so far at least as concerns obtaining any adequate compensation, must be regarded as extremely doubtful.

8. We must regret that, under the circumstances of the loss, we cannot advise the Government to take any steps to obtain compensation for a loss which they have no doubt sustained. Should the Government, however, consider it their duty to take proceedings, we should recommend them to avail themselves of the facilities afforded by the new Judicature Act, and to sue in the joint names of the Attorney General and the Commissioner for Railways. As such a proceeding would require the previous sanction of the Attorney General in this country, we deem it right to add that, having regard to the nature of the contract, the extreme difficulty of making out any breach of it, and the great expense which must attend the attempt to do so, we think it very doubtful whether the Attorney General would consider himself justified in giving his consent to the use of his name.

JOSEPH BROWN.  
ALEXANDER GORDON.

20 September, 1875.

MINUTE of the Honorable the Attorney General, on Opinion of Counsel in England, and certain papers in connection with the Park Gate Iron Company.

ON the 22nd October last my attention was drawn by a Cabinet Minute of the Honorable the Colonial Secretary to a telegram from Captain Jopp, concerning the Park Gate Iron Contract. On that day I wrote a memorandum on certain papers forwarded to me by the Colonial Secretary, in which I stated what steps had up to that time been taken for the protection of the interests of the Colony in England in connection with that contract. At that date the opinion of the learned counsel in England referred to by Captain Jopp in his telegram had not been received here. By the last mail the opinion, together with the case submitted to counsel and other explanatory papers have been forwarded to the Crown Solicitor by our legal agent in England. I have given directions that copies of all these documents be forthwith printed, for the information of my colleagues, and in order that there may be no delay in laying the matter before both Houses of Parliament if that course be deemed expedient or necessary. It will be seen on reference to the opinion that the learned counsel consider that, in the absence of any special and formal authorization of the Agent General of the Colony in England to contract for the purchase of the required materials in the name and on behalf of the Commissioner for Railways, there is no valid contract to sue upon, neither with the Commissioner for Railways, nor with the Crown, nor with the Agent General, with whom it is clear the contract was not entered into personally. In other words, that the provision of the 8th section of 22 Vict. No. 19 has not been observed, and the contract has been entered into with a person other than the only one authorized by that statute.

This view of the case, which I had submitted verbally to my colleagues at various Cabinet Meetings as soon as we were made aware that the contract was not entered into by the Commissioner, is one in which I need hardly say that I entirely coincide. As I am unable to advise the Government to proceed any further with this case, I think it desirable that I should state my reasons for this advice as briefly as possible.

It appears from the documents that the Agent General, on receiving originally in London from the Department of Public Works in Sydney, the indent and copies of specification for permanent way materials required for the extension of the Great Southern Railway from Goulburn to Yass, requested the advice of Mr. Sheilds as to the best mode of carrying out his instructions. It appears moreover that the Agent General was assured by Mr. Sheilds that the specification was so precise and complete that he was unable to suggest any material alteration in it; but by Mr. Sheilds' letter of August 20th, 1875, commenting upon the report of the Commissioners appointed by the Minister for Public Works here to investigate the quality of the railway materials, he represents one of the tests (provided for in clause 16 of the specification) as an impracticable test, and one that, though embodied in the specification of which he had in the first place so entirely approved that he was unable to suggest any material alteration in it, he was unable fully to carry out; and he quotes the opinions of four eminent engineers to the effect that the test in clause 16 of the specification is entirely impracticable.

The specification, consequently, of the Colonial Government was in this particular not adhered to, and this was done apparently with the entire acquiescence of Mr. Sheilds. Mr. Sheilds, moreover, not only disregards the specification, but he dissents in many important particulars from the conclusions at which the Commissioners arrived—doubts the accuracy of their statements—and, while incorrectly affirming that the Commissioners were themselves manufacturers of, and contractors for, ironwork in the Colony, questions their competency and impartiality.

It seems to me, under these circumstances, that it would be perfectly useless for the Government, even if such a course were open to them, to make any attempt to obtain compensation for the loss which they have sustained, whatever that may be. The testimony of the superintending engineer would be as decidedly against the claim of the Government as his course of action has been against their interest. He has manifestly not limited himself to a dispensation with one of the stipulated tests and the expression of his approval of the quality of the articles manufactured so as to relieve the Company from any further responsibility, but he still adheres to the opinion (and is evidently prepared to express and support it) that the Company have fairly completed their portion of the contract. And although evidence of approval and acceptance by Mr. Sheilds would afford no proof of the stipulation as to quality (*vide Bird v. Smith*, 12 Q. B. 786: 12 Jur. 916, where the defendant having contracted to deliver to the plaintiff a quantity of iron rails of a certain quality, a plea which stated that the rails were by the contract to be inspected before delivery by an agent of the plaintiff, who was to be at liberty to approve and accept such of them as he should think fit; and that the rails in question were accordingly so inspected and approved, and accepted in performance of the contract by the agent of the plaintiff, was held bad; as the non-performance of one part of a contract is not excused by showing performance of another part thereof), it would, it seems to me, be an unadvisable thing for the Government (even were they in a position to do so) to undertake legal proceedings simply on the ground of the badness of the iron. All that could be done would be to endeavour to obtain from the Company the difference between the value of the iron contracted for and the price that it brought when sold. The rule as to the delivery of goods of inferior quality being that where goods are delivered which are inferior in quality to those contracted for, the measure of damages is the difference between the value of goods of the quality contracted for and the amount produced by the re-sale of the goods actually delivered; provided, that is, the goods are re-sold immediately on their being delivered; or if they cannot be re-sold immediately, then provided they are re-sold within a reasonable time.

I cannot advise that we should undertake costly legal proceedings in England—where our only scientific officer in this matter is decidedly hostile to our claim,—where the examination and testing of these rails would in all probability be conducted (owing to the presence and influence of the Company on the spot) to our disadvantage, and where the successful issue of such proceedings is so extremely doubtful.

WILLIAM BEDE DALLEY,  
Attorney General.

Crown Law Offices,  
13th November, 1875.

MEMORANDUM of the Honorable the Attorney General, in answer to Minute of the Colonial Secretary to the Colonial Treasurer, forwarded to the Honorable the Attorney General on 21st October, 1875.

It is quite impossible for this Department to furnish the Honorable the Colonial Treasurer with satisfactory instructions for his guidance in dealing with the Park Gate contract, and the various matters arising thereunder in England. We have no knowledge of the nature of the contract, nor of its legal insufficiency, except such as is disclosed by Captain Jopp's London telegram to the Colonial Secretary, dated September 22nd, and received here on the following day. From this it would appear that counsel in England have advised against the Government, on the ground that the contract has not been entered into by an agent of the Commissioner for Railways, specially appointed under 22 Vic. No. 19, and signed by such agent on behalf of the Railway Commissioner. This opinion will be received here probably by the next overland mail. Meanwhile no time has been lost in taking the necessary steps to protect our interests in England. By the 8th section of 22 Vic. No. 19, all contracts for the performance and construction of any works authorized to be made under and in pursuance of the Act are to be in the name of the Commissioner for Railways. By section 5, the Governor is authorized with the advice of the Executive Council to appoint, among other officers, such agents as he shall think necessary and proper for the execution of the powers and duties vested in the Commissioner under the provisions of this Act. In accordance with this provision, His Excellency was advised to appoint (and has since appointed) Sir Daniel Cooper to be the Attorney and Agent of the Commissioner for Railways, and to act in that capacity in Great Britain and Ireland, with all the powers and authorities necessary to the fulfilment of the duties of the office until the arrival of the Colonial Treasurer in London; upon which event such powers and authorities would vest in him, and he would then become the attorney or agent of the Commissioner, and Sir Daniel Cooper would cease to act. In order to effectually authorize this arrangement, a power of attorney to Sir Daniel Cooper, Bart., and the Honorable William Forster, Colonial Treasurer, was duly executed on the 2nd October by the Commissioner for Railways.

To be forwarded to the Colonial Treasurer in England.  
A copy to be kept, and with the other papers prepared for Parliament.  
JOHN R.—21/10/75.  
Mr. Forster, 23 Oct., 1875.  
Copy to U. S. P. Works: B.C., 29 Oct., 1875.

This was done under the order and direction of the Governor, which order was testified by His Excellency's signature, and that of the Clerk of the Executive Council, to the Minute of the Executive Council which was indorsed upon this instrument.

By this power of attorney the Commissioner nominated and appointed, and, in his own place and stead, put and deputed Sir Daniel Cooper to be his agent for the purpose of making and entering into all contracts and agreements for the purchase or manufacture of railway engines, carriages, trucks, or machinery, rails, chairs, bolts, &c.,—for the acceptance of any bonds, covenants, or securities for the due performance of such contracts—for the appointment of engineers for the examination, inspection, approval, or rejection of all articles required for the Government under this Act—for the commencement and prosecution of any proceedings at law or in equity, for enforcing the due performance of contracts, and for the recovery of damages, and generally for the purpose of giving complete effect to the powers of the instrument.

The power of attorney will remain in force, as far as Sir Daniel Cooper is concerned, until the Treasurer's arrival in England; and, as far as the Treasurer is concerned, from the date of his arrival in England until he receives notice of its revocation by deed.

It will thus be seen that everything has been now done that can be done for the protection of the interests of the Colony in England in connection with this business; no opinion of the Attorney General would be of any value until he has an opportunity of seeing the contract, which will when it reaches him be the subject of his immediate attention.

Crown Law Offices,  
Sydney, 22nd October, 1875.

WILLIAM B. DALLEY,  
Attorney General.

TELEGRAM FROM CAPTAIN JOPP, LONDON, TO COLONIAL SECRETARY, SYDNEY.—Dated 22nd, 6:10; received 23, 7:15, Sept., 1875.

COUNSEL advise Park Gate contract should have been by agent specially appointed under 22 Victoria 19, in name and signed on behalf of Railway Commissioner. Opinion sent yesterday, advising no action. Mackrell advises that you should properly appoint agent in England to make future railway contracts, which meantime are held in abeyance. Telegraph when done. Shall we then replace "Cambridgeshire" losses, getting tenders for rails from Consett, Yorkshire, and Bolckow? For future guidance name authorized legal agents here.

5'

1875.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

## RAILWAY TRIAL SURVEYS.

(PROGRESS MADE AND AMOUNT EXPENDED.)

*Ordered by the Legislative Assembly to be printed, 18 November, 1875.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 20 April, 1875, That there be laid upon the Table of this House,—

“Copies of all Papers, Reports, and Minutes having reference to Trial Surveys authorized by the late Government, in view of the future Extension of Railways throughout the Colony, for which a sum of £20,000 was voted; also a Report of the progress made and amount expended.”

(Mr. Nelson.)

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## RAILWAY TRIAL SURVEYS.

## Trial Surveys—General and Progress Reports.

No. 1.

ENGINEER-IN-CHIEF TO COMMISSIONER.

Department of Public Works,  
 Railway Branch, Engineer's Office,  
 Sydney, 12 December, 1873.

## Minute Paper.—Progress of Railway Surveys and Works.

WITH reference to Mr. Macleay's statement in the Legislative Assembly, on Tuesday evening last, to the effect that I had obstructed all attempts of the Minister to carry out railway surveys in this Colony, I think it due to myself to show to the Commissioner that I have been most importunate in urging the necessity of proceeding with all trial surveys as rapidly as possible, more particularly to the Southern district.

It will probably not be necessary to go further back than 1867, as at that time ten surveyors were employed between Yass and the Murrumbidgee.

These rough trial surveys were completed towards the end of 1867, during my absence on leave in England, and on my return to the Colony, in May, 1868, seven of these surveyors had been dismissed.

On the 10th July, 1869, the following memorandum was addressed by me to the Commissioner:—

“ 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 twenty hours, and the mails between the two cities could be delivered in twenty-four 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.”

On the 26th April, 1870, I again called attention to the want of surveys, in the following extract from a memorandum to the Commissioner:—

“ Engineer-in-Chief to 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.

\* \* \* \* \*

“ 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.”

Although the Commissioner approved of my suggestion on the 26th April, 1870, yet, from circumstances over which I had no control, the surveyors did not leave Sydney to undertake this work until nearly the end of the year.

On

On the 16th December, 1870, a change of Ministry occurred, and on the 23rd of that month the following memorandum was sent to me by the Minister for Works:—

“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:—

\* \* \* \* \*

“J.W., 28/12/70.”

“This is the intention of the Government at present.—J.B., 3/1/71.”

From a memorandum dated 5th August, 1871, which was written in compliance with a request from the Colonial Secretary that I would peruse the report of Mr. Molesworth upon the Festiniog Railway, and consider how far the principles of such railway might be available in this Colony, I extract the following:—

\* \* \* \* \*

“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.”

\* \* \* \* \*

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.

Engineer-in-Chief to Commissioner.

Sydney, 24 October, 1871.

Extensions to Yass, Orange, and Tamworth.

“With reference to my conversation this morning with the Commissioner on the subject of the Railway Extensions to Yass, Orange, and Tamworth, I recommend that the final surveys and sections of these lines be commenced at the earliest possible date.\*

“The Extension to Yass is ... 56 miles in length.  
Do. to Orange is ... 46½ do.  
Do. to Tamworth is ... 59 do.

Total ... 161½ do.

“The services of all the railway surveyors having been dispensed with in January last, some time would probably be lost in getting together a useful staff, as some of those formerly engaged have obtained other employment, and one has left the Colony for England.

“As the time necessary to complete the outdoor work in staking out and taking the contract sections for the extensions named will not be less than six months, I advise that a proper survey party be organized as early as practicable—that the cost be defrayed out of a vote of £50,000 taken in 1858, for Trial Surveys, of which a sum of about £13,000 remains unexpended.

“JOHN WHITTON.”

Estimates for 1872.

“161½ miles, at £7,000 per mile ...	£1,130,500
“From Kelso to Bathurst ...	60,000
	£1,190,500

“Amount proposed by the Commissioner to be placed on the Estimates... £1,200,000.

“J.W., 26/10/71.

“The Cabinet have decided the Engineer-in-Chief for Railways shall carry out *at once* all necessary arrangements for setting out and obtaining contracts for the Southern Extension towards Yass, the working party on the line to be as large as can be profitably employed.—J.B., 25/10/71.

“Mr. Whitton to take the necessary steps.—J.R., B.C., 25/10/71.”

ENGINEER.

\* Previous reports: 18 July, 1869; 20 April, 1870; 5 August, 1870; 20 Sept., 1870; 8 February, 1871.

Engineer-in-Chief to Commissioner.

Sydney, 31 October, 1871.

“ Appointment of Railway Surveyors.

“ I RECOMMEND that the undermentioned surveyors be appointed for the purpose of surveying, levelling, and staking out the proposed extensions to Yass, Orange, and Tamworth, each with salary of £300 and an equipment allowance of £200 per annum, to be defrayed from the vote of £50,000 for Railway Trial Surveys, viz. :—

Messrs. Cowdery, Jamieson, Kennedy, Mann, Melrose, and Tillett.

J.W.”

“ Approved. Prepare Executive Minute.—J.B., 1/11/71.

“ Although these gentlemen are appointed generally for all the lines, it is understood by the Engineer-in-Chief that they are to be employed exclusively on the Southern line, till the completion of the survey to Yass, in three parties, each party to take about 20 miles, to facilitate and expedite the completion of the work.—J.B., 2/11/71.”

“ Mr. Whitton to see in first instance, 2/11/71.”

“ Seen.—J.W., 2/11/71.”

“ 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, Murrumburran, 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.”

From this time up to November, many reports were written by me on the gauge question, which was not decided until the 15th November, 1872.

The Railway Loan Act of 1873 was not assented to until the 24th of April of that year.

On the 5th of the following month I asked for a decision as to the weight and description of rail to be used on the proposed extensions.

On the 26th of the same month tenders were invited for the construction of the works from Goulburn to Yass—54½ miles.

On the 16th July the tender of Mr. Daniel Williams was accepted, and on the 18th November, work of the value of £11,092 had been completed.

The trial surveys of the extension from Yass to Wagga Wagga have been completed since the date of my memo. of 1st July, 1872, asking permission to send surveyors into that district.

At the present time a considerable portion of this line has been staked out, and the contract section taken, and will be ready (including all working drawings) to invite tenders in March next, to Cootamundry, and to Wagga Wagga in May, the total length being 120 miles.

I may here remark, that the completion of this survey has been delayed fully two months, by having to take off three of the assistants to survey the deviation through North Yass.

On the Northern line, not only have the trial surveys been completed, but the whole length, 62½ miles, between Murrurundi and Tamworth, has been staked out and the contract section taken, and it is proposed to invite tenders in January next.

The trial surveys from Bathurst to Orange have been completed, sections having been taken for two routes for a considerable portion of the distance,—46 and 49 miles in length respectively.

The staking out is now being proceeded with, and the sections and drawings will most probably be ready about March next.

The delay in completing this length has been caused by having to survey two lines.

The mere distance between the places named is generally only a small portion of the work actually levelled and traversed; as numerous trial lines have always to be taken before any decision can be arrived at as the best route to recommend for adoption.

With

With reference to the length of time which it was stated I had said the railways could be completed in, I reply by extracting the following paragraph from a report by me, dated 4th November, 1872:—

“If care be taken in the selection of contractors, and an abundant supply of labour be obtainable, the extensions from Goulburn to Yass, Kelso to Orange, and Murrurundi to Tamworth, may be completed within two years, and the further extension of the Southern line from Yass to Wagga Wagga in three years from the date of letting the contracts respectively.”

The greatest difficulty has been experienced in obtaining the services of qualified surveyors, and this fact I communicated to the Commissioner in my report dated 4th November, 1872, in the following terms:—

“On the Southern line accurate surveys and levels have been taken only as far as Yass (54½ miles beyond Goulburn). From Yass to Wagga Wagga trial surveys are in progress, but as only three surveyors have been in the field for about six weeks, little work has been done; yet, from having inspected this portion of the country, *viâ* Binalong, Cootamundra, and Junee, I have no doubt that the cost will not exceed that of the length from Goulburn to Yass.

“From Murrurundi to Tamworth, *one* surveyor is now employed on the Liverpool Range, and although the survey on this portion is so far completed as to determine the feasibility of *ascending* the range, sufficient information has not been obtained to show if the descent will be equally practicable.

“The works on the first trial sections over this length were exceedingly heavy, and would have necessitated the construction of a tunnel of three-quarters of a mile in length, in addition to very heavy embankments and cuttings. The second trial levels are being taken for the purpose of reducing the cost of construction.

“Three other surveyors have been appointed, but their services have not yet been made available in the field. In addition to the total number now employed (*seven in all*), at least fifteen more should be engaged for trial surveys alone.

“At the present time engineering surveyors are difficult to meet with, and I have recommended for employment all who have made application whose services I thought would be useful; yet the number available is, as previously stated, only *seven*.”

I state positively that no work entrusted to me has ever been delayed by any inattention or negligence on my part.

I append a statement showing the average number of assistants of all kinds which have been employed in this department since the year 1865 up to the present time.

A STATEMENT showing the average number of persons employed in the Engineering Branch of the Railway Department, from 1865 to 1873.

Years.	Engineers.	Surveyors.	Draftsmen.	Clerks.	Total.
1865	8.125	4.541	4.416	3.	20.082
1866	8.750	4.250	5.125	2.166	20.291
1867	8.125	9.500	5.959	1.166	24.750
1868	7.166	4.292	9.	1.875	22.333
1869	6.584	4.834	8.416	3.166	23.
1870	5.333	5.084	7.333	4.	21.750
1871	3.	1.500	7.	4.416	15.916
1872	2.166	5.833	6.291	5.084	19.374
1873	1.916	14.292	7.166	5.333	28.707

With such a limited staff I cannot but express my gratification that so much work has been so satisfactorily accomplished.

JOHN WHITTON.

No. 2.

ENGINEER-IN-CHIEF to COMMISSIONER.

Engineering Surveyors.

I suggest that the following advertisement be inserted in the leading newspapers of Victoria, Queensland, South Australia, and Tasmania, *viz.*:—

“Wanted, thoroughly efficient engineering surveyors who have been accustomed to traverse, take trial levels, stake out permanently and complete contract sections.

“None need apply who have not been accustomed to railway surveying in all its branches.

“Applications, with testimonials, to be addressed to the Commissioner for Railways, Sydney.”

J.W., 22/12/73.

No. 3.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Government Railways.—Report on Surveys carried out in 1873.

Bathurst, 15 January, 1874.

SIR,

In compliance with the instructions in your memo. of January 9th, I forward a Report on Railway Surveys carried out during the year 1873. In the month of January I examined the country from the Tamworth extension of the G.N. Railway, at Weeries Creek, to Gunnedah, on the river Namoi, and from there down the valley of the Namoi to its junction with the Barwan at Walgett. On my return to Sydney I reported to you the very favourable character of this country for railway construction.

In the month of February I went on the G.S. Railway to examine a route recommended by Mr. De Salis as an eligible line from Goulburn to Yass, passing near to Collector and Lake George, and generally some miles to the south of the Gunning line. In the month of March, Messrs. Fitzgerald, Cowley, and Watson, were sent up to survey portions of this line. On the 12th of April plans and sections of about 24 miles were completed, which showed the proposed line to be longer and with heavier earthworks than the line previously surveyed through Gunning. The line was then abandoned.

The work done by the different surveyors was approximately,—

Mr. Fitzgerald, 8½ miles, 4½ weeks,  
Mr. Cowley, 12 do. 4 do.  
Mr. Watson, 3½ do. 3 do.

On the 25th of April I went on the G.W. Railway, and first examined a line recommended by Mr. Webb as a better line to Orange than the line previously surveyed. Some little time afterwards Mr. Mayes was sent up to survey this route. In about seven weeks he had completed a survey and section of 16 miles, which showed the proposed line to be unfavourable. Although there would have been a saving in distance, the gradients were very steep, and the earthworks of the heaviest description for the whole length of 16 miles. This route was then abandoned, and Mr. Mayes sent up to the Blaney line.

In April I also examined the country through which a deviation from the surveyed line to Orange would pass if carried through the township of Blaney, and having reported favourably upon it, I received instructions from you to have it surveyed, as well as to re-survey the line after leaving Bathurst, in order to reduce the quantities of earthwork. Messrs. Francis and Donkin were sent up for this work, arriving May 13th and June 1st respectively.

The former survey from Bathurst to Orange had been laid out with curves having a minimum radius of 20 chains (with one exception). By your instructions curves of 12 chains radius have been used on the present survey when any considerable reduction of earthwork could be effected by the change.

The former survey ran generally parallel to the Vale Road for some miles out of Bathurst, but kept high ground with spurs and gullies of considerable size. The present survey follows a new route for 12 miles on lower ground and close to the Vale and Teapot Swamp Roads. These 12 miles were laid out by Mr. Francis, and are new work throughout. From the point where Mr. Francis' length finished Mr. Donkin commenced. In the first place re-tracing and re-marking about 4 miles of former survey with little alteration, and then laying out a new line over the Stringy-bark Range to Back Creek. The line adopted on this range is generally parallel to the former survey, but with 12-chain curves throughout. The distance from Bathurst to Back Creek is 19 miles, and the reduction in earthwork about 170,000 c.y. cuttings, and 28,000 c.y. side cutting, or about £1,200 per mile. At Back Creek, the Blaney line and King's Plains Line diverge. Mr. Francis laid out the next length, from Back Creek towards Blaney, then Mr. Mayes took a length of 10 miles, and Mr. Francis the remaining length, reaching nearly to Orange. It was found on plotting the plan that the first few miles from Back Creek were very circuitous, so a deviation is now being tried by Mr. Donkin which will shorten the distance.

Mr. Donkin after laying out the length to Back Creek, retraced and remarked the King's Plains line for about ten miles, and was then moved to Orange, to lay out the entrance to the town, and to take sections of three possible ways of leaving the town. On December 6th he sent in rough plans and sections of two lines leading towards Molong, about 3 miles each, and one line going nearly due north towards Ironbarks, the latter being the easiest and most direct. I had previously examined the country from Orange to Wellington by the two routes of Molong and of Ironbarks, and had found the Ironbarks line the most favourable throughout. In the second week of December Mr. Donkin was moved to the Blaney line to try a deviation which he was still engaged on at the end of the year.

Mr. Mayes after completing his length near Blaney was moved to Orange, and was employed at first in making parliamentary tracings; after completing these he was absent for ten days in Sydney, and was then instructed to move to the Bathurst end of the line to assist in the permanent staking of the line, where he was joined by Mr. Francis.

At the beginning of November Messrs. M'Kenzie and Walsh were appointed on the staff; they were employed at first in making parliamentary tracings, and then at the permanent end of the line; at the end of the year they had completed 6½ miles, including permanent plans and sections and cross sections. On the following page I have made a summary of the work as nearly as I can get at it; but some of the work, especially plotting and making copies, has been mixed up with different surveyors, so as to make it rather difficult to get at the exact quantity of work done by each party.

I have, &c.,  
W. B. WADE.

#### GREAT WESTERN RAILWAY.

##### Extension—Bathurst to Orange.

Summary of work done by survey parties during the year 1873.

##### Trial Surveys.

Mr. Francis commenced work May 13th, 1873.  
Mr. Donkin " " June, 1st "  
Mr. Mayes " " June 12th, "

	Length of line.	Time occupied.
New survey to Orange	49½ miles.	Mr. Francis ... 29 weeks.
King's Plains Line	10 "	Mr. Donkin ... 31 "
Deviation on Blaney Line	3 "	Mr. Mayes ... 25 "
Work beyond Orange	13 "	Total ... 85 "
Mr. Webb's or Rodd's Line	16 "	
Total	91½ "	

Work

## 11

## Work done by each party.

	Francis.	Doukin.	Mayes.
Blaney Line ... ..	30	9½	10
King's Plains Line ... ..	...	10	...
Beyond Orange ... ..	...	13	...
Webb's or Rodd's Line ... ..	...	...	16
	30	32½	26

## Permanent Work.

Length.		Time occupied.
Francis } equal to 4	...	4
Mayes }	...	4
Mackenzie } 6½	...	5
Walsh }	...	5

W. B. WADE.

## No. 4.

ENGINEER-IN-CHIEF TO COMMISSIONER.

9 April, 1874.

Mr. Herbert Palmer.

I RECOMMEND that Mr. Herbert Palmer be appointed to take charge of all trial survey parties, at a salary of £500 a year, with an allowance of 30s. per day for travelling expenses during the time he is actually employed in the field.

A large number of surveyors are now employed, and as it will be impossible to find a proper person to take charge of each separate party I make the present recommendation as being the most efficient and least expensive.

Mr. Palmer will travel about to each party in the field, and report progress and lay out the lines.

I had previously recommended Mr. Palmer for the office of engineer on the length between Mururundi and Tamworth, but I now propose to put Mr. Quodling in that position, at the same salary and allowance as recommended for Mr. Palmer.

JOHN WHITTON.

## No. 5.

CHIEF CLERK TO MR. H. PALMER.

27 April, 1874.

MR. PALMER,

I forward herewith a return showing the names and salaries of surveyors employed on the trial surveys.

W. H. QUODLING.

## RETURN showing the Surveyors employed on Trial Surveys, from 1st January 1874 to date.

Names.	Particulars of Survey.	Remarks.
George Jamieson ... ..	Yass to Wagga Wagga.	
George Melrose ... ..	do do	
Thomas Kennedy ... ..	do do	
Frank Cowley ... ..	do do	
George A. Tillett ... ..	do do	
Henry Hardy ... ..	do do	
Kenneth Mackenzie ... ..	Bathurst to Orange.	
Frederick Walsh ... ..	do do	
Ralph Donkin ... ..	do do	
Alfred Francis ... ..	do do	} Ordered to the Clarence.
Charles Mayes ... ..	do do	
R. F. Stack ... ..	Tamworth to Inverell and Tenterfield.	
A. C. Mountain ... ..	do do	} Commenced in February.
Alfred Vine ... ..	do do	
Michael Herbert ... ..	do do	
M. Fitzgerald ... ..	do do	
George Cowdery ... ..	Clarence to New England.	
R. A. Hyndman ... ..	do do	
William Hogan ... ..	do do	
J. W. Hoyle ... ..	do do	Since 10th March only.
R. D. Stephens ... ..	Sydney to Illawarra.	
N. P. Carver ... ..	do do	
G. W. Townsend ... ..	Extension into Sydney since 13th April, 1874.	
Herbert Palmer ... ..	Assistant Engineer in charge of Trial Surveys.	

J.W., p. W.H.Q., 18/5/74.

No. 6.

## No. 6.

ENGINEER-IN-CHIEF TO COMMISSIONER.

24 June, 1874.

## Report on progress of Trial Surveys.

*Clarence to New England—Grafton to Tenterfield.*

SEVERAL lines have been explored with a view of connecting the Clarence District with New England by railway, viz.: from Grafton through Moleville, Copmanhurst, Pulganbar, Yarrcalkiarra, Ogilvie, Keybarbin, Alice, Picarbin, Tabulam, along the Quinbarra River, Cataract River, and Barney Downs to Tenterfield.

Another line commencing also at Grafton through Banyalpa near to Batten's Bight, Six-mile Swamp, Wyon, Busby's Flat, Pickapene, and joining the line already described at Tabulam.

Two other lines have been explored, commencing at Lawrence, joining the line last described near to Pickapene.

*Grafton to Glen Innes.*

From Grafton to Moleville, Copmanhurst, crossing the Clarence River near to its junction with Deep Creek, through Bralesford, Jackagerry, following the Mitchell River to Skeleton Creek, crossing Beardy Plains to Glen Innes.

This line is now being surveyed, starting from Moleville, but the progress has been greatly delayed by the difficult nature of the country and wet weather. Plans and sections have been received for a distance of about 29 miles, and about 24 miles additional have been surveyed, but the plans have not yet been received at the office.

A line has also been partially explored from South Grafton through Buccarumbi, to join the line last described from Moleville to Glen Innes near to Newton Boyd.

The following lines in the Northern District have also been explored.

*Currabubula to Walgett.*

From Currabubula (on the extension from Murrundi to Tamworth), through Breeza, Gunnedah, and Bogabri to Narrabri, thence by Wee Waa following the river Namoi to Walgett.

*Inverell to Maryland, and Inverell to Bonshaw.*

From Inverell a line has been explored *via* Wellingrove, Deepwater, and Tenterfield to Maryland, also from Inverell to Bonshaw.

*Tamworth to Inverell.*

The survey of this line was commenced about March last. Plans and sections for 28 miles have been received at this office; about 20 miles additional have been surveyed, but the plans have not yet been sent in.

*Orange towards Wellington.*

About 30 miles of this extension have been surveyed, but the plans have not been completed.

*Sydney to Illawarra.*

This survey was commenced at the end of last year. About 24 miles have been surveyed, but the progress has been impeded by the difficult nature of the country and the unfavourable weather.

*Wagga to Deniliquin.*

This line has been explored, and the survey will be immediately commenced.

*Wagga to Albury.*

This line has been partially explored, and the survey was commenced about six weeks ago.

*Wallerawang to Mudjee.*

This line has been explored, but the survey has not been commenced.

JOHN WHITTON.

## No. 7.

ENGINEER-IN-CHIEF TO COMMISSIONER.

28 September, 1874.

## Progress of Trial Surveys.

*Clarence to New England.*

SINCE my report on trial surveys, dated the 24th June, 1874, they have been continued in the direction of Glen Innes, but further explorations have demonstrated the almost impracticability of carrying a railway in this direction. Mr. Palmer, the engineer in charge of the trial surveys, has been for some time in this district, and has recently explored the country previously reported upon by Mr. Wade and Mr. Cowdery, from Lawrence through Wyon, Tabulam, and Fairfield to Tenterfield. Mr. Palmer says:—"I am now confident that any line from this district to the tableland will show a very heavy section, and the country between Tabulam and Tenterfield, though extremely broken, will, I think, afford more room for making the ascent than any other part of the country I have seen. I think there is a far better chance of rising here by keeping to the ranges and making as much as possible a continuous ascent than by following any of the rivers or creeks, which all have their sources in the roughest and highest parts of the ranges. Another advantage that this route has over the one towards Glen Innes is that Tenterfield is some 600 feet lower.

I have given instructions to Mr. Palmer to have this route surveyed; but from his description of the whole line it appears to me that if practicable it will be much more expensive to construct than any railway yet undertaken in this Colony. The length from Lawrence to Tenterfield by the proposed railway will be about 105 miles.

I annex a copy of Mr. Palmer's report, accompanied by a map:—

From

*From Tamworth to Inverell.*

Plans and sections of about 50 miles of this extension have been received, but the line has not been finally determined upon. Several deviations are now being surveyed.

*Orange towards Wellington.*

Nothing has been done on this length since my report of the 24th June last. One surveyor has been recently engaged to continue the survey of the line to Walgett.

*Sydney to Illawarra.*

Plans and sections of about 30 miles of this length have been prepared, and the whole distance to Wollongong, about 40 miles, will be completed by the end of the year. Considering the difficult nature of the country, the line so far is more favourable than could have been anticipated. There is not up to the present time any gradient worse than 1 in 60, and no curve of a less radius than 10 chains. The works, however, will be heavy, probably costing £14,000 per mile.

*Wagga Wagga to Deniliquin.*

Three surveyors are now employed upon this length, and I expect the plans and sections of the whole distance will be in the office before the end of the year.

*Wagga Wagga to Albury.*

Plans and sections of this length—80 miles—have within the last few days been received at this office. The whole distance is most favourable, being very nearly a surface line throughout. There are in fact hardly any earthworks beyond side-cutting, and with the exception of the large viaduct at Wagga Wagga over Murrumbidgee, there are no important works of any description. This length, exclusive of the viaduct over the Murrumbidgee, if labour can be obtained, should be completed easily in two years, at a cost not exceeding £6,500 per mile. The viaduct at Wagga Wagga I propose to construct entirely of iron. It will be about two miles in length, and will take two and a half years to complete.

The detailed estimate I have not yet prepared. The traffic could be carried on from the temporary station it is proposed to erect on the Sydney side of the viaduct, and the permanent station in Wagga Wagga, by means of coaches and drays, until the viaduct is finished.

The plans, sections, and estimates of this length will be ready to lay before Parliament in November next.

JOHN WHITTON,  
p. W. H. QUODLING.

## No. 8.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Railway Department,  
1 February, 1875.

## Report on Railway Surveys made during the year 1874.

SIR,

In compliance with your instructions, I have the honor to report as follows on the railway surveys made during the year 1874, and on their present state.

*Great Southern Railway.*

On taking charge of the surveys early in the year I proceeded to Murrumburrah, to which point the permanent staking of the extension to Wagga Wagga was then completed. I then examined the trial line to Wagga Wagga, and arranged the lengths to be taken up by each survey party for permanent staking; these surveys were completed, and the working plans and sections forwarded to this office in June. I again visited this district in July, when trial surveys were commenced between Wagga Wagga and Albury. These surveys were completed in the following October, when I examined the staked lines throughout to Albury, and gave the necessary instructions for having the line permanently staked from Wagga Wagga to Albury. This staking is still in hand, and will I expect be completed by the end of next month (March). The parliamentary plan and section of this line is being plotted as the staking is advanced, and on their completion the working plan and section will be proceeded with. Trial surveys were commenced in July at the Hanging Rock, leaving the staked line (Wagga to Albury) at a point about 18 miles south of Wagga Wagga, and then surveys were completed through Urana and Jerilderie to Deniliquin in October.

I then gave instructions to have a portion of this line (between Urana and Jerilderie) straightened, and I expect to have a through plan and section of the amended line (Hanging Rock to Deniliquin) ready during the present month. I have examined this staked line to a point near Jerilderie, from which the line is perfectly straight and level to Deniliquin. A trial survey was commenced last month (January, 1875) between Cootamundry and Gundagai; this being a short line, and as there will soon be two surveyors engaged upon it, I hope a trial plan and section will be completed in April next.

*Great Northern Railway.*

Trial surveys were commenced in January, 1874, from Tamworth and Inverell, and these with plans and sections will be completed during the present month. A very easy country has been passed through as far as Manilla, where the river Namoi has to be crossed. From Manilla two lines have been surveyed, one crossing the Namoi above its junction with the Manilla River, *viâ* Crow Mountain, Mount Lowry, and Baker's Creek, to Inverell; the other from Manilla, crossing the Namoi immediately below its junction with the Manilla River *viâ* Barraba and the Woolshed Station, joining the first line between Bundarra and Cope's Creek. I have visited this district on two different occasions during the time these were being surveyed, and carefully examined both routes; also another proposed route *viâ* Bingera to Inverell. The line *viâ* the Woolshed Station will I think be found the most suitable, but the works will in many places be heavy, as will be shown by the section when completed, still I am confident that this line can be considerably

considerably improved in places (when being permanently staked) when the ground is carefully selected and cross levels are taken. Trial surveys are now to be commenced from Inverell to Tenterfield, in continuation of the survey from Tamworth to Inverell. Mr. Stack has lately been engaged in exploring the country between Inverell and Tenterfield, and has been instructed to distribute the surveyors of his party upon this line.

*Clarence and New England.*

The exploration of this country was commenced in July, 1873, and in the following November trial surveys were started between Moleville and Glen Innes. When I first visited this district, in May, 1874, I found that the line then being surveyed along the bank of the Mann River could not be continued any further than the junction of the Mann and Yarrow River, as the rise in the river bed from this point is so rapid that there was no chance of following its course upwards with a gradient of 1 in 40. I then started a survey from the summit of the tableland, at a point about 12 miles to the eastward of Glen Innes, working into the valley of the Mann River, and following this valley downwards. On reaching the junction of the Mann and Yarrow this line was at a considerably higher level than the first-surveyed line, and on the opposite bank of the river. This line is still being surveyed down the river with a continuous falling gradient of 1 in 40, and will during next month be connected with the first-surveyed line, at a point about 3 miles below Cassidy's public-house, or about 10 miles below the junction of the Mann and Yarrow, where the survey of the first line was discontinued. I examined several other proposed routes in this direction, also between Grafton and Armidale, but found all too mountainous to justify any survey being made. A short trial survey was next made between South Grafton and the point where the line from Moleville crosses the Clarence River. I hope to have completed early next month a through plan and section, Moleville to Glen Innes, also the alternative plan and section from South Grafton. I next examined the country between Lawrence, Tabulam, and Tenterfield, and recommended this route being surveyed.

The survey of this line was commenced in October, 1874. A trial plan and section is already completed over the Richmond Range, on this route, and between Lawrence and the Richmond Range there are no difficulties of importance. The rise to the tableland must be made between Tabulam, Fairfield, and the Cataract River, which must be followed to its junction with Spring Creek and thence to Tenterfield. The surveys of this portion are now being made. The country in parts is very difficult, and I cannot venture to predict when these surveys will be completed.

*Sydney and Illawarra.*

The exploration of this line was commenced in November, 1873, and the trial survey in the following month. The surveys are now completed to Wollongong, and I expect the plan and section will be completed during the present month. The country along the route surveyed is in parts very rough, and the section will in many places show heavy works.

*Cootamundra to South Australian Border.*

A route has been explored prior to surveys being made from the neighbourhood of Cootamundra through Booligal, on the Lachlan, and Pooncario, on the Darling, to the South Australian Border.

*Orange to Bourke.*

A route is now to be explored from Bourke *via* the Bogan and Macquarie Rivers to Wellington, in connection with the trial surveys now being carried on between Orange and Wellington, under the supervision of Mr. Wade.

Table showing the lengths of surveyed lines referred to in this report:—

<i>Permanent staking.</i>		Miles.
Murrumburrah to Wagga Wagga...	...	81
Wagga Wagga to Albury (portion computed to date, 1/2/75) ...	...	50
Total	...	<u>131</u>
<i>Trial Surveys.</i>		
Wagga Wagga to Albury ...	...	82
Do. deviations abandoned ...	...	28
Hanging Rock to Deniliquin ...	...	132
Do. deviations abandoned ...	...	35
Tamworth to Inverell, <i>via</i> Barraba Woolshed ...	...	125½
Manilla to Inverell, <i>via</i> Crow Mountain ...	...	88½
Moleville, <i>via</i> Mann River, to Glen Innes ...	...	110
South Grafton to Junction with do. ...	...	16
Portions abandoned do. ...	...	15
Lawrence to Tenterfield (portion completed to date, 1/2/75) ...	...	29
Sydney to Wollongong ...	...	47
Total miles	...	<u>708</u>

I have, &c.,

HERBERT PALMER.

MR. H. PALMER TO ENGINEER-IN-CHIEF.

Railway Trial Surveys.

SIR,

I have the honor to submit the following report on the Railway Surveys completed during the six months ending June 30th, 1875:—

*Great Southern Railway.*

Extension, Wagga Wagga to Albury.—The permanent staking of this extension, and the parliamentary plan and section (80 miles) were completed in the field by the end of April (the last three miles having been staked since January 1st). The surveyors employed on this work then returned to the office, and are still engaged in the preparation of the working plans and section.

*Cootamundry to Gundagai.*

Since my last report a trial survey has been made between Cootamundry and Gundagai. This line, about thirty-three miles in length, follows the Muttama Creek to the neighbourhood of Coolac, and passing through that township reaches the bank of the Murrumbidgee and follows that river to Gundagai, giving an easy section throughout. An alternative line is now being surveyed, leaving the former line about 10 miles south of Cootamundry; thence bearing towards the head of Jones' Creek, and following that creek downwards to the town of Gundagai. This line will show a heavier section than the one *via* Coolac, but will be more in favour in Gundagai as regards the approach to the township.

*Great Northern Railway.*

The trial surveys between Tamworth and Inverell were nearly completed at the time of my report for 1874, and the plans and sections of this line reached the office early this year. The section throughout from Manilla to Inverell is heavy, but can, I think, be much improved when being permanently staked.

One portion of this section (about ten miles in length, near Barraba) showed such heavy work that it became necessary to recall one of the surveyors to make alterations in the line. This amended survey is now completed, and I daily expect the plan and section to be sent in.

Trial surveys are now being continued from Inverell towards Tenterfield, and will, I hope, be completed in the course of a month or six weeks. Plans and sections of rather more than 40 miles of this line have already been sent in. When this survey is completed to Tenterfield, the surveyors are to be employed in making a trial survey towards Armidale, from some point on the Tamworth and Inverell line, between Tamworth and Manilla (probably near the crossing of Moree Creek). This country has yet to be carefully examined before a route is selected for survey, and I hope to be able to go over this country before the surveyors are ready to commence work. One surveyor has also received instructions to commence a trial survey from Werris' Creek (between Quirindi and Currububula on the Murrundi and Tamworth extension) to Gunnedah, and then following the course of the Namoi River to a point opposite to the township of Narrabri, this survey to be eventually carried as far as Walgett. A good map of this district has been obtained from the Survey Department, showing the portions subject to floods from the Namoi, which will greatly facilitate the selection of the best ground; and as little detail will have to be surveyed, I anticipate that this trial line will be speedily surveyed.

*Clarence and New England.*

At the date of my last report trial surveys were nearly completed from Moleville to Glen Innes, and from South Grafton to a junction with the former line at the crossing of the Clarence River. The plans of these lines have since been received, showing in places an extremely heavy, and except at an enormous cost, an almost impracticable section; the greatest elevation attained on this line being 3,850 above the sea level.

On the completion of this trial survey the surveyors were removed to the Lawrence and Tenterfield survey. The survey of this line is in an advanced state, and will, I expect, be completed in about two months time, but I fear with very similar results to the line already surveyed to Glen Innes. The whole of this country between the Clarence and the tableland of New England is extremely rough, so much so that unless curves of much smaller radii are used than those to which the present surveys are being worked (12 chains and in some cases 10 chains), I see very little prospect of a practicable section being obtained through this district.

*Sydney and Illawarra.*

The plan and section of the trial survey Sydney to Wollongong have been completed since my last report, and the surveyors are now employed in making trial surveys from Campbelltown and from Liverpool towards Wollongong. These surveys will be connected near the Bulli Pass, and I anticipate much difficulty in making the descent from this point to the coast level.

*Extension into the city of Sydney.*

A line has been staked out from the Redfern Terminus, continuing the direction of the present centre line at Redfern, across Devonshire-street and the corner of the Burial Ground, thence by a curve through the Belmore Gardens and Markets, crossing Hay, Campbell and Goulburn Streets, to the N.W. corner of Castlereagh and Liverpool Streets, thence down the centre of Castlereagh-street, curving through the N.W. corner of Castlereagh and Market Streets; crossing King-street about 80 feet west of its junction with Castlereagh-street, and continuing at a similar depth from the frontage of Castlereagh-street to the building line of Hunter-street.

A line has also been staked in continuation of the line already described as passing down the centre of Castlereagh-street, as far as the Circular Quay.

Plans and sections of these lines are now in course of preparation.

*Lines*

*Lines explored, &c.*

A route has been explored from Dubbo to Bourke, in connection with the trial survey now nearly completed from Orange to Dubbo. The country between the Western and Southern Railways has also been examined and reported upon by Mr. Wade; the line recommended for survey being described as leaving the Western line in the neighbourhood of Blaney, thence by Cowra and Young, to join the Southern line near Murrumburrah.

*Wallerawang to Mudgee.*

I leave this week for Wallerawang to examine the country from there to Mudgee, with a view of selecting the best route for survey.

Surveyors will then be distributed over this length.

I have, &c.,

HERBERT PALMER.

12 July, 1875.

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Trial Surveys—Clarence to New England, 1872, 1873, 1874, 1875.

No. 1.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Tenterfield, 2 December, 1872.

SIR,

I have the honor to report that I have, in accordance with your instructions, examined the country between the navigable portion of the Clarence River and Tabulam, first by a route starting from Moleville, on navigable waters (marked A on map) going by way of the valley of the Clarence, through Gordon Brook station and Yugilbar to Tabulam. As far as Yugilbar, about 45 miles, there are no insuperable difficulties, but the country is broken throughout; and all the spurs are at right angles to the route from Yugilbar to Tabulam; the country is very rough; there is probably a line to be got through it, as the hills do not rise above 250 feet from the river, but the earth-works would be very heavy, and the curves probably very sharp. On the whole this would be a difficult and expensive route; there is no population upon it, the whole length of run on the route being divided amongst three cattle-graziers; the only local traffic would be that going to and from the Solferino diggings, which are on the right bank of the river opposite Yugilbar. There is a road to Tabulam in the same direction as this route, but no drays ever travel upon it except to Solferino. I have marked this route on plan as starting from Moleville, but it could be easily extended into Grafton; the distance from Grafton to Tabulam is 85 miles.

The next route I have examined starts from Lawrence (C on plan), taking approximately the course of what is known as the old line of road; at point D on plan the country is a little rough, being the division of Clarence and Richmond River waters; with that exception the country is favourable as far as the Richmond range, near point E on plan, where the route goes back again from Richmond as far as Clarence waters; this range is 900 feet above the sea, and 600 feet above the valley of Busby's Flat, by which the present road approaches it; there is a spur on north side of valley, by which, I think, the range could be ascended; and on the Tabulam side there is a very favourable spur, by which, I think, a good descent could be made into Tabulam. About 2 miles north of present road, crossing of Richmond range, there is another valley, called Deep Creek, which appears to be a more favourable position for ascending the range; if this should prove, after survey, to be the case, the line would branch to the northward, at point D on plan, then go in direction of road to Casino, but rather to the west of it, until the valley of Deep Creek is reached; then follow that valley up to the Richmond range and descend to Tabulam by the same spur as on Busby's Flat route. I have marked this alternative line with a dotted line on plan; it would be longer than the Busby's Flat route, but would, with a branch to Casino and Coraki, open out the Richmond River district. I have also shown, with a dotted line, an alternative route from point D to Grafton instead of to Lawrence; this would be longer and perhaps a little more difficult; the distance from Lawrence to Tabulam by Busby's Flat is 70 miles; the whole route is through tolerably well-timbered bush, used as cattle runs; there is no population and no local traffic; all the traffic that now travels the road is that between Lawrence and Tenterfield, and I believe that is much less now than it was a few years ago, as the opening of the Newton Boyd Road has given a better route to the traffic from the southern part of New England, and a considerable traffic now goes through Warwick to Brisbane.

From Tabulam to Tenterfield is a distance by road of 52 miles of the roughest mountain country; it is just possible that careful surveys may show that a railway line may be got through it, but the general features of the elevations to be overcome show that if a railway line is possible it will be one with earth-works of the heaviest description, and probably as costly as any part of the Western line; the bridge over the Clarence River, at Tabulam, would require to be about 1,000 feet long and 50 feet high, to be clear of floods. The general conclusions I have come to, after examining the district are, that a tolerably easy line can be got from Lawrence or Grafton to Tabulam, but without an extension to Tenterfield there would be no traffic upon it; that the line from Tabulam to Tenterfield would be of the heaviest description, and its cost quite disproportionate to the possible traffic upon it; that before taking any further steps it will be desirable to ascertain the amount of traffic between Lawrence and Tenterfield, and as the whole of this traffic is now landed from steamers at Lawrence, this could be ascertained accurately.

I have put in pencil on the county map of Clarence and Drake (enclosed under separate cover) the approximate direction of the routes I have tried to describe, but in the absence of maps of County Richmond and Rous the directions are only approximate.

I have, &c.,

W. B. WADE.

P.S.—I am now about to examine Tenterfield to Inverell, Tenterfield to Maryland, Tenterfield to Benshan, and then Benshan to Inverell.

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No. 2.

MR. R. A. HYNDMAN TO ENGINEER-IN-CHIEF.

Tabulam, 4 August, 1873.

SIR,

I have the honor to inform you that the completion of plans for the Survey Office having occupied more time than I anticipated, I was unable to leave Lawrence before the 14th July to examine country, according to your instructions, and after some detention from losing my horses and from bad weather, have explored for trial survey as far as Tabulam.

From Lawrence for 8 miles to a point known as the Yellow Pinch the country is undulating, and there is no difficulty in finding a good line. From the Yellow Pinch a leading spur may be followed to the range dividing Clarence and Richmond Waters, and thence by an easy descent, on to the flat country, at about  $1\frac{1}{2}$  mile to the eastward of the road to Casino. For the first two miles from the Yellow Pinch the spur is somewhat broken, but easy gradients and curves may be obtained without expensive work; from there to the low country (about 5 miles) the top of the range is nearly level; the highest point to be gained will be about 300 feet. This route will avoid the rough country referred to in Mr. Wade's report at point mark D. This country from Myall Creek to Myrtle Creek is nearly level and in places swampy. The two routes referred to in Mr. Wade's report, namely, by Busby's Flat and the Valley of Deep Creek, appear to be the only ones by which the Richmond Range may be crossed. I have examined both, and believe that the best is that from Busby's Flat, commencing to rise from point of a spur near portion No. 8, parish of Wyon, county of Richmond, ascending the spur for about  $4\frac{1}{2}$  miles and then the Richmond Range for about  $1\frac{1}{2}$  mile towards the north-east to summit, which is about 650 feet above point of commencement. All of this will be a side cutting, and in some places there will be difficulty in avoiding sharp curves. To ascend here the line would come almost direct from the point mentioned near the Casino Road, a little way below Myall Creek Bridge to the valley of the creek draining Busby's Flat, and by that to the foot of the spur on nearly level ground all through. The distance from Lawrence to the top of the Richmond Range would be about 50 miles.

The proposed route by Deep Creek does not appear to possess any advantage over the above line, while the distance would be greater. The valley may be reached over almost level country at a point on Deep Creek, about 5 miles above the bridge, on the Casino Road. It is not quite so level as Busby's Flat; the ascent to the range is much about the same; the same summit must be crossed, and the point from which the ascent would commence would be about the same level as on Busby's Flat. I have found no summit of the Richmond Range lower than 650 feet above the flat country. From the top of the range, which is narrow, the only available spur is that referred to in Mr. Wade's report, descending about 500 feet in 4 miles to the valley of Tabulam Creek, which valley may be followed to the river at Tabulam. The upper part of the valley is low and swampy, and the lower part consists of low spurs from the ranges. It will probably be necessary to cross the creek twice; or perhaps four times. The most favourable place to cross the Clarence appears to be at about the north boundary of the township reserve.

A branch line to the Richmond River would pass through nearly level country from Wyon to Casino, the highest elevation not exceeding 100 feet.

I thought it possible that a good and shorter line might be obtained from the Broadwater, but the range here branches off into many high spurs, and is not so easy to cross as towards Lawrence.

I propose now to examine the country between Tabulam and the tableland, from the valley of the Timbarra River to the upper part of the valley of the Cataract River, which embraces all the country in this direction at all likely to be suitable. The heads of the Timbarra River and Washpool Creek extend to the southward through very rough ranges almost to the Mitchell River; and the dividing range between these waters and some portions of the Newton Boyd country are the places to which, with your approval, I shall then proceed. A tracing of the counties of Gresham and Fitzroy would be useful to me in this examination.

I have employed a man to proceed to the tableland with me at 12s. per day. This is not so high as the pay (7s. and expenses) which he has been receiving in the Road Department, and he will not be required for more than three weeks.

I have, &amp;c.,

R. A. HYNDMAN.

No. 3.

MR. R. A. HYNDMAN TO ENGINEER-IN-CHIEF.

Lawrence, 30 August, 1873.

SIR,

I have the honor to inform you that I have not been able to engage a man to assist me in examination of country at less wages than 12s. per day. I do not think these wages are high, since the man has to find his rations and to feed his horse at this season of the year. I have therefore to request permission to continue this rate of wages for this service.

I have, &amp;c.,

R. A. HYNDMAN.

No. 4.

MR. R. A. HYNDMAN TO ENGINEER-IN-CHIEF.

Lawrence, 30 August, 1873.

SIR,

I have the honor to inform you that I have now examined the country between Tabulam and Tenterfield, and between Timbarra and Cataract Rivers. I have delayed my report, in hopes of being able to forward with it a tracing of those rivers and the principal creeks between them, but the plans are not yet completed in the District Survey Office. Both the Timbarra and Cataract Rivers run through deep mountain

mountain gorges, precipitous in places; and the creeks between them—Emu Creek, Girard's Creek, Plumbago Creek, Leslie's Creek, and M'Leod's Creek—are in general of the same character, and rise in, and are separated by, high rough mountain ranges. The only available approach to the tableland in this direction appears to be by the sources of the Cataract, either Barney Downs Creek or Spring Creek. I think the former is the best. The confluence of the Cataract with the Clarence is about 20 miles above Tabulam, and besides this extra distance and the difficulty of reaching it, in the greater part of its course it is very rough. The valley may be joined by ascending Emu Creek, piercing the range either at the head of Newspaper Creek or Waverley Creek. The valley of Emu Creek is narrow and tortuous, and the work would be very expensive. The same may be said of that portion of the Cataract which would be reached in that way. The heads of Plumbago Creek, Emu Creek, and Tea-tree Creek are separated from the Cataract by a ridge 2,300 feet above Tabulam, and 1,000 feet of that rise occurs in four or five miles.

I think the best line may be obtained by ascending the Timbarra River on the north side, to avoid two expensive bridges, to the junction of M'Leod's Creek to the head of its northern branch, at a narrow saddle which it would be necessary to tunnel in order to reach the valley of the Cataract at about Darey's, the foot of the Sandy Hills (1,300 feet above Tabulam), in about 36 miles, and by the Cataract and Barney Downs Creek to Tenterfield (2,500 feet above Tabulam), in 24 miles, making the whole distance from Lawrence, roughly, 115 miles.

The spurs falling into the Timbarra and M'Leod's Creek are steep, and the features bold; and, although the work will be very heavy, it appears more practicable; and not longer than by either of the other valleys or the leading spurs between them. With the exception of the ridge between M'Leod's Creek and the Cataract, good gradients will be obtained throughout.

Mr. Hogan is now engaged on trial survey from Lawrence. I have pointed out to him the first portion of the line explored, and have furnished him with what plans I have. I am now about starting for Glen Innes by the Newton Boyd country, and will report progress in future regularly on the 15th and 30th of each month. I return herewith Mr. Wade's report and extract from *Sydney Morning Herald*.

I have, &c.,

R. A. HYNDMAN.

### No. 5.

CHIEF CLERK to MR. COWDERY.

Government Railways,  
Engineer-in-Chief's Branch,  
15 September, 1873.

Memo. to Mr. Cowdery.

You will be good enough to peruse and return the undermentioned reports respecting the proposed railway from the Clarence District to New England, viz.:—

- 72/3,042. Mr. Wade's report of 2nd December, 1872, with two maps.
- 73/882. Copy of letter published in *S. M. Herald* of 17 March, 1873 ("Justice").
- 73/2,280. Mr. Hyndman's report of 4 August, 1873.
- 73/2,513. Do. do. 30th do. do.

W. H. QUODLING.

### No. 6.

MR. R. A. HYNDMAN to ENGINEER-IN-CHIEF.

Glen Elgin,  
17 September, 1873.

Sir,

I have the honor to report that I have examined the line of road from Grafton to Glen Innes, as far as the Big Hill (82 miles), to ascertain if it would be suited for railway purposes. The country between Grafton and the Urara (7 miles) is easy, and an iron bridge in course of erection at that river could be made accessible without much extra cost. For 14 miles further there would be no engineering difficulty, the line following nearly the course of the Chambigne and O.B.X. Creeks. From the O.B.X. Creek the road rises 600 feet in three-quarters of a mile, but falls more gradually to the Nymboi River. Should it be considered desirable to make use of the Nymboi bridge, there will be much difficulty and expense in obtaining access to it by an 8-chain curve, the range rising abruptly from the right bank.

From the Nymboi the road traverses nearly the valley of the Little River for about 26 miles, and works are I think unsuitable for railway purposes. This subject having been mentioned to me in Grafton, I thought it necessary to furnish the above information.

I am now examining the country lying to the northward of the Mitchell River, which is unsurveyed and almost unknown. Should a practicable line be found here it will probably be the shortest to the tableland.

I have, &c.,

R. A. HYNDMAN.

### No. 7.

MR. R. A. HYNDMAN to ENGINEER-IN-CHIEF.

Grafton, 30 September, 1873.

Sir,

I have the honor to inform you that since my last report I have examined, as far as I was able to penetrate, the watershed to the north of the Mann or Mitchell River, said to be a tableland, but consisting of a high granite range with rough rocky peaks, running nearly parallel to the Mann and going off at right angles, almost impassable rocky spurs divided by deep peaty swamps. This country appears to be about 500 feet higher than the tableland of New England, and the only possible route through it may be by Dundarra Creek, falling into the Mitchell some 8 miles below Cangi. I intended to have examined

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examined this country on foot, since the country is inaccessible for horses, but having met with an accident was unable to do so. I do not however think it is worth while to spend any more time about it at present, as there is little chance of obtaining a good line in that direction

I have travelled the valley of the Mann from Big Hill to Jackagery, and believe it will be easier than the Little River, and much more direct. The country is of the same character, generally loose trap and clay slate or schist; the mountains fall steeply to the river; and there are steep rocky bluffs at nearly every bend. About 6 miles of the river, above the junction of the Nymboi, is in granite formation.

From Jackagery to Grafton the country is undulating, where the highest range is about 400 feet. There are so many possible lines in this part that it will occupy about a week in examination. I propose then to ascend the Mitchell from the Big Hill towards Shannon Vale, and failing to get a good line in that direction to examine the Yarrow and Razorback Creek. I think that from what I know of the country these are the only routes likely to be suitable. Should the course of the Mann be adopted, Glen Innes would be reached in less than 100 miles from Grafton.

I have, &c.,  
R. A. HYNDMAN.

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No. 8.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 30 September, 1873.

SIR,

I beg to inform you that I have very little to report at present. I have twice seen Mr. Hogan; he commenced a trial line from the river at Lawrence towards the dividing range between the Clarence and Richmond Rivers, and is now within about 2 miles of Yellow Pinch (a point mentioned by Mr. Hyndman in his report of the 12th August, 73/2,280). The levels are not quite finished, and nothing plotted, so I cannot say much about it, only that it is an easy country so far. Mr. Hogan knows nothing of the country beyond the Pinch mentioned, so I have arranged to go through some distance with him; we start to-morrow. It is not easy to find the best ground at once, as the timber is thick as far as I have been. I have not yet seen Mr. Hyndman; I have been to his house, and he is not expected home before Saturday. I have had a good deal of trouble in getting a decent horse about here, but I got a decent looking one to-day, and hope to get another further up the country. It has been very hot here the last few days.

I have, &c.,  
GEORGE COWDERY.

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No. 9.

MR. COWDERY to ENGINEER-IN-CHIEF.

Ranornie, Grafton,  
17 October, 1873.

SIR,

Since writing before, I have, with the assistance of Mr. Hyndman, been exploring between Grafton and Purgatory Creek, on both sides of the Clarence. There is so much choice of ground (particularly on the south side) that it takes a long time to see it all. To-day we go up Purgatory Creek, down Jackagery Creek to the valley of the Mitchell or Mann River, which we purpose following up to the tableland near Glen Innes, and from there we go on to Tenterfield and Tabulam back to Lawrence.

I cannot at present say anything about the route we have taken, as we may not be able to get out at the head of the Mann. I will report to you at Glen Innes how we get up.

I have, &c.,  
GEORGE COWDERY.

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No. 10.

MR. COWDERY to ENGINEER-IN-CHIEF.

Glen Innes, 24 October, 1873.

SIR,

I have the honor to report to you that I, with Mr. Hyndman, arrived in Glen Innes last evening after a very rough journey up the river Mitchell or Mann. A line can be got either from South Grafton or Moleville, the head of the navigation.

Some portion of the Mitchell is very rough, but I think easy gradients can be got over the greater part of it. There is about 5 or 6 miles of the river above the junction of the Nymboi we could not get through with our horses as it was so full of granite boulders, with high granite cliffs on either side so high and precipitous that we could not get near it. The barometer showed a possibility of getting up, but I believe it will be found to be the steepest part. I will not attempt to describe this route more fully now, as I could not do so without a tracing, which I will send you on my return to Lawrence. We had to cross the Mitchell about thirty times to get along, and several nights to sleep in wet blankets, the pack horses having got into deep water in driving them across. We proceed on towards Tenterfield to-morrow.

I have, &c.,  
GEORGE COWDERY.

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No. 11.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 4 November, 1873.

SIR,

I beg to inform you that we got back to Lawrence on Saturday last with all the horses completely knocked up. I am now with Mr. Hyndman compiling a tracing from the different lithographs we have, to enable me to lay down the routes we have examined, so as to be able more clearly to describe them to you in my next report, which I will send by the following mail.

Mr.

Mr. Hogan has nearly completed about 10 miles of the traverse from Lawrence, which extends to the top of Yellow Pinch. It is comparatively light.

I have, &c.,  
GEORGE COWDERY.

No. 12.

MR. COWDERY TO ENGINEER-IN-CHIEF.

Lawrence, 7 November, 1873.

SIR,

I have the honor to inform you that I have explored two routes from the navigable waters of the Clarence to the tableland of New England, and enclose herewith a tracing of same with the following descriptive report:—

*South Grafton or Moleville to Glen Innes.*

From South Grafton to F on tracing the country is easy; good curves and gradients can be got at the point D. A rather considerable bridge would be required over the Urana River; from bank to bank is about 7 or 8 chains, and the water deep. From Moleville, the head of the navigable waters, two routes are shown, one crossing the Clarence at C and the other at E. I do not know before survey which of these is the best. From Moleville through C and B to F the country is easy, but from E to F on the other route is rather rough; either of the crossings of the river at C or E are very wide, say from 15 to 20 chains; the banks are about equal heights, and the water shallow. At the point C a short tunnel would be required, I think, to get from the head of Purgatory Creek to the head of Jackagery Creek; from there to I it is tolerably easy. At the point H a rather large bridge would be required to span the Mitchell; it is 10 or 12 chains from bank to bank. I should say it is 15 to 20 chains, that is including the flood banks; from D to E is easy; from E to F is very rough and crooked with granite bluffs; at C rather a considerable tunnel would be required, but fair gradients I believe could be got; from F to Tenterfield is easy.

Total distance from Lawrence to Tenterfield, 112 miles.

I am of opinion that these routes are the best that can be got, except perhaps in detail. I think there is very little use in looking for a line through the ranges—they are all so rough and broken, with large spurs on either side, and none of them in a good direction. Either of the routes examined will be costly, and could not say which would be the most; considering the difference in distance, that to Glen Innes would cost more per mile, but would be the better line; the gradients would not be so much up and down as on the other.

Should the Glen Innes route be adopted (and I am of opinion it should, as the country near Glen Innes is very superior, what I saw of it, to anything I saw near Tenterfield, and besides being more central), the most suitable place for the Clarence terminus would be Moleville; the ground is above flood level, and there is a township reserve. My preference for Moleville is, that it may some day be necessary to continue it to Lawrence; another line may also be required from Lawrence to the Richmond, which would be easy to make; then one terminus would do for both lines, besides from Lawrence down the river the water is wide.

From I to K the bank of the river is rough, with short granite bluffs occasionally, some of which may possibly have to be tunnelled in consequence of short bends, but the gradients would be easy; some of the points are low, and could be cut off as shown, but others are very bad. From K to L it is very rough, some a short piece of which I did not see; the granite mountains rise up on either side to a great height, some at least a thousand feet, and the bed of the river is full of boulders, making it quite impossible to get through with horses. I rode many miles round this part, to the river again, and walked some distance down it, but it was very rough. The gradients in this part would be steep, but nothing I think but what could be got over. From L to Glen Innes is on the tableland and easy. Total distance from S. Grafton to Glen Innes about 90 miles; from Moleville to Glen Innes about 85 miles.

*Route from Lawrence to Tenterfield.*

From Lawrence to point A on tracing is comparatively easy, fair curves and gradients can be got; from A to B over the Yellow Pinch range is rather rough; from B to C is over flat country, and of course very easy; from C to D, over the Richmond Range and down Tabulam Creek, is rough and the gradients steep, the range being about 650 feet, above Wyran; nearly all this elevation would be lost, as the ground is not much higher on the other side. At the point D the crossing of the river is very wide, deep, but above there are several shoals which have to be dredged.

If the terminus should be made at South Grafton it would have to remain there, as it could not be brought down that side of the river very easily, there being so many small islands.

I have, &c.,  
GEORGE COWDERY.

No. 13.

MR. COWDERY TO ENGINEER-IN-CHIEF.

Lawrence, 7 November, 1873.

SIR,

I have the honor to inform you that Mr. Hogan is still continuing the survey from Lawrence, but should you decide on only having the other route surveyed, what he is doing will not be of much use, I should therefore be glad to know as soon as possible your intentions.

I purpose taking Mr. Hyndman to Grafton, and both of us to commence the survey there at once, but it may save time if you telegraphed to me at Grafton, where we are to start from, as the post is so irregular.

I have, &c.,  
GEORGE COWDERY.

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No. 14.

MR. COWDERY to ENGINEER-IN-CHIEF.

Moleville, 29 November, 1873.

SIR,

I have the honor to inform you that since my last report Mr. Hyndman and myself have set out about four and a half ( $4\frac{1}{2}$ ) miles of line from Moleville, in the direction shown on tracing forwarded to you; we commence to level it on Monday.

Mr. Hogan is shifting camp to Jackagery to commence the survey of the Mann River; this will be a very rough job, and the camps will have to be carried on pack horses, consequently will be slow work.

We have a great difficulty in getting men; 5s. per diem is not sufficient inducement just now, as all the labour is employed at the sugar-works and plantations.

I have, &amp;c.,

GEORGE COWDERY.

No. 15.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 21 December, 1873.

SIR,

I have the honor to inform you that, since reporting to you last, I have made an alternative of about 2 miles of the line from Moleville; it is a few chains longer, but much less expensive. Since then we have shifted camp to the above place. I am sorry to inform you that Mr. Hyndman is laid up with a broken knee-cap, caused by his horse falling on him whilst exploring up the Mann River; he was not aware it was broken, although it pained him a good deal at times, until he had it examined. I will try and work all the men till he comes out again, and I hope to get on better for a time, as I have well explored the portion I am about to do.

Mr. Hogan has not yet reached Jackagery, in consequence of a fresh in the river, unless he got over yesterday; he may have done so, as the water is somewhat lower.

This line will take a long time to survey without more strength, and it will be difficult to provision the camps a little distance up the Mann—it must all be done with pack-horses.

I have, &amp;c.,

GEORGE COWDERY.

No. 16.

CHIEF CLERK to MR. COWDERY.

30 December, 1873.

MR. COWDERY, Copmanhurst,—

Referring to the instructions which were sent to you on the 19th instant (Memo. 73-677) to survey an alternative line *viâ* Buccarumbi, I have to inform you that the route indicated was partially explored by Mr. Hyndman, and a copy of his report is appended for your information.

W. H. QUODLING.

No. 17.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 7 January, 1874.

SIR,

I have the honor to inform you that I am in receipt of your memo. of the 19th December instructing me to survey an alternative line *viâ* Buccarumbi. I suppose it is not intended to be commenced at once with the small staff we have, until the line we are engaged on is tried through, but the next time we shift camp I will explore it on horseback. Mr. Hyndman has not yet returned to his duties, and as I am working all the men I cannot get away without having them idle. I have now just got to the first crossing of the Clarence. I have not yet levelled up, but I think it is tolerably easy. This crossing of the river I try to-day; it is lower down than those previously reported on, and is near the eastern boundary of Copmanhurst, close to the upper wharf the drogers ply to. This I think will be found to be the best crossing, as the approach to it is narrower over the land subject to flood. Mr. Hogan has at last reached Jackagery, and I believe made a fair start; he was very much detained by the flooded state of the rivers. I will see what he is doing as soon as I can get away.

I have, &amp;c.,

GEORGE COWDERY.

No. 18.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 21 January.

SIR,

I have the honor to inform you that I have very little to report since my last. Mr. Hyndman is still absent; he is waiting for an elastic knee-cap from Sydney, which the doctor informs him he must have before he goes to work again. I have crossed the river at the place previously mentioned; it will be rather a rough section for about a mile on the south side, getting back on to the bank of the river again. I have not yet levelled the ground, as I could not keep all the men going.

The

The weather is very much against us, raining more or less nearly every day, and the belts of scrub near the river are very bad to get through. I suppose it will average about 50 feet high, and it is so dense that you cannot see a yard into it, and all matted together with vines, some of which are 3 or 4 inches thick, and some prickly.

Mr. Hogan has traversed from 5 to 6 miles up the Mitchell above Jackagery.

I have, &c.,

GEORGE COWDERY.

No. 19.

MR. COWDERY to ENGINEER-IN-CHIEF.

Extension—Clarence and New England Trial Line.

Copmanhurst, 31 January, 1874.

SIR,

I have the honor, in compliance with your request of the 9th instant, No. 74/24, to report on the surveys under my directions during the year 1873.

Two routes have been explored to the tableland, as well as was practicable on horseback: one from South Grafton and Moleville, up the Mitchell or Mann River to Glen Innes; the other from Lawrence, through Wyon and Tabulam, up the Rocky River, Macleod's Creek, and Cataract River to Tenterfield. The traverse from Lawrence, made by Mr. Hogan, is completed for ten and a half ( $10\frac{1}{2}$ ) miles, and ends on a saddle at the top of Yellow Pinch. There are no engineering difficulties the whole of this length; the first seven (7) is very easy, no cuttings more than 10 feet in the deepest places, and only three of them; no curves less than 20 chains radius. One small bridge and a few small culverts will be required, the other  $3\frac{1}{2}$  miles is rather rough, going up the range; one cutting 35 feet deep; one 25 feet, but short, and the rest smaller; about one mile will be little less than 1 in 40, the remainder the gradients will be easy, and there are no curves less than 20 chains radius. Should this line be continued at any time, I think it will be better getting down off the range than up; after the descent is made, it will be nearly a surface line to Wyon, and should the Richmond ever be connected with the Clarence, this would be an easy route.

The trial line from Moleville.—This place is well adapted for a terminus, being near the head of the navigation for the largest vessels that can ply to Grafton. The bank of the river is tolerably straight for warping, and in a good position for a tramway to join the main line at both ends should it be necessary; the water is deep close in to the bank, the bottom is rock, and the site for the station above flood level. This line commenced by Mr. Hyndman and myself was completed to end of year, as far as the crossing of the Whiteman Creek, 4 miles, and from the Whiteman about 3 miles; the traverse completed, but not levelled; a diversion of about 2 miles, commencing at Moleville, was also completed and plotted. All this work has been well staked, and the curves, most of which are large, are roughly staked, being less trouble than traversing round, besides being better for the section. It is not easy ground to choose the best line through, as there is a good deal of choice, and is rather thickly timbered; but I think so far we have a fair line, and it would be very little trouble to put in the permanent stakes. From Moleville to the Whiteman the section is tolerably good, 1 mile of which will be nearly surface line, the remainder is a little bumpy; two short cuttings will be about 15 feet in the deepest places, and one embankment about 20 chains long will be 33 feet high, to be above flood level; no gradients worse than 1 in 40, and only about 35 chains long in two pieces; no curves less than 20 chains radius, and only one of them; one small bridge may be required, and about three 4-foot culverts and a few small ones. From the Whiteman, 3 miles, the section I think will be good, but is not yet levelled; no curves less than 30 chains radius. From a little above Jackagery Creek on the right side of the Mann, Mr. Hogan has commenced the traverse; about 3 miles was run up to the end of the year, but not levelled; the line is good so far, no sharp curves being required. I have no more particularly at present of this portion.

In conclusion, I may state that the weather has been anything but favourable for this work.

I have, &c.,

GEORGE COWDERY.

P.S.—I should have sent this before, but we have had no mail for the last fortnight, in consequence of the creeks being flooded.—G.C.

No. 20.

MR. COWDERY to ENGINEER-IN-CHIEF.

Extension—Clarence and New England Railway Trial Line.

Copmanhurst, 14 February, 1874.

SIR,

I have the honor to inform you that we have now completed  $11\frac{1}{2}$  miles from Moleville, with the exception of plotting the section, which is not quite finished. About  $1\frac{1}{2}$  mile of this is rather rough, chiefly on the south side of the river, and is in consequence of having to cross two small creeks which are cut down to the level of the river, and the highest flood level here is about 66 feet above summer level, so that there will be one or two heavy embankments, but they are short. I have not heard from Mr. Hogan since the 1st instant, but I will go and see what he is doing as soon as we shift camp, which I hope to do on Monday or Tuesday to near Ramornie, if the river is down sufficient to cross; there is a considerable fresh now, caused by the last two days' rain, but it is fine now. Would it not be better for me to send you a tracing occasionally of the plan and section; if so, will you please ask Mr. Drewett to send me some endless tracing paper. I wrote to him for some a long time ago, but he has not sent it. Mr. Hyndman returned to camp the beginning of the month; his knee is much better.

I have, &c.,

GEORGE COWDERY.

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## No. 21.

MR. COWDERY to ENGINEER-IN-CHIEF.  
 Railway Extension—Clarence and New England Trial Line.

Ramornie, 6 March, 1874.

SIR,

I have the honor to inform you that we have completed the survey to Ramornie, a distance of near 13 miles. The section will be rather rough along the south bank of the river, in consequence of several gullies which are cut down to near the Clarence level; the crossings generally are short but deep. At Ramornie we leave the river, and I am glad to say the *scrub*, and go up Main Creek, and for 3 or 4 miles the ground will be good.

I expect to shift camp again in about a week; and in five or six weeks, if the weather continues fine, I hope to junction with Mr. Hogan about 2 miles above the crossing of the Mann. Mr. Hogan has about  $5\frac{1}{2}$  miles completed; it is rather rough, there are no bad gradients or curves, but the section has the appearance of a badly used cross-cut saw, with a tooth knocked out or broken here and there; I do not think I can describe it better without sending you a tracing.

Mr. Hogan is about shifting further up; he has been obliged to employ his men cutting tracks in places to enable him to pack his camp; it is rather rough work.

I have, &c.,

GEORGE COWDERY.

## No. 22.

ENGINEER-IN-CHIEF to MR. COWDERY.

17 March, 1874.

THE following telegram was sent to you on the 12th instant:—

“Mr. Hoyle will leave by steamer on Monday night. Send instructions for him to Post Office, Grafton. He has been directed to proceed to Copmanhurst.

“Mr. Hoyle will leave by the steamer to-night.”

JOHN WHITTON,

p. W.H.Q.

## No. 23.

MR. COWDERY to ENGINEER-IN-CHIEF.  
 Railway Extension—Clarence and New England Trial Line.

Purgatory Creek,  
 23 March, 1874.

SIR,

I have the honor to inform you that we have just shifted camp to Purgatory Creek, and hope to get out of it again in a fortnight or three weeks at most. Our next camp will be on the Mann.

We have completed the survey for  $16\frac{1}{2}$  miles from Moleville; the last 3 or 4 miles has been quite easy, excepting five crossings of the Main Creek, each of which will require from three to five timber openings, say 18-foot spans; the remaining portion to the river will be more difficult, but I think not bad; we have nothing as yet worse than 20-chain curves, and 1 in 40 gradients.

I met Mr. Hoyle in Grafton on Thursday last, and instructed him to proceed to the Big Hill, a point where the main road crosses the Mann; he will work up the river from this point.

From all that I can hear Mr. Hogan is pushing along well; he has shifted camp, and has run the line in all from 8 to 9 miles, but not all levelled when I last heard. I shall go and see him in a few days, or as soon as I can get Mr. Hyndman well started again, so as to enable him to employ all hands in my absence.

Will report to you again on my return.

I have, &c.,

GEORGE COWDERY.

## No. 24.

ENGINEER-IN-CHIEF to MR. COWDERY.

13 April, 1874.

THE undermentioned gentlemen are under orders to proceed to your district, to assist with the trial survey of the proposed line from Grafton to Glen Innes, viz.:—Mr. Alfred Francis, Mr. Ralph Donkiu, Mr. Charles Mayes.

The Government is pressing for the completion of the trial surveys of this length,—when do you think it will be ready?

JOHN WHITTON,

p. W. H. QUODLING.

## No. 25.

MR. COWDERY to ENGINEER-IN-CHIEF.  
 Railway Extension—Clarence and New England Trial Survey.

Purgatory Creek, 10 April, 1874.

SIR,

I have the honor to inform you that we have now completed  $19\frac{1}{2}$  miles of the survey from Moleville, the last two miles of which is up a long spur, which brings us over the first range which divides the waters of Main Creek and Purgatory Creek; this is not yet plotted, therefore I cannot send you particulars

particulars now. By Tuesday next we expect to have about  $23\frac{1}{2}$  miles completed, which brings us to range dividing the waters of Purgatory Creek and Jackagery Creek, and where a tunnel, probably 16 chains long will be necessary; this point is about  $2\frac{1}{2}$  miles from the crossing of the Mann River. I was in hopes of being able to shift camp this week, but the weather has been so much against us; for the last three weeks we have only had one fine day, and the grass being so long we are wet through all day.

I have not yet been to see Mr. Hogan, in consequence of the bad weather and the river being up, but I have heard from him; he has surveyed about  $9\frac{1}{4}$  miles, and levelled up  $9\frac{1}{4}$  miles; he intends to complete 11 miles before shifting camp again. I hope to see him next week.

I have not yet heard from Mr. Doyle since he left Grafton.

I have, &c.,  
GEORGE COWDERY.

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No. 26.

CHIEF CLERK to MR. COWDERY.

18 April, 1874.

MR. COWDERY, Ramornie,—

I am directed by the Engineer-in-Chief to inform you that you will be required to take charge of the works on the extensions from Yass to Cootamundra, about the end of May next, and to request that you will be good enough to make arrangements for returning to head quarters about the 15th of that month.

W. H. QUODLING.

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No. 27.

ENGINEER-IN-CHIEF to MR. COWDERY.

24 April, 1874.

MR. COWDERY,—

Mr. Francis has left for Grafton, as advised by my telegram of the 18th instant. Mr. Mayes will leave by steamer on Tuesday evening; he has been instructed to call at the Post Office, Grafton, for instructions, and to proceed to Ramornie.

JOHN WHITTON,  
p. W. H. QUODLING.

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No. 28.

CHIEF CLERK to MR. COWDERY.

27 April, 1874.

MR. COWDERY,—

Referring to my memo., No. 74-208, of the 18th instant, instructing you to return to Sydney about the middle of next month, I am now directed to request you to defer your departure from the Clarence District until you have handed over to Mr. Palmer the work upon which your party is engaged, and all information in your possession connected therewith.

Mr. Palmer will leave town to-night for the Clarence District *via* Murrurundi and Inverell.

W. H. QUODLING.

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No. 29.

MR. COWDERY to ENGINEER-IN-CHIEF.

Grafton, 2 May, 1874.

SIR,

I, with Mr. Hyndman, arrived at Grafton late last evening, after closing the survey with Hogan's work. Mr. Francis, I am sorry to say, has taken his camp to Smith's Flat, thinking to be able to go on from my camp to his destination. I expect to see him to-day. I am thinking of sending him to Shannon Vale or some distance below. He is obliged to come back to Grafton to get on to the main road. I did not get your telegram before the evening of the day Mr. Francis left Grafton. Our camps will be some days before they reach here, as there are no roads and a very rough country; but we have plenty to do on the plan and section which we brought with us. I intended starting the survey from South Grafton, but I think it will be scarcely worth the trouble of fixing camp again, as I am to return to Sydney by the 15th, but I may be able to get away a few days sooner.

In haste, to save the boat,—

I have, &c.,  
GEORGE COWDERY.

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No. 30.

MR. COWDERY to ENGINEER-IN-CHIEF.

Grafton, 9 May, 1874.

SIR,

I have just received your memo. of the 27th April (No. 74/228). Mr. Mayes will leave here on Monday. His destination will be some 8 or 10 miles below the Big Hill, between Mr. Hogan and Mr. Hoyle. The distance is short, but will take some time to do as it is rough. Mr. Francis left here on Monday for the junction of the Yarrow and Mann Rivers. He will have to go to Shannon Vale and back on the opposite side of the river. He unfortunately was directed to Copmanhurst. He went there with his camp, but had to return to Grafton and make a fresh start up the Newton Boyd Road. There was no possibility of getting up the Mann without packing the whole distance. Four of my men I send back to Sydney to-day with my camp. I intended to have returned with them, but await Mr. Palmer's arrival. I have plenty to do on the plan and section, but nothing for the men to do, as it is not worth while starting the survey from South Grafton. Mr. Hyndman's men will pitch camp on Monday, to start the survey *via* Buccarumbi.

In haste, to save the boat,—

I have, &c.,  
GEORGE COWDERY.

No. 31.

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No. 31.

MR. COWDERY to ENGINEER-IN-CHIEF.

Grafton, 15 May, 1874.

SIR,

I have the honor to inform you that I am now awaiting the arrival of Mr. Palmer. He was to leave Glen Innes on Saturday, so I expect him about Monday. I have completed the section for over 29 miles, and to-morrow Mr. Hyndman will have finished the plan. On Monday he will start the survey from South Grafton. Mr. Mayes left here on Monday last for the Mann River, and will start between Big Hill, where Mr. Hoyle commenced, and Mr. Hogan's work. It is rather a short length but rough. I have put them close together so as to push the one line through as soon as possible. I could scarcely venture to say what time it will take to complete this survey, as the roughest and most tedious part has yet to be done—that portion between the Big Hill and Shannon Vale—but probably four or five months will see it through.

I hope to be in Sydney by the end of next week, and will report myself as soon as possible.

I have, &amp;c.,

GEORGE COWDERY.

No. 32.

MR. A. FRANCIS to ENGINEER FOR TRIAL SURVEYS.

Mitchell River, 23 May, 1874.

SIR,

I beg to inform you that, in accordance with instructions received by me from Mr. Cowdery I proceeded to Mann or Mitchell River, and commenced work at the end of Mr. Hoyle's section, near the junction of the Bald Nob Creek with the Mitchell. I have made a preliminary survey of the river for about 3 miles from the end of Mr. Hoyle's work, in the direction of the junction of the Mitchell and Yarrow River, and have pegged out a contour line rising 1 foot in 40, and I find that I cannot keep above the flood level with that gradient. I have examined the country for a few miles ahead of the survey, and find it rising still more rapidly as the head of the river is approached; and as the tableland could not be reached without following the river up for about 10 or 12 miles past the Bald Nob Creek, it is evidently a useless expenditure of time and money to carry on the survey further in this direction. Independent of the impossibility of getting a practicable gradient up the Mitchell, the country is so rugged and broken as to necessitate works of the most costly description. The cuttings are all through granite rock, and the crossings numerous and expensive, and the banks of the river are for the greater part nearly perpendicular. There are also the falls at the junction of the Mann or Mitchell River, about 150 feet in height, to be passed. I am at a loss to know what to do under these circumstances, and wish you would be good enough to send me instructions at your earliest convenience.

I remain, &amp;c.,

A. FRANCIS.

No. 33.

MR. COWDERY to ENGINEER-IN-CHIEF.  
Trial Survey—Clarence and New England.

Sydney, 28 May, 1874.

SIR,

I have the honor to inform you that, according to your instructions, I awaited the arrival of Mr. Palmer in Grafton, and on the 21st instant, handed him over all plans, &c., in my possession, with all the information I had. I with Mr. Hyndman's assistance have completed a little over 29 miles of the survey from Moleville and joined Mr. Hogan's work. The plan and section for same with all the books I leave at head office.

Mr. Hogan has completed 13 or 14 miles and shifted camp to Curradooral. Mr. Mayes will just have commenced above Mr. Hogan, Mr. Hoyle commenced just below the Big Hill, and Mr. Palmer informs me, has about 6 miles done, but some of it will have to be altered. Mr. Francis cannot have got much of a start at present, he is in a very rough place above Mr. Hoyle. Mr. Hyndman was just ready to commence on the south side of the river, at Grafton, on my leaving.

I have, &amp;c.,

GEORGE COWDERY.

No. 34.

MR. E. J. STATHAM to COMMISSIONER FOR ROADS.

Little River, 6 June, 1874.

MY DEAR SIR,

It has occurred to me that I may possibly be able to supply some information which will be of use to Mr. Whitton in investigating the question of an ascent of the tableland of New England, and would therefore place it in your hands. It appears from what I hear that the trial survey up the Mann River above the Big Hill is in a difficulty, not being sufficiently high to get over the first falls, and the possibility of getting initial elevation by way of Yellow-jacket (Leather-jacket) Creek is being considered. To follow Yellow-jacket it will be necessary to be on the south side of the Mann River, and to deviate from what appears to have been the preconceived idea of following up the north side of that river. Assuming the necessity for taking the south side of the river, it appears to me that the lay of the country indicates that the ascent of the tableland can be better commenced from the junction of the Mann and Henry Rivers; above this junction the Mann River runs through a most difficult country, and even by taking Yellow-jacket a very formidable

formidable country has to be faced; that face of the mountain as you no doubt recollect at the "Organ" being almost perpendicular for an immense height. Our road west of Newton Boyd runs along a granite ridge which divides the Mann and Henry waters; where the road turns to the right, as shown in tracing, it crosses a flat near "Four-mile"; this flat heads at a saddleback forming an attachment to the main range; the elevation of this saddle is about 430 feet above the river Henry, and the distance from the junction of that river with the Mann, about 6 miles, giving a mean gradient of 1 in 73. The intervening country is favourable, being undulating ridges of soft granite sand. The main ridge after crossing the saddle referred to is much less broken and rocky than any of the other across west of Four-mile Creek, and it is probable that by following the southern fall of this range that the high land overlooking Yellow-jacket and the Mann River may be flanked. This supposition is arrived at from observation that no perceptible break exists in the range between the Henry River and the vicinity of Big Hill, that no waters of any consequence are crossed between these points, and that the numerous small streams intersected by the Newton Boyd Road between the points in question evidently have their origin in the tableland, being permanent running water occasionally coming down with great violence. The line of ascent from junction of Mann and Henry Rivers is indicated in tracing by a red dotted line.

I remain, &c.,  
E. J. STATHAM.

### No. 35.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Glen Innes, 6 June, 1874.

SIR,

I have the honor to report as follows on the state of the railway surveys in this district. Plan and section of a line from Moleville were taken to Sydney by Mr. Cowdery. Mr. Hyndman is about to start a survey from South Grafton to join Mr. Cowdery's survey on the southern side of the Clarence River. Messrs. Hogan, Mayes, and Hoyle are at work on the Mitchell River, continuing the survey in the direction of the tableland. Mr. Francis has also been on the Mitchell, and has worked up a line to a point about half a mile above its junction with the Yarrow. From this point the rise in the river bed becomes much more rapid, being a succession of falls for several miles enclosed within almost perpendicular walls of granite. Mr. Francis worked up to a gradient of 1 in 40 to the above-mentioned point, and there the survey comes to a complete standstill, as the rise in the river for several miles is so rapid that I doubt whether a gradient of even 1 in 20 could be obtained. The line up the Mitchell has all along been kept just clear of the flood level, and the nature of the country lying back from the river is so extremely rough that I do not think there is a possibility of raising the line sufficiently to clear the upper portion of the Mitchell. I have examined the Yarrow for about six miles upwards from its junction with the Mitchell. The rise in this distance is also much in excess of a gradient of 1 in 40, but the upper portion of the Yarrow is an easier country to work up than the Mitchell. I have instructed Mr. Francis to start at once for the tableland, and to commence a rough traverse at some point on Shannon Vale (from which there can be no doubt of obtaining a good line into Glen Innes), and to take advantage of every foot of fall he can make, with a view of getting down to the Yarrow, and if possible to join the line now being surveyed up the Mitchell. The surveyors on the Mitchell will be some weeks finishing up the surveys to the junction of the Yarrow; in the meantime Mr. Francis may be able to find some means of joining their work. I very much fear, however, that a line from the tableland contoured to a fall of 1 in 40 will, on approaching the neighbourhood of the line up the Mitchell, be at a level far above it, and that the extreme roughness of the country *will not allow of their being joined*. I proceed from here to Inverell, and shall be obliged if you will telegraph to me there if you have any instructions. I shall be in the neighbourhood of Inverell till about the 15th instant.

I will report on the Tamworth and Inverell line when I see what has been done there since I was in that district.

I have, &c.,  
HERBERT PALMER.

### No. 36.

MR. R. A. HYNDMAN to MR. H. PALMER.

Grafton, 13 June, 1874.

SIR,

After leaving you at the Big Hill I visited Mr. Mayes and Mr. Hogan. Mr. Hogan is camped about a quarter of a mile below Curradooral Station, and on the 8th instant would have completed work to his camp, 17 miles from the end of Mr. Cowdery's survey; he had not, however, plotted any further than 9 miles, which was done when Mr. Cowdery visited him. The whole rise in the 17 miles is only about 340 feet; the latter part of what is plotted gives a much better section than the first. In one place he shows a short tunnel on a 16-chain curve, but this I think may be improved. He has also at another point thrown his embankments partly into the river. He has now about 8 miles to do to join Mr. Mayes at Dingo Creek, and expects to finish in about two months; his men were leaving, but I have sent some up to him. Mr. Mayes commenced work at Dingo Creek, and has surveyed 7 miles to the Four-mile Creek, but had only just begun levelling. His line was generally good; except three 12-chain curves which appear to be unavoidable, the gradients and the work seen will be easy. Mr. Mayes expects to join Mr. Hoyle's section in something over two months. The distance from Dingo Creek is about 17 miles.

I returned by way of Little River, but as Mr. Stathan was not at home I did not see the section of Leather-jacket Creek; the original section is, however, in the Road Office in Sydney, also a section from the neighbourhood of Buccurumbi to Ernani, where perhaps a better line might be found, and one that might be suitable for reaching Armidale.

I am, &c.,  
R. A. HYNDMAN.

No. 37.

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## No. 37.

MR. H. PALMER to MR. HYNDMAN.

Sydney, 14 October, 1874.

MR. HYNDMAN,—

On completing your present survey to the junction with Mr. Cowdery's line, I wish you to proceed to Tabulam, and take up that portion of the trial line to Tenterfield, working up by Tea-tree Creek to the first gap in the range. Instruct Mr. Hogan to survey the line as I arranged from Lawrence, and report monthly on the progress in the surveys.

HERBERT PALMER.

## No. 38.

ENGINEER-IN-CHIEF to MR. FRANCIS.

Government Railways,  
Engineer-in-Chief's Branch,  
16 June, 1874.

Memorandum to Mr. Francis, "Cassidy's Carrier's Arms," Mann River, Grafton and Glen Innes Roads. I FORWARD herewith, for your information, copies of a letter and tracing which were received from Mr. Statham, with reference to the survey of the proposed ascent of the tableland of New England, *via* the Mann or Mitchell River.

You will be good enough to transmit these documents to Messrs. Hogan, Hoyle, and Mayes, who are, I believe, also employed upon the same river, for their information.

JOHN WHITTON,  
p. W. H. QUODLING.

Copied and transmitted to Mr. Hoyle.—A. FRANCIS, 30 June, 1874.

Copied and transmitted to Mr. Mayes.—J. W. HOYLE, 3 July, 1874.

Received from Newton Boyd Hotel.—C. MAYES, 14 July, 1874.

17 July.—Wrote to Mr. Hyndman, relating hereto, that I was then starting to explore proposed route.

22 July.—Returned from exploring journey; having found a practical route, and send particulars relating thereto to the Engineer-in-Chief.

25 July.—Wrote to Mr. Hyndman in relation hereto.

Copied and transmitted documents (received from Mr. Hoyle on the 14th) to Mr. Hogan, who is camped about 6 miles below the junction of the Mann and Henry Rivers.—C. MAYES, 25/7/74.

Copied and forwarded to Mr. Hyndman.—W. HOGAN, 10 August, 1874.

Assistant Engineer for Trial Surveys.—B.C., 3 Nov., /74, R. A. HYNDMAN.

## No. 39.

MR. R. A. HYNDMAN to MR. H. PALMER.

Grafton, 4 August, 1874.

SIR,

I have to report that Mr. Hoyle writes from Bald Nob Creek, on the 19th July, that he has just commenced work up the Yarrow River, and that his section to that point is awful. He expects to join Mr. Francis in two or three weeks, and inquires if he is to proceed beyond him to Glen Innes; but as I do not know the position of Mr. Francis's work, I have written to Mr. Hoyle that he will receive instructions from you at the Big Hill. Mr. Mayes moved camp on the 9th July to junction of Yellow-jacket Creek. I conclude that, at that date, he had completed to the Four-mile Creek. He writes me on the 25th July that he has returned from exploring a deviation by the Henry River, and had reported upon it to the Engineer-in-Chief. He is continuing up the Mann to join Mr. Hoyle's section. Mr. Hogan had completed 19½ miles on the 21st July; he is attempting a deviation from the Mann River, near Barool Creek, shown on Cowdery's general plan, but finds some difficulty in getting through.

I have myself completed 6 miles of survey and section, and have shifted camp near to the Urara. The line will generally be easy except in rising on the range, where there will be about a mile of 1 in 40, and somewhat heavy work. The curves are not less than 20 chains.

I shall not be able to join Mr. Cowdery's line in this month, but hope to do so early in September. If you will be so good as to send me a specimen of trial plan and section, as it is required in the office, I will copy and forward to the other surveyors.

I am, &amp;c.,

R. A. HYNDMAN.

## No. 40.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Big Hill, Newton Boyd Road,  
31 August, 1874.

SIR,

I have the honor to report as follows on the present state of the surveys from Grafton to the tableland of New England.

When I came to this district in June last I found surveys had been completed by Messrs. Cowdery and Hyndman from Grafton to the junction of the Nymboi and Mitchell Rivers, and that the survey was being continued by Messrs. Hogan, Mayes, Hoyle, and Francis, following the course of the Mitchell, in the hope of making the ascent to the tableland by that river. Mr. Francis found that the rise in both the Mitchell and the Yarrow from their junction upwards (C on accompanying plan) was so rapid that it would be impossible

impossible to obtain a gradient of 1 in 40 by following either river, that is from the level at which he started his line, and the position of the back line would not admit of his starting at any higher level.

I then instructed Mr. Francis to proceed to the point marked A on plan, from which point to Glen Innes there are no difficulties of importance, and to make as rapid a descent as practicable, with a view of joining the line being surveyed up the Mitchell.

I find that Mr. Francis has obtained a line crossing the Yarrow River, at Kingsgate (B on plan). I have carefully examined this country, and from the levels in my possession find there is no chance of joining the line already surveyed up the Mitchell at any point above that marked E on plan, and that with a continuous gradient of 1 in 40 with extremely heavy works, the crossing of Surveyor's Creek would probably be from 150 to 200 feet above its bed. I propose that Mr. Francis should continue his survey as shown by the blue dotted line to the point E on plan; we should then have a through section from Grafton to the point A on plan.

Mr. Hyndman reports to me that he will complete in a month's time his survey from South Grafton, joining the line already surveyed at the crossing of the Clarence River. Messrs. Hogan and Mayes will complete in a week or two their portions of the line up the Mitchell, and Mr. Hoyle has completed his length joining the short piece surveyed by Mr. Francis at the junction of the Mitchell and Yarrow Rivers.

Since my last report I have examined the route recommended by Mr. Statham, and partially explored by Mr. Mayes. I regret to have to inform you that this route is altogether impracticable. There would not be any great difficulty in reaching the first saddleback mentioned in Mr. Statham's report as being 430 feet above the Henry River; but to follow the range from this point it would be necessary to make for a pass at the head of Saddle Creek (I have no plan showing this portion). The distance from this pass to the saddleback above mentioned is not more than from 10 to 12 miles, and the elevation attained in this distance, as shown by the aneroid, is 2,200 feet, the intervening country being fearfully rugged and broken. If, however, the ascent to this pass (K on plan approximately) could have been made, I think a very fair line could be obtained along the range to the Yarrow Creek Station (H on plan), and thence to Glen Innes there would be no difficulties of importance.

I leave here to-day for Grafton to see Mr. Hyndman and Mr. Statham in reference to other routes that have been proposed to me, and will inform you of my movements at the earliest opportunity. Mr. Hoyle is now out of work, and accompanies me for a few days, after which I purpose sending him to the point A on plan to continue Mr. Francis' line into Glen Innes. Messrs. Mayes and Hogan will very shortly be ready to take up new work, but by that time I hope to be in a position to judge whether it will be expedient to make any further surveys in this direction, or to try a line *via* Tabulam and Tenterfield.

I have, &c.,

HERBERT PALMER.

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No. 41.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Grafton, 4 September, 1874.

SIR,

I have the honor to inform you that I have completed the examination of the principal rivers and creeks between the Oraro and Yarrow Rivers, which have been suggested as likely to prove the best approach to the tableland from Grafton to Glen Innes. The whole of this country is very mountainous, and I do not think it probable that any better line of country can be selected than that through which the present survey is being made, plans and sections of which will shortly be completed, and which will show works of great magnitude.

I find in almost every instance that the creeks in this district as they approach the tableland become a succession of falls and rapids, and are very often enclosed by almost perpendicular slopes of great height; the country in this direction is in fact so very rough that I consider it almost useless to attempt to obtain a practicable section through it, unless gradients of 1 in 30 and curves of a much smaller radius than 12 chains are admitted.

I now proceed to examine the country between Lawrence, Tabulam, and Tenterfield, and on my return to Grafton propose examining the district between South Grafton and the tableland at Ernani, a point nearly equidistant from Armidale and Glen Innes.

I will report on each of the above-mentioned routes at the earliest opportunity. I have instructed Messrs. Mayes, Hogan, and Hoyle to forward to you the plans and sections of the portions they have surveyed as soon as completed; in the meantime I hope to have gone through the routes to Tenterfield and Armidale, and possibly may then have found a better chance of reaching the tableland.

I have, &c.,

HERBERT PALMER.

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No. 42.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Grafton, 22 September, 1874.

SIR,

I have the honor to inform you that I have completed an examination of the country between Lawrence and Tenterfield, and herewith enclose a rough tracing from county maps, showing by a red line what I think will afford the best chance of obtaining a practicable line. The country generally, from Lawrence to the point marked A is easy, and only shows a total rise of 150 feet.

The first obstacle is the Richmond Range, the summit of which is 150 feet; the range at this point is very narrow, and by making a tunnel of 5 or 6 chains in length, I do not think there would be much difficulty in rising the greater portion of the 700 feet elevation between A and B. From B to C there is a fall of about 500 feet, and assuming the formation level in the tunnel to be 100 feet below B, I think the fall of 400 feet to C could be managed, as there is a good spur, and about  $4\frac{1}{2}$  miles to make the descent.

From

From C I propose to follow the direction of the Tabulam Creek to Tabulam. This creek winds about considerably, and I expect would have to be crossed some three or four times before reaching the Clarence River at Tabulam. Here a very large bridge will be required. The highest rise in floods is about 50 feet, and including approaches I do not think the waterway required would be less than 20 chains in length. The height of Tabulam above Lawrence I make about 250 feet, and it is from here that the ascent to the tableland commences. From D to K there is a rise of 770 feet, and I think there is room to make this height. From K to E the rise is 1,150 feet, and a very broken country throughout. Points E and F are gaps in a very high range, and are approximately about the same level. Between these two points I should endeavour to follow the sidling ground along the range. From F to G there is a fall of 540 feet; from G to H a rise of 700 feet, and from H to Tenterfield a rise of about 350 feet, and the country is not difficult. These heights are taken by the aneroid, and as several points check pretty well with heights previously taken by Messrs. Cowdery and Hyndman, I think the levels throughout may be assumed to be tolerably correct.

The country from Tabulam to the point marked H is all extremely rough, and would require the most careful survey with the steepest gradients and curves of the shortest radius admissible. The main ascent is between D and E, between which points there is a rise of at least 1,900 feet, and the only chance of making this rise would be, by contouring along the spurs of the ranges to an almost continuous gradient. Some of these spurs would show extremely heavy cuttings, and I fear the banks across many of these mountain gullies would be of great depth.

I am now confident that any line from this district to the tableland will show a very heavy section; and the country between Tabulam and Tenterfield, though extremely broken, will, I think, afford more room for making the ascent than any other part of the country I have seen. I think there is a far better chance of rising here by keeping to the ranges, and making as much as possible a continuous ascent, than by following any of the rivers or creeks, which all have their sources in the roughest and highest parts of the ranges. Another advantage that this route has over the one towards Glen Innes is that Tenterfield is some 600 feet below Glen Innes. (This information I have from the Road Superintendent of the district, who has frequently read this difference between the two places by the aneroid.)

I start to-morrow for Nymboida and Ernani to examine the range by which the road gives the ascent to the tableland, between Grafton and Armidale, I fear, however, that the general character of that country is far too mountainous, and that the ascent is made in much too short a distance. Mr. Statham knows this country well, having explored much of it with a view to finding a better road. He accompanies me over the first portion, where there are two or three gaps which it is imperative to make for, and if I find the height of these is much in excess of what we can obtain, it would only be waste of time to proceed further in that direction. I expect to be back in Grafton about the 30th instant. I also expect Messrs. Mayes and Hogan by that time to reach Grafton with their camps. They will then be ready to take up a portion of a survey towards Tenterfield, if you approve of such survey being made.

I have, &c.,

HERBERT PALMER.

No. 43.

MR. H. PALMER to MR. HOYLE.

MR. HOYLE, Glen Innes,—

Sydney, 3 December, 1874.

On completing your plan and section of the trial survey into Glen Innes, send the same to Sydney, with your field and level books. Write the heights of your B.M.'s in pencil on the plan. The through reduced level can be put on when Mr. Francis joins the surveyed lines.

When your plans are forwarded I wish you to proceed to Tenterfield, and to work to meet the other surveyors. I enclose a map of the town of Tenterfield. Find a good starting point and make for the Cataract River, and work down the river on the south side. In plotting your plan and section from Tenterfield you must allow for Tenterfield being at the end of your paper, working from right to left, in order that your plans may be joined to the through plans from Lawrence.

I expect to be in Tenterfield in the early part of January.

HERBERT PALMER.

No. 44.

MR. H. PALMER to MR. MAYES.

MR. MAYES, Sandilands, near Tabulam,—

25 February, 1875.

Enclosed is a copy of the last page of your levels on the length you surveyed on the Mann River (extension Grafton to Glen Innes). The through mileage at the commencement of your length was 53 miles 36 chains 28 links.

To carry this through mileage through Mr. Hoyle's length, it is of course necessary to have the mileage at the point marked "Mr. Hoyle's departure" in the column for remarks. I find, however, that you have omitted to book the change at this point, I cannot consequently carry this through mileage forward to the junction of the Mitchell and Yarrow Rivers where the survey of the line terminates.

It is most annoying to find such carelessness in joining the connection of two surveys.

HERBERT PALMER.

No. 45.

MR. H. PALMER to MR. FRANCIS.

MR. FRANCIS, Cassidy's Big Hill, Newton Boyd Road,—

8 March, 1875.

In completing your plan and section I wish you to take up a portion of the survey now being made between Lawrence and Tenterfield. Mr. Hoyle is now surveying from Tenterfield towards Fairfield, and Mr. Hyndman from Fairfield towards Tabulam. The length I wish you to take up is from Fairfield to

to join Mr. Hoyle. Your best plan will be to proceed to Fairfield, and then see Mr. Hyndman who you will hear of at Tabulam. I will instruct Mr. Hyndman to show you the position of your starting point, and the direction of the course you are to survey. The country will be very rough; 12-chain curves to be used, and 10-chain curves only where absolutely necessary.

HERBERT PALMER.

No. 46.

MR. H. PALMER TO MR. HYNDMAN.

8 March, 1875.

Mr. HYNDMAN, Tabulam,—

Mr. Francis has now completed his length on the Mitchell River, and I have instructed him to proceed to Fairfield to take up the length from your starting point near Fairfield and to work towards Tenterfield to join Mr. Hoyle. I wish you, when Mr. Francis comes to you, to take him to his starting point, and show him the course he is to survey, unless you can find some one who would be able to go with Mr. Francis, and so prevent the loss of your own time.

HERBERT PALMER.

No. 47.

MR. H. PALMER TO MR. MAYES.

31 March, 1875.

Mr. MAYES, Tabulam,—

On completing the plan and section of the length you are now engaged upon, I wish you to send them to this office, and do not omit to trace such portions of the Tabulam end of both plan and section as will be required for showing the connection of your length with Mr. Hyndman's.

When this work is sent in you may join Mr. Hyndman and assist him in the staking and levelling and preparing plan and section of his length (Fairfield to Tabulam).

When this length is completed I shall require you and Mr. Hyndman to take up the length between Mr. Hogan's work at Lawrence and the commencement of your first length at Busby's Flat.

HERBERT PALMER.

No. 48.

MR. H. PALMER TO MR. HOYLE.

27 April, 1875.

Mr. HOYLE, Tenterfield,—

I have received your plan of the Cataract River; you do not show curves on the pencil-line you say is being staked. It will be necessary to stake out all curves when the ground is rough, and in good ground when curves of large radii are used chords of 5 chains may be staked.

If you do not require the large scale plan of Tenterfield to complete the plotting of your 10 chin. plan, you may forward it to this office.

With reference to a question in a former letter, the heading of your journal on your present work should be merely "Trial Survey—Lawrence to Tenterfield."

I hope to visit your district shortly and to find your work in an advanced state.

HERBERT PALMER.

No. 49.

MR. H. PALMER TO MR. FRANCIS.

6 May, 1875.

Mr. FRANCIS, Drake, *via* Lawrence,—

I have received your report, dated April 28th.

You do not mention in which direction you have been informed that a better line can be obtained, or from what point on the line already surveyed by Mr. Hyndman it is likely you would have to start on the route recommended as easier than the line from the Gap at Plumboy's Creek to that at M'Leod's Creek. I am fully aware of the difficulties lying between these gaps, but as the length is not very great I shall require a traverse and section between these points; and you are at liberty to engage as many men as you think necessary for the clearing required to make a traverse only.

I hope to be able to leave Sydney for Lawrence by the end of this month, and I shall be glad if you will obtain all the information you can from persons intimately acquainted with the country, and examine any routes recommended by them as superior to the one you have commenced. This you may be able to do while the men are clearing, if you can trust them to keep the direction sufficiently well to enable you to traverse an approximately correct direction of line between the gaps. I hope you will have procured all the information in your power by the time I come up, and I will then examine any routes you may recommend.

Should any route be approved leaving the surveyed line on the Tabulam side of your commencement which would join Hoyle's line, it would still be necessary to connect Hyndman's line with Hoyle's by way of the gap at Plumboy's Creek and M'Leod's Creek, and for this reason I require the traverse pushed through, no matter how rough the section may appear. You need not do any extra clearing for tangent lines and curves.

HERBERT PALMER.

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No. 50.

MR. H. PALMER to MR. HYNDMAN.

MR. HYNDMAN, Tabulam,—

29 June, 1875.

I wish Mr. Mayes to assist you in making the survey between Busby's Flat and the length completed by Mr. Hogan. You will therefore be good enough to furnish him with all necessary instructions and report on the work performed by him.

HERBERT PALMER.

No. 51.

MR. H. PALMER to MR. MAYES.

MR. MAYES, Tabulam,—

29 June, 1875.

I wish you to assist Mr. Hyndman until the survey between Lawrence and Tabulam is completed, and I have instructed Mr. Hyndman to furnish you with all necessary instructions.

HERBERT PALMER.

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Trial Surveys—Tamworth to Tenterfield—1874-5.

No. 52.

CHIEF CLERK to MR. R. F. STACK.

15 January, 1874.

MR. STACK,

I am directed by the Engineer-in-Chief to instruct you to take charge of a party of surveyors, and to select the best district for the extension of the Northern Railway beyond Tamworth, in the direction of Manilla, Barraba, North of Bundara, Inverell, Wellingrove, Bolivia, and Tenterfield.

After a general exploration of the country you will apportion to each surveyor a certain length to traverse and level, taking yourself a similar length.

Each surveyor of the party to consider himself under your direction, and he must report to you on any matter affecting his work, and through you his journal and vouchers must be forwarded to this office. You will be held generally responsible for the work done by your party, and you must ascertain their efficiency or otherwise, and report accordingly. Monthly reports of the progress of the work to be forwarded, or oftener should anything special arise.

The plans to be drawn to a scale of 10 chains to an inch, and the sections to be 10 chains to an inch horizontal and 100 feet vertical.

The lines traversed to be carefully staked, say every 5 chains, and the stakes to be painted red.

The intersection of the traverse lines to be clearly marked by three stakes, as per sketch in margin, and the intersecting lines lock-spitted for a distance of 5 feet beyond the point of intersection. The capabilities of the country passed through should be noted as regards the localities where suitable timber and material for railway purposes exist, as also the quality and description of the soil and natural features.

Each surveyor will be allowed five men, one to act as cook and camp-keeper. The wages of the leading chainman to be 7s. per day, and the wages of the other men not to exceed 6s. per day.

These men will not be rationed by the Government, but they will be required to pay for their rations, which will be provided by the surveyor, and the amount charged by him for provisions must be shown in the chainman's abstract.

Copies of Mr. Wade's reports of 19th and 28th December, 1872, are forwarded herewith for your information and guidance.

W. H. QUODLING.

No. 53.

CHIEF CLERK to MR. R. F. STACK.

23 January, 1874.

MR. STACK, Tamworth,—

I forward by this post under separate cover the undermentioned maps, the receipt of which you will please acknowledge, viz.:—Counties of Harding, Darling, Murchison, Inglis, map of North-east portion of the Colony (all mounted).

W. H. QUODLING.

No. 54.

ENGINEER-IN-CHIEF to MR. R. F. STACK.

30 January, 1874.

MR. STACK, Tamworth,—

The undermentioned surveyors have been instructed to leave head quarters about the 6th proximo for Tamworth, and to act under your directions in surveying the proposed line from Tamworth, Inverell, and Tenterfield, viz.:—Mr. A. C. Mountain, Mr. Michl. Herbert, Mr. Alfred Vine, Mr. Michl. Fitzgerald.

JOHN WHITTON,  
per W. H. QUODLING.

No. 55.

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No. 55.

ENGINEER-IN-CHIEF to MR. R. F. STACK.

2 February, 1874.

MR. STACK, Tamworth,—

In consequence of the heavy floods in the Northern District, the surveyors named in my memo. 74/71 of the 30th ultimo, have been directed to postpone their departure until about Friday, the 13th instant.

JOHN WHITTON,  
p. W. H. QUODLING.

No. 56.

MR. R. F. STACK to CHIEF CLERK.

Tamworth, 7 February, 1874.

DEAR SIR,

I returned to this place last night, and received your letters of the 30th ultimo and 2nd instant this morning. I had only been a short distance north of Barraba. I have been much inconvenienced by not having been able to procure a guide possessing some knowledge of the country from Barraba to Inverell, or indeed any guide at all as yet. I think I know of a man now who will accompany me. I returned here, fearing that the gentlemen who are to come to me would be waiting here for me in idleness; but, as I learn that they will not leave Sydney until the 13th, I will return back to Barraba, and devote next week to the country between that point and Inverell.

I fear that there will be some difficulty in getting as many men as will be required by us to make up our five parties. Men do not appear very plenty here. However, I have put up notices in one or two places to the effect that we want men, and asked some of the workmen about the place to spread the information.

Yours faithfully,  
R. F. STACK.

No. 57.

ENGINEER-IN-CHIEF to MR. R. F. STACK.

11 February, 1874.

MR. STACK, Tamworth,—

Mr. Michael Herbert will leave town by steamer to-night for Newcastle, and he will probably arrive at Tamworth about the 18th instant.

He has been instructed to inquire at the post office for instructions should you not have returned to Tamworth.

JOHN WHITTON,  
p. W.H.Q.

No. 58.

CHIEF CLERK to MR. R. F. STACK.

13 February, 1874.

MR. STACK, Tamworth,—

Messrs. Mountain, Vine, and Fitzgerald will leave Sydney for Tamworth this evening.

W. H. QUODLING.

No. 59.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Tamworth, 18 February, 1874.

SIR,

I have the honor to inform you that I have examined two routes for making the ascent from Barraba to the north-east, namely,—that by Connor's Creek, and another by Bell's Mountain, by which latter-named one the present road to Bingera makes the ascent. They both present considerable difficulties, and the Bell's Mountain route would be a long detour from the direction in which we wish to go. There is no other way of getting up near Barraba except perhaps by Ironbark Creek, which falls into the Manilla River, about 5 miles below Barraba. I have not been up it, but am told that it is very rough. I am informed that probably a route may be found from Manilla, leaving Barraba out altogether, and keeping the east side of the range dividing the Manilla and Namoi Rivers, and passing by a locality called Crow Mountain. This route has been mentioned to me by several persons, and I would be glad to have your instructions as to whether you would like me to examine it before commencing to stake out a length myself, as, after I have made up a party for the purpose of doing so, my leaving it would involve either retaining it for some time in idleness or allowing it to become scattered.

I have, &c.,  
R. F. STACK.

Approved by E.-in-C.—W.H.Q., 20/2/74.

No. 60.

33

No. 60.

MR. W. H. QUODLING to MR. R. F. STACK.

20 February, 1874.

MR. R. F. STACK, Barraba,—

The Engineer-in-Chief approves of you exploring the Crow Mountain route, as suggested in your letter of the 18th instant, before you encamp.

W. H. QUODLING.

No. 61.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Manilla, 2 March, 1874.

Trial Surveys, Great Northern Extension, Tamworth to Inverell.

SIR,

I have the honor of reporting for your information how I have been engaged since I took charge of this survey, and the opinion which I have so far been enabled to form of the proposed route for the Northern Railway.

I intend to run our trial lines from Tamworth to Barraba at no great distance from the present coach road, though following more closely for some miles, both between Tamworth and Manilla and between Manilla and Barraba, the line of an older road in both cases further to the west than the one now in use; and crossing the Namoi River almost immediately below the point where the Manilla flows into it. This portion of the survey presents little difficulty save at from 16 to 20 miles north of Manilla, where there is some troublesome ground. With the exception of the Namoi Bridge the works will, I think, be light, but the gradients in many places heavy. At Barraba the troubles of the survey may be considered to commence; and I may say that, with short intervals, the whole of the country from it to the Bundarra River is exceedingly rough, and also presents heavy ascents and descents to be overcome. I have examined three routes for making the first rise from Barraba, of about 500 feet; and the gorge known as Connor's Creek appears to me the most favourable chance for getting up, but I fear that the curves will be very sharp and the gradients, particularly near the top, very heavy. After getting up there will be a few miles not bad—say about 7—then 12 very troublesome miles to the Woolshed Station, about 700 feet above Barraba. This station is just on a ridge dividing the waters which flow into the Gwydir from those which flow into the Manilla, and on either side of it the ground is as rough as it can well be, making it necessary for us to keep on the ridge. From the station onward there will be some troublesome ground, about 5 or 6 miles, to the top of the descent down the Mount Drummond Range. The whole descent to the Bundarra River (or Gwydir) I take to be about 600 feet to a point on the Beverly Station, three miles below the house; and the first 300 feet of it is very abrupt and over very rough granite slopes.

I went over two routes leading down this mountain, the one to the eastward leading to the township of Bundarra, and the other to the westward leading to Beverly Station. I rather think that the former would give the best chance of getting down, though it would be rather longer than the other; it would also take the line nearer to Bundarra, and this would be an advantage sufficient perhaps to outweigh the additional length, especially if the ground, as I am led to suppose, near the present Northern Road, through King's Gap, is more favourable than it would be found 4 or 5 miles to the west of it. With regard to this I must be guided by a future examination of the country. For the present I have allotted lengths to the surveyors who form my party extending from Tamworth to the head of Connor's Creek, leaving a length near Manilla to be staked out by me, so that I may be within hail of those on either side of me, should it be necessary for me to see them or should they wish to communicate with me. When these lengths have been completed I will divide the remaining ground up to Inverell in a similar manner into five lengths. The country from Tamworth to Barraba appears to be badly supplied with any material fit for ballast, but from that on to the Gwydir there is plenty of granite. I have seen good bricks made near Manilla and in Tamworth. Building stone seems difficult to procure in this district. Lime can be got midway between Manilla and Tamworth, and near Barraba. The timber is small, chiefly white box, and would afford some sleepers if that kind of wood is thought suitable for them. There is some iron-bark to be got between Barraba and the Woolshed.

I am now about to examine the route by Crow Mountain from Manilla.

I have, &c.,  
R. F. STACK.

No. 62.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Tamworth, 14 March, 1874.

Trial Surveys, Great Northern Extension.

SIR,

I have the honor to inform you that I have made an examination of the route northwards from Manilla by Crow Mountain, and on through Mount Lowry Station (Mr. Judd's), down the valley of Baker's Creek, and so to cross the Bundarra River, about 4 miles down stream from the township of that name. This route offers one great advantage in being, I think, fully 11 miles shorter than the route by Barraba and the Woolshed Station, and would avoid the very difficult descent of the valley of the Bundarra River by the slopes of Mount Drummond; on the other hand, the extreme elevation to be passed over by the Crow Mountain route would exceed that on the Barraba route by some 150 feet. There would be an ascent of 1,450 to 1,500 feet to be made between Manilla and the Mount Lowry Station in a distance of about 27 miles. This does not appear very tempting; nevertheless, if the Woolshed route turns out as difficult as I expect it will, the other may be worth looking after, especially as there would be a long stretch

stretch of very good country after crossing the summit superior to anything on the Barraba route; in fact, with your approval, sir, I would be inclined to try at once up the Crow Mountain route, as far as the summit—say 27 miles from Manilla; and if we find that the descent can be made to it with anything like reasonable grades and curves, I have no doubt that this route, considering its directness and the favourable ground beyond the summit, would be preferable to the Barraba and Woolshed route.

The country from the Bundarra River to Inverell is most of it favourable, but the range has to be crossed. The coach road makes a tremendous ascent up it at King's Gap, but a better place offers where Sandy Creek passes through the mountain about 4 miles west of the coach road, where we should have to run up the creek for about a mile over very rough country; after that there is good running to the commencement of the descent into Inverell; this descent is unfavourable near the present coach road, the first portion of it being too abrupt; the fall is of considerable magnitude—upwards of 500 feet, but a tolerably favourable way of getting down offers to the east of the present coach road, and following somewhat closely the route of the old road, known as the Gilgar Road. There appears to be no difficulty for the first mile or two beyond Inverell; as yet I have not examined the country further than that.

I will be glad to have instructions as to trying the Crow Mountain route.

I have, &c.,  
R. F. STACK.

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No. 63.

MR. R. F. STACK to CHIEF CLERK.

Tamworth,  
16 March, 1874.

DEAR SIR,

There are some points with reference to which I would feel obliged by your procuring instructions for me.

As to the extent to which the plan of the country which we run through is to be made, it seems to me that for trial lines all that is necessary is to show those fences which we cross or which lie within a reasonable distance of the line—say 10 chains—without making inquiries as to boundaries which are only marked by stakes and exist only on paper. Roads and streams, I understand, should be shown within a reasonable distance, as well as the features of the country.

Are cross sections required, or will it be sufficient to indicate on the plan occasionally the heights of the ground contiguous to the line, where the levels vary much?

Is each surveyor to complete the plotting of his plan and section before proceeding to stake out another length?

Are gradients to be put on and earth-work calculated; what bases are used for cuttings and what for embankment? What slopes are used?

What are the steepest gradients and the least radius of curves admitted?

Is it necessary to forward to the head office a tracing of the plan and sections of each length as completed by each surveyor before he proceeds to stake out another length? Must all the levels be reduced to the same datum before sending them to the head office?

I ask these questions, being new to the department, and because the gentlemen who are working under my direction, even those who have previously been in it, appear to have widely different ideas as to what the practice is.

I am, &c.,  
R. F. STACK.

Mr. Stack to note and return.—W.H.Q., 25/3/74.

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No. 64.

MR. R. F. STACK to CHIEF CLERK.

Camp, near Manilla,  
3 April, 1874.

DEAR SIR,

Your marginal notes as above have been embodied by me in a letter to the surveyors working with me, and I now, as desired, return the original.

Yours faithfully,  
R. F. STACK.

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No. 65.

CHIEF CLERK to MR. R. F. STACK.

25 March, 1874.

MR. STACK, Tamworth,—

In reply to the question contained in your letter of the 14th instant, I am directed by the Engineer-in-Chief to inform you that you may try any route that will in your opinion give the shortest and cheapest line:

W. H. QUODLING.

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No. 66.

Yes.

Cross sections not required except in very side-lying ground, then height, figured on the plan, would be sufficient, extending for a few chains on either side.  
Yes.

Not necessary to lay down gradients. Gradients of 1 in 40. Curves 20 chains radius may be used if such curves will materially decrease cost of works.

No, the originals to be forwarded.

Yes.

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## No. 66.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Manilla, 31 March, 1874.

Trial Surveys, Great Northern Extension.

SIR,

I have the honor to forward, under separate cover, the vouchers of myself and party for the month of March, and to state for your information that the survey is proceeding in a satisfactory manner. About one-half the distance between Tamworth and Barraba has been completed, but not yet plotted.

Mr. Herbert, to whom I allotted the first 12 miles from Tamworth, has staked out that length, and is now taking the levels of it.

Mr. Fitzgerald has staked out and levelled 8 miles, commencing where Mr. Herbert's length ends, near Attunga Creek. He will run up to the Namoi River at Manilla, where I have commenced, and have three miles of traverse staked out and levelled. Mr. Vine has completed 6 miles of his length, but has now some rather difficult and consequently tedious work before him. Mr. Mountain, whose work commenced about  $8\frac{1}{2}$  miles south of Barraba, has  $6\frac{1}{2}$  miles completed. He also will soon be in a difficult piece of country. I have not seen any of the work on paper (except some rough plots of my own), but there has not hitherto been any place of special difficulty gone over, or where there was much choice as to the direction to follow. The Namoi will take a long bridge and a high one. I find that there was 51 feet of water in it at the highest known flood—that of 1864.

I have, &c.,  
R. F. STACK.

## No. 67.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Camp near Manilla,  
1 May, 1874.

SIR,

I have the honor to forward, under separate cover, the vouchers and journals of self and party for the month of April, and to report for your information the progress which has been made with the trial surveys of the Great Northern Extension.

Mr. Herbert has completed the field work of the first 12 miles from Tamworth, viz., to a point near Attunga Creek. He has yet the plotting to do, after which I propose to send him on ahead of Mr. Mountain, between the summit of Connor's Creek and the Woolshed Station.

Mr. Fitzgerald has brought his survey from the north end of Mr. Herbert's work up to the township of Manilla, and is now about to put the work on paper, after which I propose that he should continue on from Manilla with a different crossing of the Namoi up towards Crow Mountain for 10 or 12 miles, while I go on ahead of him and try the upper part of the ascent by that route. I have finished the field work and nearly finished the plotting of the first 10 miles north from Manilla on the Barraba route, joining with Mr. Vine's work 1 mile south of Borah Creek, and hope next week to move over to the other work named above. Mr. Vine has completed the field work of about 10 miles of the survey ahead of where I join him with an alternative line of about 2 miles between Tarpolly and Oakey Creeks, where there is some rough and troublesome country. He has yet about  $2\frac{1}{2}$  miles to run to join Mr. Mountain's work. When he has done so the survey from Tamworth to Barraba will be continuous. There is one considerable drawback to this route, that we lose in getting down to Barraba and across the Manilla River about 300 feet of the height which we have ascended after leaving Manilla township.

Mr. Mountain has completed the survey up to the crossing of the river at Barraba, and is now engaged in trying a line up Connor's Creek. He has run levels along the whole course of it and made a rough traverse of a portion of it. It appears to be practicable; the rise is 590 feet, with 9 miles to do it in; but the mile or mile and a half at the top is much sharper than the average of this. Probably, however, 1 in 40 can be got in it, but it will be rather difficult to get a line through it with nothing sharper than 20 chains radius. I hope by the end of this month to forward the plans and sections from Tamworth to Barraba.

I am, &c.,  
R. F. STACK.

## No. 68.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Manilla, 1 June, 1874.

SIR,

I have the honor to say that, under separate cover, I forward the monthly accounts and journals of myself and of the party working under my direction, and to inform you that the plans and sections of the trial line from Tamworth to 10 miles north of Manilla are now ready, and will be forwarded to your office this week. Mr. Herbert is now on his way to the top of the range above Crow Mountain, to try the levels backwards towards where I am working. Mr. Palmer on riding through there regarded the ascent at the top as so unpromising that he advised me to send some one there at once. I am camped about 15 miles above Manilla on the same route, and have been working here for the last three weeks running experimental lines in various directions, but I am obliged to say that the country is more difficult than I thought it would prove from twice riding through it. However, Mr. Fitzgerald, who has finished his plan and section up to Manilla, is now following me with a line of levels to try the practicability of the country up to where I have commenced, and with his assistance, and Mr. Herbert's, I hope by the end of this month to be able to form an opinion as to the advisability of continuing the examination of this route any further. Mr. Vine has nearly completed his work on his present length, and I propose to send him ahead of Mr. Mountain towards the Woolshed Station as soon as he can move. He has had some very rough ground to deal with about 10 miles south of Barraba.

Mr.

Mr. Mountain has completed 12 miles of his length, which takes him 3 miles above Barraba on Connor's Creek, and he has the plotting of these well advanced. He has also worked experimental lines some 4 miles further up Connor's Creek, where he is now engaged. This portion of the ground requires very careful examination, and in some parts of it every 20 chains curves will involve heavy work.

I have, &c.,  
R. F. STACK.

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No. 69.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Camp 15 miles above Manilla,  
2 July, 1874.

SIR,

I have the honor to inform you of the progress of the trial surveys of the Great Northern Extension under my direction. The field work of the line from Tamworth to Barraba and 3 miles beyond it is complete, and I have received Mr. Mountain's plan and section.

Mr. Vine's are not quite ready, but he promises them to me next week, and they shall be forwarded without delay. Mr. Vine will then proceed up towards the Woolshed Station, beyond Mr. Mountain, who is now working up towards the head of Connor's Creek. Mr. Vine has run 13 miles 7 chains of survey, besides 2 miles of an alternative line between Tarpoly and Oakey Creeks. He has been obliged to over-run Mr. Mountain's survey for a distance of rather more than a mile, as he could not manage to connect at all favourably with the starting point which I gave to Mr. Mountain.

The distance as surveyed from Tamworth (taken as 182 miles) to Barraba is 58½ miles. Mr. Mountain shows three approaches to Barraba, of which the one coloured green is, I think, to be preferred, about three-quarters of a mile to be crossed which is liable to floods: The first 3 miles up Connor's Creek involve some heavy work, and six crossings of the creek are shown. Yet, from what I know of the ground, I do not think that Mr. Mountain could have done better than he has done without exceeding the limits of curvature allowed.

Mr. Fitzgerald has surveyed 6 miles from Manilla, on the Crow Mountain route, and examined and partly surveyed 6 more to a point where he will join my work. As far as I can judge at present, the portion of the line on which he is engaged will turn out favourably.

The 10 miles which I have in hand will be very heavy in places, but I do not think the gradients will be very heavy; the rise in the 10 miles is 480 feet, and the longest piece of 1 in 40 will be 1½ mile.

I hope to complete the plan and section of these by the end of this month. I have been a long time here, but the ground has been very troublesome, and I have run a considerable number of miles of experimental lines and levels to enable me to determine on a line.

Mr. Herbert has tried the levels from the Crow Mountain Reef up to which I run, to the top of the range on Mount Lowery Station. The rise turns out to be quite practicable, being 947 feet, while the distance must be about 10 miles; and will probably be more as surveyed. However, there are some nasty ridges to cross on the lower portions of that length, and it is not likely that we can get a continuous gradient through it; however, Mr. Herbert is now running experimental lines up from the reef, and I will shortly be able to judge of the most difficult part of it.

I forward, under separate cover, vouchers of self and party for June; also, by parcel, Mr. Mountain's plan and sections.

I have, &c.,  
R. F. STACK.

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No. 70.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Manilla, 18 July, 1874.

SIR,

I have the honor to forward, under separate cover, Mr. Vine's plan and section of length, connecting between the length of Mr. Mountain's and myself, of which the plans have been already forwarded. You will see that Mr. Vine has shown about two miles of alternative line, between Tarpoly and Oakey's Creek, of which I think the shorter is rather to be preferred; it is certainly the better alignment of the two.

I have, &c.,  
R. F. STACK.

Mr. Vine's level-books (2) are also sent this day by post parcel.—R.F.S.

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No. 71.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Trial Surveys, Great Northern Extension.

3 August, 1874.

SIR,

In forwarding the monthly returns of my party, I have the honor to state for your information the progress which we are making with these surveys.

Mr. Fitzgerald has completed the field work of about 12 miles from Manilla towards the Crow Mountain, and is now engaged in preparing the plan and section of them. I have not yet seen the whole of his section, but I think it will be favourable.

I have not yet quite completed the field work of the next 9 miles above Mr. Fitzgerald's length, but I expect to have it and the plan and section of them finished in the next ten days; 5 miles of my section will be very heavy. I think Mr. Fitzgerald will be ready to move on to another length in a week, and I hope to be able to push on my camp at the same time, so as to go over the new ground with him, without having to return here again. I intend that he should commence another length about 4 miles beyond the summit of the range, and somewhere about the head of Baker's Creek (up to which point Mr. Herbert will work), and leaving him about 15 miles to run over. I purpose commencing a fresh length myself about 5 miles (or it may be 7) south of the crossing of the Bundarra River, and to work on towards Inverell, sending the next man who is ready to move on ahead of me. Mr. Herbert has run various lines of levels from the point where he connects with my work, viz., Crow Mountain Reef, towards the summit of the range, and he is now, by my direction, staking out a line over the route which appears most practicable. Some parts will, however, be very heavy, though not I should think sufficiently so to condemn the route altogether, unless the great height to which it rises—about 3,100 feet above the sea—should do so; it is probably a couple of hundred feet higher than the highest point of the Woolshed route.

Mr. Mountain is working on above Barraba. The summit of Connor's Creek, up to which I indicated a line to him, presents rather heavy work, and by my direction he is trying the levels of a shorter line, up a tributary creek, which will, I hope, be an improvement; he will continue on to connect with Mr. Vine, who has commenced a length about 12 miles below the Woolshed Station. I accompanied him about three weeks ago over the route by Mount Horrible, which appears very difficult, and I indicated to him the Forest Creek pass, which I now learn he has examined, and found much more practicable; it will enable us to avoid Mount Horrible altogether, and Mr. Vine is of opinion that he will be able to get a pretty good line from that on to the Woolshed.

I have, &c.,  
R. F. STACK.

No. 72.

MR. A. C. MOUNTAIN to MR. H. PALMER.

Camp, Railway Survey,  
Barraba, 8 August, 1874.

SIR,

I have the honor to forward, by same mail, plan and section of my length, with the additional information desired. I have been unable, however, to plot sections of the green and brown lines, as the books containing the levels were forwarded with the drawings, &c., to the office. Should you desire it, however, I shall be happy to plot them, if I can obtain the level book.

My reason for not showing sections of these lines was, that I understood Mr. Stack to say that writing the reduced levels on plan would be all that was necessary.

As I had sent my drawings to Mr. Stack before Mr. Vine had finished plotting his traverse, and as (until the receipt of tracing forwarded by you) I had not seen any drawing of that gentleman's line, I was unable to show his connection with my length at the time.

I would venture to express my regret at the omissions on my plans, which have arisen more from my being new to the department and unaware of the amount of detail required, rather than through negligence or want of interest in my work; and I shall use my best endeavours in future to guard against the recurrence of similar defects.

Apologising for addressing you at such length,—

I have, &c.,  
ADRIEN C. MOUNTAIN.

No. 73.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Great Northern Extension,  
Camp, Baker's Creek,  
Bundarra, 4 September, 1874.

SIR,

I have the honor of forwarding the monthly returns of my party for August, and informing you of the progress we are making.

The plans which I have sent up lately carry the survey from Manilla, by the Crow Mountain route, to within 9 miles or thereabouts of the top of the range; of these 9 miles Mr. Herbert has staked out upwards of 6, and he will continue on some 4 miles on the northern side of the range to a point near the head of Baker's Creek, where Mr. Fitzgerald has commenced a length running down the left bank of the creek to join my work, which I have commenced about 10 miles south of Bundarra, and I hope that the next six weeks will bring us up to the Bundarra River. Mr. Mountain and Mr. Vine are making progress with the survey of the Woolshed route, though necessarily rather slow, owing to the difficult nature of the country; both their lengths are, however, turning out somewhat more favourably than I expected. Mr. Mountain's line will be about 3 miles shorter than the line which I had thought at first we must follow. Mr. Vine has staked out the first 6 miles of his length, and has got a better section by the Forest Creek pass than could have been obtained by Mount Horrible, as well as a more direct line. He has got his experimental lines run up to within 2 miles of the Woolshed Homestead, and will probably have completed his work to that point by the end of this month.

During the past month I accompanied Mr. Palmer over the greater part of the survey now in progress, and also on from Bundarra to Inverell, where we examined the ground with a view to getting the best approach and site for a station.

I have, &c.,  
R. F. STACK.

No. 74.

## No. 74.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Camp, Baker's Creek,  
Bundarra, 3 October, 1874.

SIR,

I have the honor of informing you of the progress of the surveys under my direction during the past month.

Mr. Herbert has almost completed the staking out of the line from the Crow Mountain Reef to the summit of the range at the sources of Eumera Creek. The top portion of it is very heavy and troublesome; however, a line can be got through it even with 20-chain curves. I hope that Mr. Herbert will have advanced by the end of this month very nearly to connect with Mr. Fitzgerald's work at the head of Baker's Creek, from which point the latter has completed about 4 miles of his length of 10 miles to connect with my work, and he will probably be able to move on to another length during the first week of next month. I have completed about 5 miles of line in continuation of his work, and run experimental lines and levels as far as the point where I propose to cross the Bundarra River, which is about 25 miles from the top of the range. I am every-way disappointed with the line down Baker's Creek, which has turned out heavier and more twisting than I had hoped to find it; it is, however, tolerably direct. The first mile of the head of it is very bad.

Mr. Mountain has completed the field work of his length connecting with Mr. Vine's work at Forest Creek, on the Woolshed route, a distance of about 21 miles from the commencement, 8 miles south of Barraba, and will move on to the length next to Inverell during the coming week.

Mr. Vine has very nearly completed his length from Forest Creek to the Woolshed Homestead, and will continue to work on towards the Bundarra River by Mount Drummond.

The vouchers and journals of my party are forwarded by same mail, under separate cover.

I have, &amp;c.,

R. F. STACK.

## No. 75.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Bundarra, 17 October, 1874.

SIR,

I have the honor to send, by separate parcel, Mr. Martin's plan and section of portion of the survey which he has lately completed; it is continuous with the plan already sent in by him, and closes up on the commencement of the work on which Mr. Vine is now engaged. The traverse coloured green, and branching off from the main traverse at about 14½ miles on it (the section of which is shown above the main section), runs up by the summit over which I had originally thought we must pass, until Mr. Mountain found the more direct route by which he has now carried his line. Should it, however, at any future time be thought advisable to try a line by Bingera, these 3 miles (coloured green) would form part of it, as I do not know of any other pass than the one by Connor's Creek by which such a line could be taken from Barraba.

Mr. Mountain's level books (2) are sent by book post.

I have, &amp;c.,

R. F. STACK.

## No. 76.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Bundarra, 2 November, 1874.

Great Northern Extension Trial Surveys—Tamworth to Inverell.

SIR,

I have the honor of sending the following report of the progress of these surveys during the month of October, for your information. Mr. Herbert has brought his survey across the range up to a point which leaves him yet about 3 miles more in order to connect with Mr. Fitzgerald's work at the head of Baker's Creek, but these 3 miles will I think present little difficulty. Mr. Fitzgerald has completed a length of about 10 miles from that point to the commencement of the length on which I am at present engaged; it is a pretty good section, with the exception of the first mile, or mile and a quarter, at the head of the creek, which, as I remarked in my last report, is very heavy. Mr. Fitzgerald is now camped near Sandy Creek, about 10 miles north-west of Bundarra, from which point he is trying to get a practicable line to pass the range which forms the northern boundary of the Bundarra Valley. I fear that it will give difficult work, but it appears to be the best point to attempt. I examined two other so-called gaps in the range, with Mr. Fitzgerald, but they appeared most unpromising; it is a difficult piece of country to get over wherever we try it. If we get a line through by Sandy Flat and Sandy Creek, Mr. Fitzgerald will continue it on to connect with Mr. Mountain's work about a mile south of Middletown (or Kimberley as it is named on the county map), which is situated on Cope's Creek. I have now completed the line along Baker's Creek to the left bank of the Bundarra River, a distance of a little more than 10 miles from the point where I commenced; and I am now camped on the right bank, and will carry on my survey to connect with Mr. Fitzgerald's work on Sandy Flat. I have a pretty good crossing of the river 2 miles from the Bundarra Post Office, following the bend of the river. Mr. Mountain has commenced a length a mile south of Middletown, and will continue his work up to Inverell; he has 3 miles of that work staked out. Mr. Vine is continuing the line from the Woolshed Station, and has about 14 miles completed from where Mr. Mountain joined him at Forest Creek, as shown on the last plan sent in. Mr. Vine is now at the top of the range between the Woolshed and the Bundarra Valley. I expect he will have some difficulty in getting a line down into the valley, but the 6 miles running up to the range have turned out well. I expect that the Woolshed line will join the line which I am running, somewhere between the river and Sandy Flat, and there will probably be a length to be surveyed between those points, on which I can put Mr. Herbert when he has finished his present length, Mr. Vine working up to the left bank of the river. These arrangements will complete the survey to Inverell.

The vouchers and journals of the party, for the month of October, will be forwarded under separate cover, by same mail as this report.

I have, &amp;c.,

R. F. STACK.

No. 77.

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## No. 77.

MR. R. F. STACK to ENGINEER-IN-CHIEF.  
Trial Surveys—Great Northern Extension.

Bundarra, 7 November, 1874.

SIR,

As I am in hopes that these surveys will be well advanced towards completion as far as Inverell by the end of next month, and as it will be necessary, if I am to carry them northwards to Tenterfield, that I should examine the ground in time to know how to place the first surveyor's party which will be prepared to move on, I have now the honor to request instructions as to whether the orders which I received before leaving Sydney, viz., to continue the survey from Inverell by Wellingrove, Deepwater, to Tenterfield, are to be carried out.

I have, &amp;c.,

R. F. STACK.

## No. 78.

MR. R. F. STACK to ENGINEER-IN-CHIEF.  
Great Northern Extension.

Bundarra, 3 December, 1874.

SIR,

I have the honor to submit to you the following report of the progress of these trial surveys during the past month.

Mr. Herbert informs me that he will have completed his survey from the range to the head of Baker's Creek, and will be prepared to move on here by the 15th instant; he also informs me that this portion of the survey has proved favourable. The distance is I think 5 or 6 miles.

I have got the length I am now engaged on staked to within  $2\frac{1}{2}$  miles of the point where I will connect with Mr. Fitzgerald's survey at Sandy Flat Sheep Station, and from the river to that point the line is a fairly good one, but gradients heavy. I hope to have the plan and section of this length completed by Christmas, and they will be the closing portion of the Crow Mountain loop line. Mr. Fitzgerald has staked out 2 miles of the length on which he is engaged, which is from Sandy Flat to near Middletown, and he has run experimental lines and levels sufficiently far to show that there is a practicable line to be got by the Sandy Creek Pass. It is difficult, nasty ground, and the line will be both twisting and heavy, but I do not see that we can do any better. The other passes which I have examined look very difficult.

Mr. Mountain has got 7 miles of his line staked out from where he commenced near Cope's Creek, and he has tried the ground on towards Inverell for a considerable distance. It is not an easy matter to get down from the summit north of Cope's Creek; there is a fall of about 600 feet to be made to Inverell, and the ground in places falls away very rapidly. Mr. Vine is working down the Mount Drummond range towards the Bundarra River. The descent of the range is difficult, but after trying several lines he has I think got a tolerable good one; his line is staked out to the top of the range about 18 miles from Forest Creek.

I find that the extreme summit to be crossed by the Woolshed route is 200 feet lower than that to be crossed by the Crow Mountain Line, being 2,907 feet above the sea level, or about 1,200 feet above Barraba.

I have, &amp;c.,

R. F. STACK.

## No. 79.

NOTE TO ACCOMPANY MR. FITZGERALD'S JOURNAL FOR NOVEMBER.

As some explanation appears to be necessary to Mr. Fitzgerald's journal of the 26th, 27th, and 28th November, I beg to say that the Mr. Turner named in it is, I believe, the Poundkeeper of Bundarra. He met me some days ago, and told me that he knew a good pass across the range near where Mr. Fitzgerald is working. Although I had been shown already, I think, everything likely to be of use to us there, I considered that it might be as well to look at it, and I mentioned the matter to Mr. Fitzgerald on the afternoon of the 25th when I was riding with him. As he was going into Bundarra that evening I told him that if he could arrange with Mr. Turner to ride over the pass with him I would be glad if he would look at it. It might be inferred from the way in which Mr. Fitzgerald's journal is worded that I had asked Mr. Turner to show him the ground over which he was to run a new line, and that he was waiting to commence it. This is not the case. I gave no instructions about running a new line; nor did I think that the instructions which I did give would involve the expenditure of time which they apparently have done.

3 December, 1874.

R. F. STACK.

## No. 80.

MR. R. F. STACK to MR. H. PALMER.

Camp, Tunga Creek,

Bundarra, 12 December, 1874.

SIR,

Your memo. No. 74/662.

I have the honor to inform you that Mr. Fitzgerald's length on Baker's Creek was completed on the date named, and the plan and sections of it almost ready for transmission to Sydney, but he has been obliged to retain it until he should receive the through mileage and levels from Mr. Herbert, which he has not done as yet. I fully expect, however, that he will do so during the coming week, as Mr. Herbert has informed me that he would be able to move on here by the 15th instant, so that by the end of this month I hope to forward plans and sections of 45 miles of survey.

I have, &amp;c.,

R. F. STACK.

No. 81.

## No. 81.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Inverell, 5 January, 1875.

SIR,

I have the honor to inform you that I met Mr. Stack at Barraba on the 31st of December, and started on the following day for Inverell *via* Bingera. It has frequently been suggested to me by residents in this district that the country from Barraba to Inverell *via* Bingera would present fewer obstacles to railway construction than the routes already surveyed by the Woolshed Station and Crow Mountain, but now that I have been through this district I find that, to obtain a practicable line, it would be necessary to pass to the west of Bingera and thence by a very circuitous route to Inverell. The whole of this proposed route, with the exception of a short length of easy country in the valley of Hall's Creek (between Barraba and Bingera), would be extremely rough, and at least 25 miles longer than the line surveyed by the Woolshed Station. Under these circumstances, I do not think it would be advisable to make any further surveys in the direction of Bingera, unless as a branch line towards Warialda.

The trial plans and sections of the two routes surveyed will be completed by the end of this month. The shorter route of the two (*via* Crow Mountain) runs through a very rough country, and is  $116\frac{1}{2}$  miles in length. The second route (*via* Barraba and the Woolshed Station) gives a better section, and is  $125\frac{1}{2}$  miles in length. The length of a line *via* Bingera would be at least 150 miles. I leave to-morrow for Tenterfield and Grafton; and I have not received a reply to the telegram sent to you yesterday. I shall be glad if you will communicate with Mr. Stack as to the future employment of himself and the surveyors in his party. I presume that you will either require them to continue the survey of this line to Tenterfield or to return to Tamworth for the Namoi survey, or perhaps divide the party and carry a book survey simultaneously.

On my way here from Murrurundi I obtained all the information I could concerning the most suitable point to leave the Great Northern Railway for the Namoi, and I do not think that the point of departure should be any further to the north than Tamworth. There will then be only three points to consider,—

1st. From the junction of the Quirindi and Breeza Roads, where land has been taken for the Quirindi Station.

2nd. From some point between Weris's Creek and Corrabubula.

3rd. From Tamworth.

The plans of this district can be obtained from Mr. Dewherst, showing portions subject to floods (report from Tamworth, December 28th), and I should like to submit tracings of these plans for your inspection before you decide upon the route to be surveyed.

I have, &amp;c.,

HERBERT PALMER.

## No. 82.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Inverell, 13 January, 1875.

SIR,

I have the honor of informing you that I despatch by this day's coach a case containing about 45 miles of plans and sections of the Crow Mountain alternative line, which complete it; and about a mile of these plans at the north end will be common to both this line and the Woolshed line.

I have, &amp;c.,

R. F. STACK.

## No. 83.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Great Northern Extension,  
Camp, near Inverell, 5 January, 1875.

SIR,

I have the honor of sending to you the following report of the progress of these trial surveys during the past month.

Mr. Herbert has completed his length to the head of Baker's Creek, and is now engaged on a short length connecting Mr. Vine's work on the Woolshed route with my last length on the Crow Mountain route. Mr. Vine will continue his work up to the Bundarra River, and he has now about 4 miles remaining to be done to reach that point. He has succeeded in getting a better section down towards the river than we had expected. His work will be complete I hope by the end of next month, and Mr. Herbert's probably somewhat earlier. I have completed the Crow Mountain alternative line with my last length and the plan and sections of it, together with the plans and sections of Mr. Herbert's and Mr. Fitzgerald's last lengths will be forwarded to your office at once. Mr. Fitzgerald is proceeding with the survey from Sandy Flat to Middletown, and I think will have completed it by the end of this month. After crossing Sandy Creek this length affords a favourable line.

Mr. Mountain has staked out his length up to the town of Inverell, and is now preparing his plan and section and surveying portions of the township, also continuing his line a short distance after crossing the McIntyre River as directed by Mr. Palmer. The whole of the length from Middletown to Inverell shows very heavy gradients.

After moving my camp to this neighbourhood I rode across from Inverell to Barraba, by way of Bingera; and at Barraba I met Mr. Palmer and returned here with him by the same route. I learn from Mr. Palmer that he has himself written to you giving you his views as to the non-advisability of making trial surveys over that line of country, and I entirely agree with him in the opinion which he has formed, which is indeed the same which I had arrived at myself before seeing him.

I have, &amp;c.,

R. F. STACK.

No. 84.

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No. 84.

MR. H. PALMER TO MR. R. F. STACK.

25 January, 1875.

Mr. STACK, Inverell,—

The Engineer-in-Chief has decided that your staff are to be employed in carrying out the surveys from Inverell to Tenterfield. You can therefore instruct each party to take up such portions as you think fit, as they complete the lengths they are at present engaged upon.

I have telegraphed to Mr. Herbert at Bundarra to proceed to Inverell.

HERBERT PALMER.

No. 85.

MR. R. F. STACK TO ENGINEER-IN-CHIEF.

Inverell, 28 January, 1875.

Inverell to Tenterfield.

SIR,

I have the honor of informing you that during the last ten days I have been examining the country between Inverell and Tenterfield, preparatory to continuing our trial surveys in that direction by way of Wellingrove and Bolivia.

I followed the route indicated by Mr. Wade in his report of December, 1872, up to Wellingrove; and for about 16 miles of that distance, viz., to Swamp Oak Station, I do not see that we can do better. Mr. Wade does not say how he went from Swamp Oak to King's Plains, but anywhere near the track—I can scarcely call it road—the ascent is most objectionable; I returned, however, by a more westerly route, and think that it will afford a better chance of getting up; still several portions of the line to King's Plains will be very heavy, for there is a rise of more than 1,000 feet to be made from Inverell to that point. After crossing King's Plains (some 4 miles) there is an ascent, not difficult, of about 200 feet to the dividing ridge between Frazer's Creek and Wellingrove Creek, but the fall to the latter is greater, probably 300 feet, and the ground likely to be troublesome. Leaving Wellingrove I went on by Back Creek Plain in order to ascend to Rangers Valley, as Mr. Wade speaks of the place where he crossed the dividing ridge between Wellingrove Creek and the Severn as very rough, and I had heard Rangers Valley spoken of as a likely route, but I found the ascent from Back Plain very bad indeed, and after a mile and a half of good level country on top very rough ranges all the way to the Severn River, with the Rocky River to cross also; so that I think, although Rangers Valley would afford good running and indeed a good line up to Bolivia Mountain, it would not be at all advisable to try a line by that route.

The descent of Bolivia Mountain by the pass through which the road runs will be very difficult, nevertheless it must be tried, as there is no other pass into which a line could be taken, coming by Wellington Vale. There may be another line to the east, indeed I am told that there is one, and to get to it the line must run close by Deepwater, and go either by Glen Innes or Rangers Valley.

From Bolivia to Tenterfield there is no chance but to run along between the same ranges as the coach road does, rough as parts of that ground are; indeed, the whole of that portion of the line, with the exception of about two miles at the southern end, will be very rough. Returning, I passed by Wellington Vale and Y Water Creek, to which point from the summit of Bolivia pass there is fair running. There I diverged to the west and went round by Strathbogie, and so on to the lower end of King's Plains; but this route would make a considerable detour from our direct course, and the descents, on both sides of the Severn would be heavy, while the ascent to King's Plains in this direction would be almost impracticable without heavier gradients than we are now instructed to use.

On full consideration of the subject, I do not think we can do better than try Mr. Wade's route, diverging from it somewhat between Swamp Oak Station and King's Plains.

I have, &amp;c.,

R. F. STACK.

No. 86.

MR. H. PALMER TO MR. R. F. STACK.

9 February, 1875.

MR. STACK, Wellingrove,—

I have the following from Mr. Wade:—"In the matter of Inverell to Tenterfield, the portion between Wellingrove and the Deepwater Plain is one of the worst places. My idea was to leave Wellingrove Station about half a mile on the right, ascend the dividing ridge with a 1 in 40 wherever it can be got, and descend to the Severn by a gully about 4 miles lower down the river than Binger's Valley Station. There would then be a splendid run to Bolivia as straight as the ground will allow, and a difficult descent of Bolivia hill. I think the road gap at Bolivia the best, but would want a good deal of examination."

The following I take from Wade's report:—"The Macintyre River will have to be bridged there (Inverell), and the line will follow 2 miles of rather ridgy country till the valley of Swanbrook is reached; then up the valley for 5 miles across the creek by a rather high level bridge, over easy ridges, to ascend 360 feet towards Swamp Oak Station; another rise of 500 to reach level of King's Plains at 3,000 feet above the sea; then a long stretch of level country, with a slight rise to the dividing ridge and slight fall to Wellingrove, which is also 3,000 feet above the sea and is 30 miles from Inverell. The line will then keep to Wellingrove Plain for about 5 miles, then ascend 200 feet to top of ridge dividing waters of Wellingrove Creek and Severn River, then descend same ridge 400 feet down a very rough gully, reach the Severn at a level of 2,800 feet, cross the Severn by a bridge, then follow nearly 20 miles of level country to Bolivia, keeping the left bank of Deepwater or Mole River, and only crossing it once at Bolivia. The line will be in the same gap as the main road, and here an unavoidable descent of 650 feet has to be made in rather cramped country. After making the descent to level of Bolivia Plain, at 2,500 feet

feet above the sea, the country is easy for 3 or 4 miles, then very rough for 7 or 8 miles down the Bluff River, which will have to be crossed by a bridge at a high level. The division between the waters of the Bluff River and Tenterfield Creek is at a level of 2,900 feet, after which the line will follow Tenterfield Creek through easy country into Tenterfield, at a level of 2,600 feet. I have examined the gap by which the present road crosses the range from Tenterfield toward Maryland. The rise to be made is 700 feet through very rough granite country. I calculated that there is a gradient of about 1 in 33 in it, but it will be a very difficult piece of country. With the exception of that rise, the line to the border of Queensland will be pretty easy."

Your survey should join the line I marked out in Tenterfield for Mr. Hoyle.

HERBERT PALMER.

No. 87.

MR. A. C. MOUNTAIN to ENGINEER-IN-CHIEF.

Camp, Railway Survey,  
Inverell, 12 February, 1875.

SIR,

I have the honor to forward, by same mail, the plan, section, and level-book of portion of the trial survey to Inverell, at Mr. Stack's request, that gentleman having already seen them (and being encamped now in a place where there would be difficulty and risk in receiving or despatching parcels), instructed me to transmit same to you direct.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 88.

MR. H. PALMER to MR. R. F. STACK.

20 February, 1875.

MR. STACK, Wellingrove,—

I am quite satisfied that the levelling is correct on the lengths you have personally surveyed between Tamworth and Inverell, since you affirm that you utilized your experimental lines for check levels, and in no case allowed a greater discrepancy between two B.M.'s  $\frac{1}{2}$  mile apart than 0.05 feet. This, of course, was equivalent to check levelling your work. It is quite evident that an error or errors have been made on some portion of the levelling, since there exists a difference of 6.46 at junction of the two lines; and, as each surveyor was aware that a test would be put on their levelling when the two lines were connected, I cannot imagine why each of your staff (if only for his own satisfaction) is not in a position to prove the accuracy of his work, either by a complete set of check levels or from the different experimental lines upon which he must have left temporary B.M.'s, and which would be quite sufficient for the purpose.

Unless each surveyor can thus prove the correctness of his levelling, I shall naturally doubt his fitness to remain on the staff of railway surveyors.

HERBERT PALMER.

Be good enough to allow each of your party to see the above.—H.P., 20/2/75.

No. 89.

MR. H. PALMER to MR. R. F. STACK.

24 February, 1875.

MR. STACK, Wellingrove,—

Enclosed is a tracing showing the junction of the Woolshed and Crow Mountain lines. I intend carrying forward the through mileage by the Woolshed route, and find that I cannot do so unless you can give me a little more information. The mileage at the junction by Mr. Herbert's line is 280 miles 47 chains 35 links, and what I now require is the mileage at the junction of your line (shown in blue on tracing). The mileage at the commencement of your length is 255 miles 48 chains 68 links. The mileage at the point marked A on tracing will consequently be 272 miles 79 chains 33 links. I cannot from your books find out the mileage of point B and C, and have assumed that the chords AB, BC are each 5 chains in length, which will make the through mileage of the line at junction to be 273 miles 9 chains 33 links, making the following difference:—

Miles.	Chains.	Links.
280	47	35
273	9	33

7 38 2

The chords AB, BC, scale 5 ch. each, and I wish to know if they are that length exactly; the difference will then be correct. The mileage at the end of Mr. Mountain's length *via* Crow Mountain to Inverell is

Miles.	Chains.	Links.
298	53	18
Difference...	7	38 02

306 11 20

The through mileage to be carried on towards Tenterfield will thus be 306 miles 11 chains 20 links from end of Mr. Mountain's length. Considering that Mr. Herbert went back to make this junction-point more complete, he might have settled this point, as I presume you had the mileage painted on some of the traverse stations on your blue line, if not actually on the junction peg at C.

HERBERT PALMER.

I hope Mr. Vine's plan and section will soon be finished.—H.P.

No. 90.

MR. H. PALMER to MR. R. F. STACK.

3 March, 1875.

MR. STACK, Wellingrove,—

Under separate cover I send you a tracing of a portion of Mr. Mountain's survey near Barraba, showing Connor's Creek.

When Mr. Mountain has completed the length he is at present engaged upon, I wish him to return to Barraba, to stake out and level the line I have shown in blue on the tracing.

This blue line only crosses Connor's Creek once, and even if the earthworks on the blue line are heavier than on the red line it will be better than so many bridges across Connor's Creek.

The blue line of course is nearly the direction I require, and may be worked up to suit the ground with 12-chain curves in place of the 20-chain curves where necessary.

HERBERT PALMER.

No. 91.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Wellingrove, 3 March, 1875.

SIR,

I have the honor to report for your information that, the trial surveys being completed from Tamworth up to Inverell, I am now, as instructed by Mr. Palmer, with the party under my direction, continuing them on to Tenterfield. I am following with but little variation the route suggested by Mr. Wade in his report on the subject.

Mr. Mountain is working the first length out from Inverell to the summit between Swanbrook and Swamp Oak Station, which will be a distance of about 14 miles. Between Inverell and Swanbrook is a nasty ridgy piece of country, but there is nothing very difficult about it. Mr. Mountain has some 6 miles of that length staked out, besides preliminary lines run further on. The ascent from Swanbrook on the north side is rather formidable—there are 400 feet to be got up before reaching Swamp Oak Station.

Mr. Herbert is at work from the summit south of Swamp Oak Station on by King's Plains to join me at what I call the Wellingrove summit, about 3½ miles west of Wellingrove, and about 27 miles from Inverell; he has run preliminary-lines as far as King's Plains, and the ascent has proved (by the only route we have yet tried) better than I expected; the rise from Frazer's Creek is 695 feet, and the distance occupied by the ascent 6 miles. After reaching King's Plains I do not think he will have any difficulty in carrying on his line to join me.

I have staked out about 5 miles of the line from the Wellingrove summit to a point nearly opposite Campbell's Station (Wellingrove), and there is no difficulty (except about half a mile of rather heavy work at Cameron's Creek) until I have to make the ascent from the Wellingrove Valley up the ridge dividing it from the Severn, to which I expect to shift my camp in about a week's time.

Mr. Fitzgerald is working down from that ridge to the Severn, and he has examined the gully which Mr. Wade described, as well as some others; all of them are difficult, and I am unable as yet to say which may be the best to adopt. It is an important point, as on it must depend where we shall cross the Severn River, and whether we are to run by Wellingrove Vale or to take a more easterly course by Rangers Valley and Deepwater.

Mr. Vine is examining the descent of Bolivia Hill by the pass through which the coach road runs, but as yet he has not had time to be able to say whether we shall get a practicable line in that direction.

I have, &c.,

R. F. STACK.

No. 92.

MR. R. F. STACK to MR. H. PALMER.

Wellingrove, 19 March, 1875.

SIR,

I have the honor of informing you that Mr. Fitzgerald has examined the ground for a descent to the Severn River down every place near the proposed route which appears to offer a chance of a practicable line, and the best of them seems to be the one which Mr. M'Master showed me (which is, I believe, the same one shown to Mr. Wade), but the upper part of this is bad, and will render necessary a tunnel through rock of about 500 yards long, and a tolerably heavy cutting above that; the lower part of the descent would be pretty good; the tunnel unfortunately would be on a 1 in 40 grade, but it can be got on a straight line. I have told Mr. Fitzgerald to try whether he can avoid the tunnel by using 12-chain curves, as I suppose you would allow of them in this case as well as at Connor's Creek, but I doubt that even with them we can avoid the tunnel.

Please let me know as to the 12-chain curves. Mr. Fitzgerald has also examined a route, more to the east, and leading towards Rangers Valley homestead; this, however, showed some very difficult ground, and would entail the crossing of the Beardy as well as the Severn River, and would also, in fact, require an alteration of the route, from one by Wellington Vale to one by Deepwater. Until I know where we shall be able to make the descent to Bolivia, I am not able to say which of these routes should be preferred.

I have, &c.,

R. F. STACK.

## No. 93.

MR. R. F. STACK to MR. H. PALMER.

Wellingrove, 21 March, 1875.

SIR,

With reference to my letter of the 19th inst., I have the honor of sending you, enclosed herewith, a tracing showing the difference between the two sections obtainable by 20 chains or 12-chain curves on the bad portion of the descent to the Severn River. There would probably be a short tunnel on a curve even if the 12-chain curves are used, but it would be only about 4 chains long, and the work would be very much lighter than by the other line.

I find also that, contrary to the opinion which I expressed in my letter of the 19th, the tunnel on the line with 20-chain curves could not be got on a straight line without materially increasing the work above the tunnel. I have directed Mr. Fitzgerald to stake out the line with the 12-chain curves. If this is not approved of, please advise me about it as soon as possible. I also enclose herewith tracings of plan and sections of the descent of Bolivia Hill, in continuation of the portion which I sent to you previously, and completing the descent. You will see that on the portion now sent, as on the former, there is one point which seems to be quite impracticable for 20-chain curves. Mr. Vine is now examining the more westerly route, of which I made mention to you. I would be glad to learn whether I may try the use of 12-chain curves if I find that we cannot get down by either of these routes, using 20-chain curves, that is with any reasonable amount of work.

I have, &c.,  
R. F. STACK.

## No. 94.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Wellingrove, 29 March, 1875.

SIR,

I have the honor of inquiring whether I may put in curves of as low as 12 chains radius on the ascent which I am now surveying with the Wellingrove Plain up the ridge dividing it from the Severn River. It is not an easy matter to get up at all, the difficulty being to obtain distance for the rise, which is more than 400 feet.

I put a similar question to Mr. Palmer, with regard to the descent from the same ridge to the Severn; but as perhaps he is not in Sydney, I would be glad to have your instructions on this point also.

I have, &c.,  
R. F. STACK.

## No. 95.

MR. H. PALMER to MR. R. F. STACK.

30 March, 1875.

MR. STACK, Wellingrove,—

The 12-ch. curves may be used as shown on the enclosed tracing of the descent to the Severn River.

12-ch. curves may also be used in other rough ground, where the earthwork quantities will thereby be much reduced; but in all cases where 12-chain curves are used, a few cross section levels should be shown on the plan, so that I may judge what would be the extra depth of cuttings and banks on using curves of large radius.

No 8-chain curves can be allowed on the Bolivia descent, as shown on Mr. Vine's tracings. Nothing less than 12 chains.

From A to B there appears to be no difficulty in using a 12-chain instead of an 8-chain curve.

HERBERT PALMER.

Mr. Vine's tracing returned as requested.

## No. 96.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Wellingrove, 3 April, 1875.

SIR,

I have the honor of asking the following questions with reference to Mr. Palmer's memo., No. 75-150. Is the work to be staked out similarly to the work we are now engaged on, that is, with approximate curves in chords of about 5 chains each, or is it to be staked out at every chain with perfect curves? Further, as a great portion of the line will lie over heavily sidelying ground, will cross sections be required, and to what extent?

I have, &c.,  
R. F. STACK.

This work may be staked in perfect curves. To work up this ground to the best advantage, it will be necessary to take cross sections in a similar manner to those shown on the original plan of trial survey, and these additional cross sections must be shown on Mr. Mountain's amended plan.

HERBERT PALMER.

10/4/75.

No. 97.

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## No. 97.

MR. R. F. STACK to ENGINEER-IN-CHIEF.  
Great Northern Extension—Trial Surveys.

Wellingrove, 3 April, 1875.

SIR,

I have the honor to report for your information on the progress of the trial surveys under my direction.

Mr. Mountain is working between Inverell and Swamp Oak Station; he has met with some difficulty and consequent delay in getting a line across Swanbrook Valley; it is a nasty piece of ground for our purpose; the creek lies in a very deep hollow, and the valley itself falls so rapidly that it is necessary to make quite a horse-shoe bend to the upper side, in order to obtain a gradient up to the Swanbrook Peak summit, and even to the crossing of the creek will require a high bridge. Probably, by the end of this month Mr. Mountain will have completed this length, then he will go back to stake the alternative line on Connor's Creek, near Barraba.

Mr. Herbert is staking his line up the ascent to King's Plains, and has got a tolerably favourable line; it makes somewhat of a detour, but the gradients and curves are better than I expected we should get there. Mr. Herbert has about six miles of that length completed.

I am camped now on the ridge between Wellingrove Plain and the Severn, having completed about  $6\frac{1}{2}$  miles from the Wellingrove summit to a point on this side of the Wellingrove Creek. I have run experimental lines up this ascent, which proves heavier than I expected; the rise to be made being nearly 500 feet, and to get up I have been obliged to lose  $1\frac{1}{4}$  mile of distance, and there is a mile and a half of rather rough hill side work with some deep gorges to cross. I expect that I shall have completed this length, rather over 13 miles, to my junction with Mr. Fitzgerald's work by the end of this month.

Mr. Fitzgerald is working down to the Severn River, from the summit, near me. I have been obliged to put in two 12-chain curves on this descent to avoid tunnel, but you have probably seen the comparative sections of the two lines, which I sent to Mr. Palmer. I have yet to examine the country between the point where we cross the Severn and Wellington Vale. I do not think it will turn out so easy as Mr. Wade's report makes it appear.

Mr. Vine is running an experimental line to avoid the descent of Bolivia Hill, near the coach road. This line lies more to the west, and will, I think, be rather longer than the line first tried; but Mr. Vine was of opinion that it would otherwise be an improvement. As soon as he has got it done, I will report separately on it to you.

I have, &amp;c.,

R. F. STACK.

## No. 98.

MR. R. F. STACK to ENGINEER-IN-CHIEF.  
Trial Surveys—Inverell to Tenterfield.

Wellingrove, 6 May, 1875.

SIR,

I have the honor to report for your information on the progress of these surveys during the month of April. Mr. Mountain has nearly completed the staking out of his length to his junction with Mr. Herbert's work, and will be ready to go to Barraba towards the close of this month. Mr. Herbert has got about 14 miles of his work staked out, and will complete it, as I hope, by the end of this month; he has got a straight run across King's Plains of about 3 miles, and from the end of it to his junction with me (about 2 miles) I do not think there will be any difficulty; altogether Mr. Herbert's length has proved more favourable than I expected. When I wrote my last report I thought that I would have completed my present length ( $13\frac{1}{4}$  miles) by this date, but broken weather and greater difficulty in the ground than I was aware of have thrown me back about a week; by the 13th however the field work and plotting will be complete, and I had intended then to proceed on to take up a portion of the work between Mr. Vine's length and Tenterfield, but under present circumstances must wait for orders. Mr. Fitzgerald has completed his line down to the Severn River, about 5 miles, and has made a preliminary survey of the line across the river, and for some distance beyond; I examined the country with him as far as Wellington Vale, and I think that after passing one heavy cutting on the right bank of the river the line will be easy so far.

Mr. Vine has completed a preliminary survey of the descent from the "Nine-mile Station," towards Bolivia, and under separate cover I send his tracings of that route, and I also return the tracings of the route by the coach road, that you and Mr. Palmer may be able to compare them. I think the route by the Nine-mile, the best, and believe also from what Mr. Vine tells me, that the line by that route from Wellington Vale to the top of the descent will be better than the other. Mr. Vine also says that to put in 12-chain curves on the first tried line, as shown by Mr. Palmer, and marked A to B, would involve very heavy work.

I have desired Mr. Vine to take his camp back to Wellington Vale and work on for the 9-mile route, but should that not be approved as the better of the two, orders can reach Mr. Vine in time to change his direction to the coach road route. On the tracing of the Nine-mile route, the black dotted line on plan with two 12-chain curves is the one proposed by Mr. Vine.

I have, &amp;c.,

R. F. STACK.

## No. 99.

MR. H. PALMER to MR. R. F. STACK.

12 May, 1875.

MR. STACK, Wellingrove,—

I have received your report on the progress made by the surveyors of your party during the month of April, also the tracings of Mr. Vine's length.

The Nine-mile route may be staked, but the route by the coach road should also be connected with your trial survey to show all work surveyed.

On

On completing your present length, I wish you to proceed to take up the length between Mr. Vine's and Tenterfield. I hope to visit the Northern District next month, and will then go over the surveyed lines and decide whether the route by the coach road at the Bolivia descent is to be staked throughout.

HERBERT PALMER.

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No. 100.

MR. A. C. MOUNTAIN to ENGINEER-IN-CHIEF.

Camp near Inverell,  
13 May, 1875.

SIR,

I have the honor to forward, by same mail, case containing plan and section of the first length from Inverell to Tenterfield (trial survey); also (by post) field book, level, and check level, books referring to same; and have the honor to remain, &c.,—

ADRIEN C. MOUNTAIN.

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No. 101.

MR. H. PALMER to MR. R. F. STACK.

31 May, 1875.

MR. STACK, Deepwater,—

You are quite at liberty to arrange the last portion of trial line to Tenterfield as you suggest, viz., to take the length to the crossing of the Mole River yourself, and to set Mr. Herbert to work on the length into Tenterfield. Mr. Hoyle has surveyed Tenterfield, and on receiving his plan I will send you a tracing of the town, for Mr. Herbert to transfer on his plan.

HERBERT PALMER.

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No. 102.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Camp, 16 miles south of Tenterfield,  
2 June, 1875.

Trial Surveys—Inverell to Tenterfield.

SIR,

I have the honor to report for your information on the progress made with these surveys during the past month.

Mr. Mountain having completed his length to the summit south of Swamp Oak Station, is now engaged near Barraba in staking out the alternative line ordered by Mr. Palmer to reduce the number of crossings of Connor's Creek; he will probably have work there for a couple of months. As I desired Mr. Mountain to send in the plan and section of his last length direct to the head office, you will probably have received them by this time.

Mr. Herbert writes me word that he will have completed the plan and section of his present length by the 10th instant, and he will then come on here to take up the last length of about 9 miles between my work and Tenterfield, unless he receives counter orders from the head office. I wrote to Mr. Palmer on this subject lately.

I find that the summit west of Wellingrove, where Mr. Herbert joins my work, is 3,329 feet above the sea. Wellingrove lies 400 feet below that, and the summit between it and the Severn River is upwards of 3,400 feet above the sea, so that many heavy gradients are required. The plan and sections of my last length are ready; I retain them that they may be sent along with Mr. Herbert's if he comes up to me. There is about a mile and a half of heavy work on the ascent from Wellingrove Plain, and it runs away towards the south-east, causing a loss of distance; this I could not avoid. With the exception of that mile and a half, there is not much work on the length I have last surveyed.

Mr. Fitzgerald has completed about 10 miles of his present length, and preliminary work up to Wellington Vale; he informs me that the line from the Severn to the point where he will join Mr. Vine has proved favourable, and he expects to complete the field work, plan and section, by the end of this month.

Mr. Vine is working from Wellington Vale to the Nine-mile Station, preparatory to staking out the line down the descent by that route; he expects to complete his work to the "Nine-mile" by the end of this month. I think he will have a good line from Wellington Vale to that point. I have commenced a length from a point about two miles north of Bolivia homestead towards our crossing of the Mole River. I have run some 6 miles of preliminary traverse and levels, and examined the ground up to the Mole. There is a rather heavy descent to the river and some rough ground on it, but I do not anticipate much difficulty in getting a line; there may be some trouble beyond the Mole, near the Bluff, but I have not minutely examined that ground yet.

I think that this survey may be completed by the middle of August if we have pretty good weather. I may remark that in the earlier half of May I (and I suppose the other parties were not better off) was a good deal hindered by bad weather.

I have, &c.,  
R. F. STACK.

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No. 103.

## No. 103.

MR. R. F. STACK to ENGINEER-IN-CHIEF.

Deepwater,  
18 June, 1875.

SIR,

I have the honor of informing you that I have this day despatched to your address, by coach and rail, a box containing the plans and sections of the last length surveyed by Mr. Herbert and myself.

I have, &c.,  
R. F. STACK.

Plans and sections received, and joined to through plan and sections.—W.H.Q., 29/6/75.

## Tamworth to Walgett.

## No. 104.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Sydney, 3 February, 1873.

SIR,

I have the honor to report that I have examined the country from the Tamworth Extension down the valley of the Namoi to Walgett. The entire length of this route is very favourable for railway construction, the country is level, there are large deposits of gravel in the river Namoi that will be available for ballasting, and there is ironbark timber of good quality near the line in several places, as well as box and gum suitable for a cheap sleeper, growing along the greater part of the route.

In considering the merits of the extension down the Namoi, the portion from the Tamworth Extension to Narrabri, a distance of 97 miles, should be taken by itself and treated as the Main Trunk Line, from which branches to Walgett in a westerly direction, towards Moree northwards, and to the Castle-reagh Valley southwards, will eventually be required.

The traffic from each of these districts converges upon Narrabri, and is carried on the track from Narrabri to the Northern Road at Willow-tree. The traffic is already very considerable, and the track is nearly all the way over black soil, which in wet seasons becomes practically impassable. There can be little doubt that at an early date improved communication on this route will be imperatively required; and when it is decided that money shall be expended upon it, I believe a railway will be found absolutely cheaper to construct than a road will be, indeed it is questionable if a road capable of carrying heavy drays can be constructed at all on such a foundation; on the other hand, the country offers every facility for railway construction at the cheapest rate possible, with the exception of short lengths at Werrie's Creek, at Gunnedah Township, at the rock near Bogabri, and at Jurrawan Ridges, in all perhaps 5 miles of ridgy country. The whole length of 97 miles from the Tamworth line to Narrabri is level; there will be no difficulty in keeping the gradients down to 1 in 150, to work which, engines of a lighter class than those in use on the coast lines can be employed, and consequently a lighter rail can be used. The average earth-work will be an embankment 2 ft. high, formed from side cuttings. The black soil, although soft and boggy in the extreme when wet and undrained, forms an excellent and elastic foundation when dry, and, in this form of a low embankment drained by the side-cutting pits, will require but little ballast over it; the ballast used will be gravel from the bed of the river Namoi; the box and gum timber growing along the line will give a cheap common sleeper; the openings for water will have to be constructed entirely of timber, for the country is too level to admit of brick culverts being built below the surface, and the ground is quite unsuitable for foundations of a brick structure. There are only two streams of any importance, viz., the Mooki River and Cox's Creek, to be bridged. This extension would afford a good opportunity of trying the American system of dispensing with fences, but if a fence is considered necessary, a single rail fence along the edge of the side-cutting pits will be sufficient to keep out cattle, leaving the sheepowners to put in wires if they think proper to make the fence sheep-proof; the greater part of the land along the route belongs to the Crown, and the remainder, with the exception of the township of Breeza and Guunedah, ought not to cost more than the original price of £1 per acre.

I estimate the cost of this line per mile as follows:—

	£	s.	d.
Rails and fastenings, 50 lbs. per yard—80 tons iron...	£15	1,200	0 0
1,760 sleepers ...	3/	264	0 0
1,760 × 1½ c. y. ballast ...	4/	440	0 0
1,760 yds. road-laying ...	3/6	318	0 0
10,000 c. y. earth-work side-cuts ...	1/6	750	0 0
640 rods of fencing (1 rail) ...	4/	128	0 0
120 lin. ft. timber openings ...	£4	480	0 0
Two large bridges, each £8,000, divided by 97, say ...		165	0 0
Stations, four at £2,000 in 97 miles, say ...		80	0 0
Land, 12 acres at ...	£1	12	0 0
		<hr/>	
		£3,837	0 0

This extension will branch from the Tamworth Line at Werrie's Creek, about 40 miles from Murrumbidgee, follow the creek through the natural gap in a low ridge, then strike across the plain to Breeza, when

when the Mooki River will have to be bridged. The plain is flooded for some distance on each side of the river, and there is no way of avoiding the flooded land. From Breeza to Gunnedah, a distance of 25 miles, there are two routes open, either to go straight across the plain or to take the foot of the ridges to the westward; the latter would be free from risk of floods, but would be longer and more expensive. I think an examination with the level will prove that there is a slight elevation down the centre of the plain which will be free from floods, or at any rate free from current even if the flood should just reach it. This would be the cheapest way of reaching Gunnedah, as it is quite level and would require no waterways for 24 miles. Near Gunnedah the line would have to be carried at the back of the town along some slight ridges to avoid floods; from Gunnedah to Narrabri the line should be kept from  $\frac{1}{2}$  mile to 2 miles distant from the river to avoid floods and cut off bends; Cox's Creek near Boggabri will require a long bridge, and there are two or three places where the flood will probably reach the line; but in such a level country there is little risk of damage by currents, for in the river channel itself the flood only runs at a rate of about 3 miles per hour. Beyond Boggabri there is a ridge running down to the river; the line would have to keep close to the river at this point, and some sideling cuttings would be required for a short distance; near Junauan there are also some moderate ridges to cross. The present road crosses the Namoi by a timber bridge 8 miles above Narrabri, and re-crosses the river at Molle to reach Walgett. I should recommend the railway to be kept on the left bank of the Namoi all the way, and the terminus at Narrabri to be as near the river as the flood level will permit, on the left bank opposite to Narrabri township. A new road bridge might be built at Narrabri, in such a position and of such design that it would ultimately be available for the railway if a branch northwards is carried out. From Narrabri to Walgett the traffic of course is less than to Narrabri; from Murrurundi the country is level throughout, there are no water-courses of any importance to cross, and the line would be constructed just as cheaply as the line described above—from the Tamworth extension to Narrabri. The enclosed tracing, on a scale of 8 miles to the inch, shows the general direction of the proposed extension down the Namoi. The map of county of Buckland, on a scale of 2 miles to the inch, shows the junction with the Tamworth extension, and the alternative line to skirt Breeza Plain.

I have, &c.,  
W. B. WADE.

No. 105.

ENGINEER-IN-CHIEF to COMMISSIONER.

7 January, 1874.

Proposed reservation of land for railway purposes from Weris Creek to Walgett.

THE country between the G. N. Railway at Weris Creek and Walgett on the Darling River having been explored and found practicable for railway purposes, I suggest that the land for a distance of 4 miles on each side of the proposed line be reserved from sale, pending the decision of the Government as to the direction in which a railway shall be constructed to Walgett.

The proposed reservation is coloured pink on the enclosed plan.

I further recommend that the land between Barraba and Narrabri for 4 miles on each side of the line marked on the accompanying plan and coloured pink be reserved from sale.

J. W.

Tamworth to boundary of Queensland.

No. 106.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Inverell, 19 December, 1872.

SIR,

I have the honor to report that I have now examined two routes from Inverell going northwards, one route to Bonshaw, on the Queensland border, nearly due north of Inverell, would be a very easy line to construct; there is only one moderate range between the Macintyre River and Frazer's Creek, the remainder is down the level valley of Frazer's Creek; but although this line would be easy to construct, it would have no other recommendation, for after leaving Inverell in this direction the country becomes too hot and dry for cereals, and there is no reason to suppose that the Queensland Government would ever extend their lines to Bonshaw.

I have also examined a route from Inverell to Tenterfield; this would leave Inverell by the Swanbrook Valley, with easy country for 7 miles, ascend a ridge 350 feet, then on a tableland for 5 or 6 miles, then rather ridgy country to King's Plains, then level with one slight descent to Wellingrove 32 miles from Inverell, leaving Wellingrove; after traversing 5 miles of plain the line would cross a rather heavy ridge to the Severn River, and from there have level country on the Deepwater Valley to Bolivia, nearly 24 miles; at Bolivia a descent of 650 feet has to be made, then a rather rough piece of country up the Bluff River, then an easy length down Tenterfield Creek to Tenterfield. This line is about 99 miles long; it passes through the best agricultural land for cereals that can be found in the Colony for nearly its whole length; also through the very centre of the tin-producing district; it passes within 12 miles of Glen Innes, and would thus connect all the districts proposed to be served by a railway to Grafton; the works would be moderate in all parts, and in some very light. Beyond Tenterfield I have examined the range by way of the gap through

through which the main road passes; it is very heavy, the ascent is only about 700 feet, but the distance is short and the country very rough granite, but not insuperable I think; with the exception of this range, about 7 miles from Tenterfield, there is no other difficulty of any importance between Tenterfield and the Queensland Border at Maryland or Stanthorpe.

I now proceed to examine the country between Inverell and Tamworth, if I am able to pass the flooded rivers.

I have, &c.,  
W. B. WADE.

No. 107.

MR. W. B. WADE TO ENGINEER-IN-CHIEF.

Sydney, 28 December, 1872.

SIR,

I have the honor to report that I have, in accordance with your instructions, examined the country from Tamworth towards the boundary of Queensland, with the view of finding the most desirable route for the extension of the Northern Railway.

Any extension to the westward in the direction of Walgett and Fort Bourke will branch from somewhere near Quirindi between Murrurundi and Tamworth, and will have to form the subject of a separate examination and report. This report refers only to the proposed extension north of Tamworth.

The existing great routes of traffic from Tamworth are in a north-east direction over the Moonbi Range either to Armidale, Glen Innes and Tenterfield, or to Bundarra and Inverell, and in a northerly direction to Barraba, and from there to Warialda on to Inverell.

The line over the Moonbi Range would involve a rise of 1,600 feet up the roughest possible granite country; part of this ascent would be lost again in descending to Inverell, and on the road to Armidale the country is so far inferior to the Inverell district for agricultural purposes that this route cannot compete with that in a northerly direction through Barraba.

Whether the line is extended to Warialda on the north-west or to Inverell on the north-east, the length between Tamworth and Barraba will have to be constructed. This length is extremely favourable for railway construction, and is first-class agricultural land throughout.

Barraba is within easy reach of the gold and copper fields at Bingera and the gold fields of Ironbark. I consider that it may be assumed that the Northern Railway will have to be extended from Tamworth to Barraba, and the next point to decide is whether to extend from Barraba to Warialda or to Inverell; the country towards Warialda gradually becomes hotter and drier and more unfit for agricultural purposes, in fact soon becomes entirely pastoral and the population scanty, while the country near Inverell is the finest agricultural land that can be found. Wheat is already grown there in considerable quantity. The district is settled to a great extent, and the tin-mining industry is rapidly adding to the population and wealth of the district. I have therefore examined the country towards Inverell and found what I anticipate will be found after survey to be a direct and moderately cheap route, though it must be borne in mind that on this length between Barraba and Inverell the first great rise to the tableland has to be made.

Assuming the line to be approved of to Inverell, two routes are again open for its further extension, one to go nearly due north to Bonshaw, or some other point on the Dumaresq River, forming the boundary of Queensland. This line would be 55 miles long, and with the exception of a range about 300 feet high, between the Macintyre River and Frazer's Creek, would be carried through easy country for railway construction, but excepting its cheapness of construction would have little else to recommend it; the country after leaving Inverell in this direction soon becomes unfit for agricultural purposes, and there is not, as far as I am aware, any reason to suppose that the Queensland Government will ever extend their railway from Warwick to Bonshaw.

The other obvious route from Inverell is to go to the tableland at Wellingrove or Glen Innes, then pass through Deepwater Plains and down the Bolivia Hill to Tenterfield, and, if desired and found practicable, to extend eventually from Tenterfield to the Queensland boundary at Stanthorpe or Maryland.

As this route would open out precisely the same district that would be served by the proposed line from Grafton, a comparison between the merits of the two routes will not be out of place here. If the extension to Inverell is sanctioned, the length of 90 miles only from Inverell to Tenterfield would have to be compared with the Grafton line; but assuming that the extension to Barraba only is approved of, the lines to be compared will be that from Barraba, through Inverell, Wellingrove, and Deepwater, to Tenterfield, with the line from South Grafton through Glen Innes or Dundee and Deepwater to Tenterfield, the length from Deepwater, of which about 40 miles would be both lines. The line from Barraba to Deepwater will be 110 miles long, of which about 70 miles would be steep gradients over rough ranges, requiring great care in finally choosing a route, and probably including rather heavy earthworks; the remaining 40 miles would be over very level country, all of which is the finest description of agricultural land, that would inevitably be taken up and cultivated as soon as a market is available through railway extension; the line would pass for 50 miles through the centre of the tin-bearing district, and would pass through the town of Inverell, the centre of a district admitted to be the most favourable for wheat-growing that is known in New South Wales. The line from South Grafton to the common point of Deepwater would be about 130 miles long, 30 miles of which, from Grafton to Nymboi River, would be cheaply constructed; the remaining 100 miles would require works of the heaviest description possible, and the whole length of 130 miles would scarcely open out a mile of good agricultural land until the common point of Deepwater is reached. The merits of the ports of Grafton and Newcastle considered as avenues to Sydney I need not enter upon.

After careful consideration, I recommend for survey the line from Tamworth through Barraba, Beverly, Inverell, Wellingrove, Deepwater Plains, and Bolivia to Tenterfield, on the grounds that it will open out more first class agricultural land than any other route, that it will pass through the whole of the tin-bearing country, will be constructed for a moderate cost, and will be a direct link in the chain of communication by railway from Melbourne through Sydney to Brisbane.

The following brief description will explain the particulars of the route in a little more detail:—

The line will leave Tamworth by the Postman's Track towards Manilla, joining the main road at Attunga, and keeping approximately the general direction of the main road all the way to Barraba, 60 miles. The first 2 miles from Tamworth will be rather heavy, and about 10 miles south of Barraba there will be 3 or 4 miles of ridges to cross; with those exceptions, the 60 miles to Barraba will be nearly level; the Namoi River will have to be bridged 30 miles from Tamworth, and the great height of the floods in this river will make the bridge an expensive one, probably at least 500 ft. long and 40 ft. high. Tamworth is 1,300 ft. and Barraba 1,700 ft. above the sea; after leaving Barraba, the first elevated terrace or tableland of New England has to be ascended; the level of this is 2,500 ft., or 800 ft. above Barraba; at present the traffic to Inverell goes round by Bingera, a distance of nearly 90 miles, but a much more direct line can be got through the Woolshed Station, making the distance about 65 miles. There is a valley forming one of the heads of Manilla River, that is apparently very well adapted for making the rise from Barraba, after which the line would follow easy tableland for 8 or 9 miles, when the heads of the Bingera River are reached, at a place called "Mount Horrible"; there will be some miles of rough country there, but though the spurs are very steep, the elevations are not great. After this length of (say) 6 miles, there is a favourable tableland at the same elevation of 2,500 ft. to 2,700 ft. until the valley of the Gwydir or Bundarra River is reached; here a descent of 400 ft. has to be made, the river to be crossed by a bridge about 400 ft. long and 30 ft. high to avoid floods, and the same height of 400 ft. to be ascended on the north side the river to attain the tableland again. Beyond the Gwydir Valley there will be more than 20 miles of very favourable country, with a bridge over Cope's Creek; then at about 5 miles from Inverell a descent of 500 ft. has to be made into the township, the Macintyre River will have to be bridged there, and the line will follow 2 miles of rather ridgy country till the valley of Swanbrook is reached; then up the valley for 5 miles, across the creek by a rather high level bridge, over easy ridges to ascend 300 ft. towards "Swamp Oak Station"; and another rise of 500 ft. to reach level of King's Plains at 3,000 ft. above the sea; then a long stretch of level country with a slight rise to the dividing ridge, and slight fall to Wellingrove, which is also 3,000 ft. above the sea, and is 30 miles from Inverell; the line will then keep to Wellingrove Plain for about 5 miles, then ascend 200 ft. to top of ridge dividing the waters of Wellingrove Creek and Severn River; then descend the same ridge 400 ft., down a very rough gully, reach the river Severn at a level of 2,800 ft.; cross the Severn by a bridge, and then follow nearly 20 miles of level country to Bolivia, keeping the left bank of Deepwater or Mole River, and only crossing it once. At Bolivia the line will be in same gap as the main road, and here an unavoidable descent of 650 ft. has to be made in a rather cramped country; after making the descent to level of Bolivia Plain, at 2,500 ft. above sea level, the country is easy for 3 or 4 miles, then very rough for 7 or 8 miles down the Bluff River, which will have to be crossed by a bridge at a high level; the division between the waters of the Bluff River and Tenterfield Creek is at a level of 2,900 ft., after which the line will follow Tenterfield Creek through easy country into Tenterfield at a level of 2,600 ft.

I have examined the gap by which the present road crosses the range from Tenterfield towards Maryland; the rise to be made is 700 feet, through very rough granite country. I calculated that there is a gradient of about 1-33 in it, but it will be a very difficult piece of country; with the exception of that rise, the line to the border of Queensland will be pretty easy.

I have not been able to obtain maps from the Surveyor General's Office to enable me to furnish a connected tracing on the county map scale, and am only able to give a sketch on the small scale map, which I forward herewith.

I have, &c.,  
W. B. WADE.

## Trial Surveys—Sydney to Wollongong, 1873, 1874, and 1875.

No. 108.

MR. R. D. STEPHENS to ENGINEER-IN-CHIEF.

Wollongong, 27 November, 1873.

SIR,

I beg to inform you that I have partially examined the country between Sydney and Bulli.

I am of opinion that a practicable route will be found by crossing George's River at Tom Ugly's Point, following up Gwaley Creek, then across the Goumea Range along Port Hacking Creek, crossing the Bulgo Range (by tunnel 25 chains in length, and at an elevation of 350 feet above sea level), and then descending the hill side to Bulli; this will involve a tunnel about 50 chains in length at Coal Cliff, but the tunnel last mentioned is unavoidable no matter in what direction the line is brought.

The country for 3 miles south of Coal Cliff is awkward, owing to precipitous spurs following the coast line so closely, but I believe that a gradient of 1 in 80 for 3 miles will surmount the difficulty (I make it 1 in 100, but prefer to stake to 1 in 100, to be on the safe side). From this point into Wollongong the country is comparatively easy.

I have examined two routes between Sydney and Tom Ugly's Point, but I prefer not particularizing or describing them until I have again considered their relative merits. I may, however, mention that either of them is practicable.

I do not wish to disguise the fact that the line along Port Hacking Creek will be expensive to construct, owing to sharp spurs and steep gullies, but the easy gradient (about 1 in 500 average) will enable us to surmount many difficulties by occasional short gradients of more severe character.

To-morrow we shall work back towards Sydney, examining the line as proposed by Mr. James Manning, and I shall call at your office on Tuesday next, when I shall give you full particulars.

I have, &c.,

R. D. STEPHENS.

No. 109.

MR. R. D. STEPHENS TO ENGINEER-IN-CHIEF.

*Illawarra Railway.*

Cook's River, 20 January, 1874:

SIR,

I beg to acknowledge receipt of your letter of the 9th instant, instructing me to report on the trial surveys carried out under my direction during the year 1873.

In reply, I have the honor of informing you that, in the month of November, I made a rough preliminary aneroid survey of the country lying between Sydney and Wollongong, and that in the month of December I commenced the trial survey thereof.

Terminus.—The terminus, or rather the starting point, is situated about 7 chains south-west of the Chemical Works, Balmain, and is, I consider, admirably suited to the purpose intended; there being comparatively deep water close in to the shore, and the bottom being mud and sand, admits of being still further deepened, should it be found necessary. The general situation also is excellent; being close to the main part of the city, and yet in no wise interfering with the principal shipping.

I have made the plan of the terminus on a large scale, and this I will submit to you on my next visit to Sydney.

I have kept the formation level 20 feet above high-water-mark, so as to allow the coal to be shot into the ship's hold.

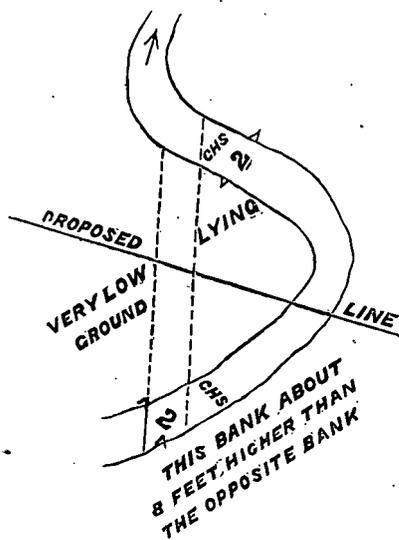
*Line between Sydney and George's River.*

On examining the accompanying tracing you will find that I have sketched thereon several projected lines. The full red line denotes the route as now adopted by me. The dotted red lines represent rough trial lines, which I have examined, but which I have abandoned.

The line as now adopted by me, after leaving Balmain, passes underneath the Burke Town Ferry Road (the level of which remains unaltered), crosses two narrow arms of the harbour, which are dry at low water, and then as a rule skirts the shores of Long Cove until it reaches Petersham. The Parramatta Road I cross by an under road bridge, and do not alter the level thereof more than 2 feet. I then pass under the first arch of the Petersham viaduct, which arch allows of ample room for a double line of railway. From this, with an average gradient of about 1 in 90, I reach the new Canterbury Road, which I cross at its lowest point with about 25 feet of cutting, so that the level thereof need not be affected.

About midway on this incline I purpose to branch off with a nearly level line to Petersham Station, so as to connect this line with the existing line.

The descent from the crossing of the Canterbury Road to Cook's River is effected with an easy gradient and with comparatively little work. The crossing of Cook's River is not quite what I could desire, being on the skew to the existing channel; but then, on the other hand, the line is square to the flood-waters, which fact will be understood on the examination of the adjoining sketch.



A short river diversion 10 chains in length would meet all difficulties. Though the river is 2 chains wide, there is not the slightest current at ordinary seasons, and the highest flow known only reached 10 feet above its present level at this spot.

Woולי Creek crossing is more satisfactory, being bridged on the square. These two bridges and their approaches are the only heavy works as far as we have gone.

The Illawarra Road, perhaps better known as the Sans Souci Road, is crossed by an over-road bridge, the level of the road remaining unaltered. The level of the Muddy Creek Road, also an important road, will also remain unaffected, but the course thereof will have to be diverted to admit of the bridge being somewhat on the square. Here I have to pass through three (3) market gardens, but this I cannot possibly avoid; for, in the first place, this neighbourhood abounds with gardens of this description; and secondly, if I tried to avoid them by crossing the Muddy Creek Swamp I would incur far greater expense (with a worse line) than the purchase of these small gardens is likely to entail. I simply mention this because the people of this neighbourhood appear to lay undue importance on

the necessity for avoiding purchased or improved ground.

I may, however, incidentally mention that up to the present I have touched on extraordinarily little valuable property, which for a line so close to Sydney is rather remarkable. Muddy Creek is as far as I have reached at present, as Mr. Carver has for some time past been engaged on the other side of George's River, surveying the ground between this river and Port Hacking. Our progress has not been so rapid as I could have wished, but then the start is always necessarily slow. I had considerable difficulty in obtaining suitable chainmen, and which was the chief cause of delay. We had, with the exception of  $\frac{1}{4}$  of a mile at Petersham, to cut every inch of our way through this spreading over-hanging tea-tree scrub, which is far more retarding than upright timber.

From Muddy Creek to Rocky Point I purpose keeping about midway between the beach and Pat Moore's Swamp. I do not think it would be desirable to hug the shore too closely; I think it best to leave a belt of timber to shelter the line from the drifting sand. The country about here is all level, so that you can go anywhere so long as you avoid roads, swamps, and scrubs.

I have given the crossing of George's River my most careful consideration, and I have come to the conclusion that Rocky Point is after all the best crossing-place; for though it be a little wider than that at Tom Ugly's Point, yet the depth of water is considerably less, and as the crossing will, I presume, have to be partly bridged and partly embanked this will materially affect the cost. On the tracing I have sketched an alternative line by Tom Ugly's Point, but I do not see that it presents any special advantages.

The

The objections to abandoned line No. 1 are too sudden a fall from the Canterbury Road ridge to Canterbury, and when once past the heads of Cup and Saucer Creek you get into very rough and broken country. The course of the hill ranges also happens to be at right angles to the course of the line, so that you cannot circumvent them—you are forced to pass through them. Crossing at Kangaroo Point I consider to be out of the question, for though it is considered to be the narrowest part of the river, still this distance is measured at right angles to the course of the proposed line; in every other direction the width is considerable. Independently of this, the approaches on the north side are extremely high and precipitous; altogether I consider this point as totally unsuited for a railway crossing. There might be a possibility of bringing the line through the Woolli Ranges to Tom Ugly's point, but this I did not examine. The only advantage of the Canterbury line is that it would bestow a station on Canterbury, but I hardly think that this is worth taking into consideration.

Abandoned line No. 2 I consider to be impracticable, unless you resort to a very sharp curve, and to a tunnel underneath the Canterbury Road, and then, when once through, you have to interfere with numerous gardens and other valuable property. The only advantage that this line presents is, that it crosses the Cook's River and Woolli Creeks with one bridge; but then again it would have to cross a fair-sized stream which comes from the direction of Newtown. On the south side of Cook's River the course of the line would be very awkward, and there would be some difficulty in dealing with the roads. The chief reason why I make reference to this line is, that numerous persons are of opinion that it should come this way.

*Line between George's River and Wollongong.*

The Gynea Range rises very gradually and gently from Gwaley Bay, and I purpose ascending it with a gradient of 1 in 80. From this point I have not as yet fixed on the precise course for the line, but it will, to a great extent, have to follow the bends of Port Hacking Creek. The chief peculiarity of this creek, and the peculiarity which makes this creek specially available for railway purposes is that it has but a very slight fall for nearly its entire length. The total fall from the Bulgo range to the sea is only 335 feet, which, considering the distance and the nature of the country, is very slight. The Bulgo range, which shuts it on the south, is a very steep, sharp, but also very narrow, spur. Accompanying tracing shows a section of this spur.

I propose a tunnel 25 chains in length through this range, and from this I purpose to wind round the hills till I reach Coal Cliff. Here a tunnel about 60 chains in length is perfectly unavoidable. Coal Cliff rises sheer out of the sea to a height of about 900 feet. There certainly is a ledge 60 feet wide about half way up its sides, but it most assuredly cannot be made available for railway purposes. For about 3 miles south of Coal Cliff the country is rather awkward, but by adopting a 1 in 80 gradient we are enabled to select better ground than we could do did we retain the average gradient of 1 in 120.

From Bulli to Wollongong the country presents no engineering difficulties of any moment.

On the whole, I may safely affirm that we shall be enabled to obtain a very fair line with easy gradients.

I fear that some of the curves along Port Hacking and on the descent of the coast range will necessarily be rather sharp, but I will make them as easy as I can.

I shall now touch lightly on the line as originally proposed by Mr. Manning. This line I have shown on the accompanying tracing by a dotted red line, and I also forward section of part thereof. You will perceive that it follows the Illawarra Road as far as Bulgo range, which it crosses at about 900 feet elevation, and then gradually descends to Bulli. This last portion of the route is of course but very indifferently represented on the plan, as I do not exactly know where it would go, but at all events we have the bare fact that he would have to ascend and to descend 900 feet. This would give a gradient of 1 in 53 for 9 miles, which is rather severe for a heavy coal traffic.

There is another very serious consideration in undertaking this incline, and it is this,—that when approaching Bulli you would get into the coal measures, and there the hill sides are full of slips. It would not be safe to go much into cutting, or, for the matter of that, into bank either, and this of course is perfectly unavoidable in skirting a steep hill-side. We shall not be entirely free from this objection on the line that I propose, but we shall not feel it to nearly the same extent that we would do did we keep up high.

I will not take up your time by going more fully into details, for it is of course self-evident which of the two lines is to be preferred. There was another line proposed, viz., from Liverpool. This is open to the same objection as Mr. Manning's line, but in a more marked degree, as they would have to cross the range at about 1,200 feet elevation instead of 900. I forward tracing of Bulli Pass, with the gradients marked thereon; it will give you some idea of the difficulties they encountered in attempting this long incline.

I have, &c.,

R. D. STEPHENS.

No. 110.

ENGINEER-IN-CHIEF TO COMMISSIONER.

11 February, 1874.

Proposed reservation of land from Sydney to Wollongong.

I RECOMMEND that the land between Sydney and Wollongong, coloured pink on the accompanying plan, be reserved from sale for railway purposes.

(Including glebe land.)

JOHN WHITTON.

No. 111.

MR. R. D. STEPHENS TO ENGINEER-IN-CHIEF.

Southerland, George's River,  
23 February, 1874.

Illawarra Railway Trial Survey.

SIR,

I have the honor to report that I have reached George's River, and that Mr. Carver has surveyed but not laid out the line for a distance of 7 miles beyond George's River.

When

When I asked Mr. Carver to survey the district beyond George's River I was under the impression that the country between Cook's River and George's River was so easy that I could first lay out the line and then fill in the survey, using the centre line as a base line, but on my attempting to do so I ran foul of a series of swamps, so I had to first make a careful and extensive survey and then afterwards lay out the centre line. By doing so I have succeeded in obtaining an excellent and direct line, clear of all swamps and obstructions; the main portion of the line being composed of two straight lines, each upwards of 2 miles in length, the levels also are most satisfactory.

The survey of these swamps has been a very tedious matter, their edges being lined with thick and, in some places, almost impenetrable scrub. The cutting of the centre line has also taken far longer time than I had at first anticipated, every inch of the way had to be cut, the tea-tree scrub being very annoying. There is also a considerable quantity of standing timber, but these do not cause much delay. I have examined the first seven miles of Mr. Carver's surveyed line on the south side of George's River; here the line will have to be slightly more circuitous than I would wish, owing to the absolute necessity for heading Ewey Bay, Gynea Bay, and the north-west arm of Port Hacking, but I shall endeavour to make the course as direct as I possibly can. Mr. Carver reports that there is some difficulty with Kangaroo Creek (a large tributary of Port Hacking Creek), and last Saturday I went over to examine this stream, but owing to a fearful storm of wind and rain I was forced to return, as during Saturday night Mr. Carver's camp was blown away.

We have had some fearful weather here, which has materially affected our progress, but I am glad to be able to report that as far as we have gone we have succeeded in obtaining a very fair line.

I am camped on the south side of George's River, and I would feel obliged by your causing the letters to be addressed to the care of W. E. Hust, Sandringham, Kogarah.

I have, &c.,  
R. D. STEPHENS.

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No. 112.

MR. R. D. STEPHENS TO ENGINEER-IN-CHIEF.

Port Hacking River,  
Kogarah Post Office,  
20 April, 1874.

Illawarra Railway Trial Survey.

SIR,

I have the honor to inform you that Mr. Carver and I are now working on the Port Hacking River.

I regret to state that our progress has been slow, this is owing to the peculiar and in reality difficult character of the country lying between the Gynea Range and Port Hacking River. It consists of a sort of plateau or tableland about 200 feet above sea-level, and deeply indented with numerous deep chasms and narrow ravines, the bed of whose creek is to all intents and purposes on the same level as the level of the sea. The 200 feet rise is as a rule effected in about five or six chains horizontal distance, and the water in the various bays and inlets is mostly 60 and even 80 feet deep within 50 yards of the shore.

Mr. Carver, previous to my arrival, attempted to overcome the difficulty by heading all the creeks, and he ran a trial line upwards of 8 miles in length, but this brought him to the summit of the range, from which there was no getting down.

I myself tried various routes, with but poor success. The jagged and precipitous nature of the cliffs and the extreme narrowness of the ravines prevented successful contouring without the introduction of almost impracticable curves, and running in anything like a straight line involved very heavy works—in fact tunnels. But I am glad to say that, after repeated trials, I have at last obtained a line which is fair and feasible, but I have been compelled to introduce 1 in 60 gradients for short distances. I have also been compelled to abandon 3 miles of line which I had fully completed, and which up to the very last promised very well.

However, once on Port Hacking Creek itself our progress will be considerably more rapid, for then our attention will be confined to the creek itself, which fortunately runs in the proper direction and the general course of which is very fairly straight.

I have, &c.,  
R. D. STEPHENS.

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No. 113.

MR. R. D. STEPHENS TO ENGINEER-IN-CHIEF.

Illawarra Railway, Port Hacking,  
16 June, 1874.

SIR,

I have the honor to report that we are pushing on with the trial survey as fast as the extremely rough nature of the country traversed will permit.

It certainly is fearfully rough in places—a confused jumble of huge boulders and rocks, covered with thick brushwood closely interwoven with vines and creepers, which render expeditious setting out or surveying almost an impossibility.

I have certainly worked as hard and as continuously as I could, but notwithstanding all my endeavours our progress is but slow—far slower than I had anticipated. The season of the year also does not admit of long working hours. In these deep, narrow gorges the sun does not appear till 8, and you must be back in camp by 5, as it would never do to be benighted in these parts. The chaining of the different lines is most laborious, and in places very awkward—in fact sometimes positively dangerous. I have also been compelled to set up my instrument in some extraordinary spots. Generally speaking I am tolerably quick at setting out, but in this country I must confess that, with difficult clearing, &c., a quarter of a mile a day of setting out is about as much as I can manage these short working days. Of levelling I can do here about 1½ mile, but then the line is of course already cleared. I simply mention these matters

to

to account for my comparatively slow progress, for I had hoped to have been able this time to report satisfactorily. But, however, if the progress is not satisfactory in point of time, it is, I am glad to say, fairly satisfactory as far as the result of the work is concerned, at all events I believe as much so as the rough and precipitous nature of the country passed through admits of. A few of the curves and gradients are not quite so easy as I could wish, but I could not possibly avoid this. I was compelled to follow the contours of certain main spurs. I trust that the number of wet days we have had these last four months is exceptional in this country. I have been astonished at the continuous wet weather we have had lately. As a rule I do not like to excuse myself under the cloak of wet weather, but we certainly have had considerably more than what I thought was the average number of wet and stormy days.

I have, &c.,

R. D. STEPHENS.

H.P., 23/6/74.

No. 114.

Mr. R. D. STEPHENS to ENGINEER-IN-CHIEF.

Stanwell Park, Bulli,

24 August, 1874.

Illawarra Railway Survey Report.

Sir,

I have the honor to acknowledge receipt of your letter of the 18th inst. (received yesterday), directing me to send in report of the Illawarra Railway survey.

I had intended to have called at the office when in town, and with that view had brought in plan and section, as you could then have had a better conception of the country to be traversed; but on arrival in Sydney I found that the private business that I specially went into town for was so urgent, and the necessary arrangements to be made so tedious, that I really had no time to devote to anything else. Besides, the steamer that I was expecting only arrived on Friday night, and I had to be away again by coach next morning by 9 a.m., otherwise I would have missed the boat which was to bring me up Port Hacking Creek, and had I done so it would have been a matter of good two days at least, getting back to camp. However, I purpose shifting camp to Stanwell Park itself in about a fortnight, and if you will permit me, I could, whilst the men are shifting camp, run up to town *via* Wollongong, and lay before you all necessary papers, &c. I would very much like to do so, as you could then more readily understand how matters really stood.

\*I find it impossible to do so, the plan is too inaccurate.

I am at present working near Hamilton's, position of which is shown on enclosed lithograph. On this plan I have also marked in pencil course of the line\*; I find however that Port Hacking Creek is so incorrectly laid down (they evidently having confused Kangaroo Creek with Port Hacking Creek) that I append there to a rough tracing done to the same scale, which more accurately indicates its true course.

As regards rate of progress, I am fully aware that it must be considered slow, in fact very slow, except by those who have actually been on the ground. Although I had previously been along the river banks, I was not prepared to find that the difficulty of getting about extended so high up the hill-side. The country is certainly fearfully rough—far rougher than the main range ascended in Queensland; but I do not so much object to this roughness (for the general formation levels are as a rule easy enough) if you could only get about and see where you are going to. The country is covered with an abominable weed or scrub, which here goes by a variety of names—a sort of raspberry bush or scrub, which grows about 4 feet 6 inches high, and is so dense and close in its intertwinings that it is with the utmost difficulty that you can get through it at all, much less chain through it; the consequence is that it is nothing but cutting through it all day long, and this is most tedious. The standing timber also is as close and as thick as I have seen it anywhere; but this I would not so much mind if it were not for that detestable scrub and underwood. This in connection with the uniform steep sidelong ground (the average is about 1 in 4, though we have long stretches of 1 in 2) renders expeditious surveying impossible. During the last week we have got into another description of weed or shrub, which I am glad to say is not nearly so bad, and the consequence is that I have been able to do more than double the work. We have of course to run rough preliminary trial lines to enable us to get at the general lay and features of the country; but these have to be cut just the same as the main centre line. Provisioning and shifting camp is here a really very serious matter. Pack horses are of course altogether out of the question, even if you could get them down—which you cannot—you could not keep them, for there is no grass. Even the settlers about Hamilton's, who sometimes bring a horse down their cut tracks, have to feed it on corn, and then send him back next day. Everything has to be carried on men's shoulders, and this, where the country is so rough and the distance so great, becomes a really serious matter.

The last time we shifted we shifted 6 miles, and it certainly was quite an undertaking. I had previously sent a boatload full back to Sutherland (Mr. Holt's place), and took nothing but what was absolutely required; but notwithstanding this we had a most laborious and tedious journey. We certainly had the boat to help us, and I really do not know what we would have done without her. There are long reaches of calm water, but there are also occasional obstacles in the shape of rapids, waterfalls, and fallen logs, and these had to be got over. I had the boat built specially roomy and light, otherwise we could not have done it.

I am rather ashamed of going into all these minute details of obstacles, but I find that it is really necessary for me to do so in order to account for what otherwise must appear my unaccountable dilatoriness in completing the work. It is a line presenting no great engineering difficulties, but it is essentially a line requiring surveying, especially cross-sectioning, so as to avoid those difficulties. I have of course taken a series of rough cross sections, so as to enable me to arrive at the best general course; my main object having been to get at the best general lay of the country. On the whole, taking the nature of the country into consideration, it is a fair line, though of course a subsequent contract survey would materially improve it.

Finally, I am glad to be able to report that the main difficulties are over; all the heavy part of the work is now done. Once at Stanwell Park, which I hope to be in another fortnight, shifting camp and provisioning will cease to be our bugbears. The country also is considerably easier, and I feel perfectly satisfied that

that our progress will be fairly rapid. I do not say that the country between Stanwell Park and within two miles of Bulli is easy, because it is not; but still it bears no comparison to what we have had here—at all events there is not the same difficulty which attends the slightest movement that there is here.

From two miles on this side of Bulli into Wollongong the country may be classed as good. As regards the probable completion of the survey, I fear that it cannot be fairly finished before the end of this year. If you will give me permission to call upon you in Sydney, I wish to consult you on the best means of approaching Wollongong. By many it is desired that the line should go round by the Illawarra Lake, on the west side of the town, as it then would be of the greatest benefit to the farmers and to the collieries. On the other hand, looking at the subject simply in an engineering and political point of view, it would be best to keep on the east side of the town. It would be better situated for a future getaway to Shoalhaven, it is far more direct, and less expensive than the other route; however, I would feel obliged by your instructing me on this matter.

I have, &c.,

R. D. STEPHENS.

### No. 115.

MR. R. D. STEPHENS to ENGINEER-IN-CHIEF.

Bulli, 3 December, 1874.

Illawarra Railway Progress Report.

SIR,

I have the honor to report that I am now camped some little distance on the Wollongong side of Bulli, and I hope to complete by the end of the year, as stated in my report dated August 24th, 1874.

In my last report I mentioned that a portion of the line on the south side of the Bulgo Range would give trouble, and I certainly did not over-estimate the difficulties. These consist in the crossing of two narrow but very steep gorges, which unfortunately retain their sea level for a considerable distance up the creek, rendering successful turning round a matter of some difficulty.

There are several ways of meeting this difficulty:—

1st. Retaining the comparatively easy curves and gradients used up to the present, and making up your mind to two bridges of some magnitude.

2ndly. Still retaining easy gradients and curves, but avoid these two heavy bridges by going higher up the creek.

3rdly. Adopting very steep gradients (1 in 33) and very sharp curves (8 chs. radius), and crossing the creeks, with bridges of ordinary height, at very nearly the same places as at No. 1.

No. 1 is the course that I have adopted and have laid out. I retained 1 in 66 gradients and curves of 11 ch. rad.; but this, as previously stated, involves two very high bridges, the one about 500 and the other about 600 feet in length; this is measuring from the ends of the cuttings. I do not think that it would be desirable to have any embankment, the ground being so steep; but then it must be remembered that, owing to this very steepness of ground, it is only the two central stone piers which will assume gigantic proportions—I think about 100 feet high; the other piers will be but of ordinary dimensions. I am of course aware that these two bridges will appear rather stupendous, but after often and carefully weighing the matter in my mind, I feel satisfied that this is the best and cheapest way of dealing with the difficulty.

It is far more direct, and I consider cheaper than No. 2; for in order to do any good you must, in the case of No. 2, go  $\frac{1}{4}$  of a mile out of your course, and besides that, go in for a short tunnel.

The only real advantage that No. 3 presents is the saving of the two high central piers. With the exception of the crossing of these two gorges (total length about 15 chs.), the  $4\frac{1}{2}$  miles, as laid out on No. 1 principle, is really very fair, and I think that it would hardly be advisable to spoil the line for the sake of these high piers; however, I can lay out No. 2 and No. 3 lines on the plan, and I have sufficient data to enable me to give you an approximate section of each, so that you will be readily enabled to decide which course to adopt. I wish I could have forwarded these to you by this post, but the weather has been so exceptionally fine that I have had no time for office work, and could not finish the plan as it ought to be finished.

The setting out and levelling over Coal Cliff was rather bothersome. It rises 1,058 feet sheer out of the sea; and the levelling was troublesome owing to the sides being so disagreeably steep; but I am inclined to believe that the length of the tunnel will not be so great as I at first stated. The same remark applies to Bulgo tunnel.

Since my arrival in Bulli I have started the feature survey, and have already done a considerable portion of it.

I fear that should we not soon have wet weather I shall be very much behind-hand with my plotting, but I shall endeavour to push on with it as fast as I possibly can.

I have, &c.,

R. D. STEPHENS.

### No. 116.

MR. R. D. STEPHENS to ENGINEER-IN-CHIEF.

Wollongong, 1 February, 1875.

Illawarra Railway Survey—Progress Report.

SIR,

I am now camped within half a mile of Wollongong, having completed up to Para Creek, which is about three-quarters of a mile from the town. The proposed terminus is on the other side (*i.e.* the south side) of the town; this will give an additional 40 chains, leaving a total of  $1\frac{1}{4}$  mile remaining to be done, so that I expect to have finished in about ten days. I would of course finish sooner, but that the survey of the harbour, portion of the town, and two important creeks, will take some little time.

Mr. Carver's section between Coal Cliff and Kennedy's Pass (some  $2\frac{1}{2}$  miles north of Bulli) took considerably longer time than I had anticipated, and thus necessitated the extending my own length of section to a rather inconvenient length (8 miles).

On

On the 23rd instant I instructed Mr. Carver to discharge his men and break up camp on the ensuing Friday (the 29th), as I would finish the rest of the work myself. This he has done, and is now engaged plotting his work, &c.

Mr. Carver's section between Coal Cliff and Kennedy's Pass is, owing to its having been done on the contour principle, not nearly so rough as I had at first expected; in fact I was quite agreeably surprised when I laid down the line on the plan for Mr. Carver to set out. The curves are comparatively easy, and so are the gradients (about 1 in 80).

My own section is also pretty fair; in fact, the only real obstacle, which however is an obstacle, is the difficulty of dealing with the Bulli Com.'s tramway. In the whole course of its length it just bisects (*i.e.* keeps half-way up) the ridge which I have to cross, thus rendering it very difficult to get either under or over. I ran several rough trial lines, and also took a section of the tramway, and I at last adopted that which to me appears the only feasible plan, and that is to cross the tramway at a place where its gradients are level, or nearly so (generally speaking its gradients are very steep), and I propose to lower the tramway 10 feet at the point of crossing, which I effect by an under bridge. The ground on either side is very well adapted for this alteration.

The rest of the line is fair, all the curves and gradients are easy, and I have one straight line upwards of  $3\frac{1}{2}$  miles long. Some of the clearing was very bad; we got into that detestable tea-tree scrub again for very long stretches, and this unfortunately happened when we had those fearfully hot days and no water to be had; two of my men were knocked up, such was the intensity of the heat and the density of the scrub, which did not permit one breath of air to reach us.

On the completion of the survey I shall, as directed, at once proceed to Sydney, Mr. Carver accompanying me.

I have, &c.,

R. D. STEPHENS.

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## Liverpool to Wollongong.

No. 117.

MR. R. D. STEPHENS TO ENGINEER-IN-CHIEF.

Illawarra Railway, Liverpool to Wollongong—Reconnaissance Report.

Sydney, 31 March, 1875.

SIR,

In compliance with instructions received, I set out, on the 15th instant, to accompany Mr. Browne, of Liverpool, who was to point out to me a practicable railway route from Liverpool to the summit of the sea coast range, near the Bulli Pass.

I forward plan and section of the course we took. It will be seen that in reality it amounts to following up the spur which divides the George's River and Woronora districts, in fact to following up Sir Thomas Mitchell's old road, which was made some twenty-five years ago. In this respect it resembles Mr. James Manning's first project, which was to follow up the spur which divides the Port Hacking and Woronora Districts; it is, however, considerably superior to the latter route in point of uniformity of ascent, especially so if, instead of following the route we actually did take (indicated by strong dotted red lines), you follow up the dividing spur to its junction with the Bulgo range. Please see plan. I have represented this alternative line by a light dotted line. However, the ultimate result arrived at is very much the same, *viz.*, that you attain an elevation of between 1,200 and 1,300 feet above the level of the sea, from which elevation you have again to descend to you may say sea-level at Wollongong, a distance of seven miles, and giving an average gradient of 1 in 3, supposing a uniform gradient to be practicable. To summarize:—Presuming steep gradients to be admissible, I do not see any serious difficulty in reaching the summit of the sea-coast range; but I do see an almost insuperable objection to the descent to Wollongong without having recourse to a zig-zag, which then of course would materially increase the length of the line.

Up to the present I have considered the route as actually pointed out to me, but I believe that a considerably less objectionable route will be found by tunnelling through the narrowest part of the sea-coast range. This unfortunately is impracticable in the George's River watershed, but is, I believe feasible in that of the Cataract River.

Here (close to the Bulli Pass) the sea-coast range narrows very considerably, and, fortunately for our purpose, is very precipitous on both sides, so that by having recourse to a not inordinately long tunnel, the gradients on either side will be materially reduced.

If Liverpool must of necessity be the starting point, the chief objection that I see to this course will be the difficulty of crossing over the dividing range between the George's River and the Cataract watersheds, all these ranges being at a very high elevation above their appertaining creeks and rivers, but this anticipated difficulty may of course be overcome by judicious surveying.

The, to me, most feasible route by means of which Wollongong can be connected with the existing lines, is to start from Campbelltown, follow the dividing spur up to Appin, and then make your way up the Cataract River to the narrow saddle at Bulli Pass previously indicated. The advantages are multifarious.

A saving of 11 miles in length, easier gradients, no necessity for crossing George's River, and accommodating the Appin traffic; whereas the Liverpool line passes through a totally desolate and uninhabited tract of land.

I must however here state that, no matter how carefully the line may be selected, the descent from the sea-coast range to Wollongong must of necessity be very awkward and steep.

I have, &c.,

R. D. STEPHENS.

No. 117A.

## No. 117A.

MR. H. PALMER to MR. R. D. STEPHENS.

MR. STEPHENS, Liverpool,—

23 April, 1875.

The Engineer-in-Chief has decided that a mere traverse and section is all that is required between Liverpool and the point where it is proposed that Mr. Carver's line from Campbelltown shall connect with yours near Bulli Pass. No survey of details need be made, merely the crossings of the different creeks, &c. You will, therefore, be good enough to push this traverse through as early as practicable, so that the real work of the survey, viz., the descent from the Bulli Pass, may be commenced with as little delay as possible.

HERBERT PALMER.

## Campbelltown to Wollongong.

## No. 118.

MR. H. PALMER to MR. CARVER.

23 April, 1875.

MR. CARVER, Campbelltown,—

A mere traverse from Campbelltown to the point where it is proposed that your line shall join Mr. Stephens' traverse at the Bulli Pass is all that is required. No survey of details is required; merely the crossings of creeks, &c., to be shown on your plan.

You will therefore be good enough to push this traverse through as quickly as practicable.

HERBERT PALMER.

## No. 119.

MR. H. PALMER to MR. CARVER.

26 May, 1875.

MR. CARVER, Campbelltown,—

It has been suggested to Mr. Larkin, of Appin, that a better route than the one he is informed that you are now surveying can be selected between Campbelltown and Wollongong.

I wish you to call on Mr. Larkin and request him to describe, or, if possible, point out to you the route which in his opinion is the best.

I also wish you to report fully on the progress made in your survey, stating particularly the length staked and levelled to the 31st inst., also a report on the route suggested by Mr. Larkin.

HERBERT PALMER.

## Trial Surveys—Wagga Wagga to Deniliquin (South). 1873, 1874, and 1875.

## No. 120.

CHIEF CLERK to MR. G. JAMIESON.

2 December, 1873.

MR. JAMIESON, Binalong,—

I am directed by the Engineer-in-Chief to instruct you to explore the country from Wagga Wagga to Deniliquin *via* Conargo or Coree, or in any other direction that you may consider most suitable for a line of railway between those towns.

Also to explore between Wagga Wagga and Albury, and to ascertain the best crossing-place over the river Murray, and the direction of the Victorian North-eastern Railway after it leaves Wodonga towards the said river.

It is desirable that the capabilities of the country passed through should be noted, as regards the localities where suitable timber and material for railway purposes exist, as also the quality and description of the soil and natural features.

A copy of Mr. Firth's report on the country between Wagga Wagga and Albury is appended.

You will be good enough to report progress fortnightly.

W. H. QUODLING.

## No. 121.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Binalong,  
5 December, 1873.

SIR,

I have the honor to inform you that I have this day received your instructions of the 2nd inst., with reference to the exploration and examination of the country for railway purposes between Wagga Wagga and Deniliquin, also between Wagga Wagga and Albury; and beg to say that I will start for Wagga to-morrow, the 6th, and will report to you from time to time the progress I make in the examination of the country above referred to.

I am glad you allowed me a man to accompany me, as the difficulties in finding a practicable line of railway through a thinly populated district are much greater than between Yass and Wagga, and will often necessitate camping out and long journeys to make a suitable stopping place.

With reference to my men, two of them wish to leave; one I send to Mr. Kennedy, and the cook, an old man, would be useless for trial sinking, so I have discharged him for a time, and one man I take with me.

My address for a time will be "Commercial Hotel," Wagga Wagga.

I have, &amp;c.,

GEORGE JAMIESON.

## No. 122.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Callangully, 20 December, 1873.

Fortnightly report.

I BROKE up my camp on the 5th instant, and started for Wagga on the morning of the 6th; I arrived in Wagga on the 9th instant, and from that time up to the present date I have been engaged in exploring the country in several directions, with a view to getting out of Wagga the easiest and in the most suitable direction for railway purposes. I first took the direction from Wagga, following generally the direction of the main line of road *via* Yariagundery, and the Golaes to Bullenbung Plains.

From Wagga to Callangully, the first 15 miles is ridgy and broken; the Pomagalana range would have to be crossed through a gap in the range, about  $3\frac{1}{2}$  miles west of Wagga, and about  $1\frac{1}{2}$  mile south of the Murrumbidgee River. Pomagalana range appears to me to be a spur leading from the Plumpudding ranges, and runs nearly north in the direction of another range called the Mallobo, on the north side of Murrumbidgee River; these two ranges form a narrow chasm, where the waters of the Murrumbidgee flow, and the extent of flooded land at this place would not, I should say, be more than from  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile in width at this point; and if it were not for leaving Wagga some  $4\frac{1}{2}$  to 5 miles eastward, there can be but one opinion, and that is, the crossing for the railway should be at this point, for by leaving the trial line at or near Wallace Town, and by keeping the east side of the Mallobo, and west side of Pomagalana, a good crossing over Murrumbidgee, a direct and easy line could be obtained to Sandy Creek.

I have spent some time in making a thorough examination of the banks of the river for some miles, both up and down, and I can find nothing more suitable and better adapted for the requirements of the town of Wagga than by taking the present crossing, as it brings the terminus in close proximity to the business portion of the town; and if the crossing were made at the junction of the Mallobo and Pomagalana, it would be difficult to bring the line in and out of Wagga, and would make an ugly arrangement in consequence of the direction, as also increase the distance. I merely mention this crossing to show that if Wagga were given the go-by (which would be out of the question), that a good crossing could then be got, and an easy and direct line to the falls of Sandy Creek.

Referring back to my examination of the country from Wagga to the Bullenbung Plains, *via* Yarragundery, the country passed is not to say difficult to get through, but the line would require a considerable amount of curving to head the flood waters; and for the first 15 miles the works would be in places pretty heavy. Thence the country opens out and becomes slightly undulating. The works on this portion would be very light; the curves large, with long straights; timber on this portion plentiful, consisting of box, pine, red and flooded gum; the soil consists of red clay and sandy loam.

I have also explored several other lines out of Wagga, in the direction of the Hanging Rock, *via* Sandy Creek, towards Mangoplah, and I am of opinion I shall be able to get out of Wagga by a much easier and better route than the one trial-surveyed. I propose using the one line only as far as Hanging Rock (Mr. King's station), 25 miles from Wagga, there to make the deviation point to Albury and Deniliquin, providing I can get over through the main dividing range near Doodlecoma. From Wagga to the Hanging Rock the country is first-class for railway construction, with the exception of about 5 miles, and on this portion there are only two or three ridges to go through of any consequence. There is on this route plenty of box, with a few belts of stringy-bark; and if I can get the line in this direction it would open up a fine agricultural district; the land passed over is really splendid, and is now being rapidly taken up by selectors from Victoria and other parts.

After I complete my exploration to Deniliquin and to Albury, I will then give you a full and complete description of the different routes traversed by me, also the capabilities of each; but it would be premature at present to do more than speak of the portions so far explored.

GEORGE JAMIESON.

## No. 123.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

"Royal Hotel,"

Deniliquin, 6 January, 1874.

Fortnightly report.

SINCE the date of my last report, I have been engaged in examining the country, with a view to railway extension, from near the Hanging Rock, *via* Toolool, Brookong, Urana, Jerilderie, and Conargo, to Deniliquin; from the Hanging Rock to Deniliquin, a distance of some 150 miles, the country is very level and

and favourable for railway construction. The land is good, and is being taken up in very large quantities. The timber along this route (in places) will be difficult to obtain; there are numerous belts and clumps of timber, consisting of box, pine, red and flooded gum.

I arrived in Deniliquin yesterday, the 5th, and it is my intention to find out, and connect with, the surveyed line from Deniliquin to Moama; I will also examine the banks of the Edward River, with a view to selecting a good crossing-place.

I then propose to examine a more direct line from Deniliquin to Jerilderie, by way of the Red Plain; I will after that return to Wagga, and complete up my examination from Wagga to Albury.

GEORGE JAMIESON.

No. 124.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Brookong, 18 January, 1874.

Fortnightly report.

SINCE the date of my arrival in Deniliquin I have been engaged in finding out the staked line from Deniliquin towards Moama, and have traced the line back from the cemetery in South Deniliquin across the Edwards River into North Deniliquin as far as marked out. I have also examined the river banks for some considerable distance east and west of the proposed crossing, to ascertain if the site selected is the best that could be chosen; and judging from inspection on the ground, without the aid of proper survey plans or levels to guide me, I consider the site a good one, for, by going higher up the river eastward, the approach from North Deniliquin to the Edwards would be over a complete network of creeks and lagoons, and the same would be the case by going lower down the river.

The crossing over the Edwards, as selected by Mr. District Surveyor Woods, is about 7 chains west of present road bridge, but it is not by any means a square crossing over river, but I think by altering the staked line a little in South Deniliquin a square crossing, or nearly so, could be obtained. The distance from bank to bank over the Edwards at this crossing would be about from 3 to 3½ chains. The north bank is some 7 feet lower than the south, and a great rush of water flows back in direction of North Deniliquin for some ¾ of a mile; consequently the line would have to be carried at least ¾ of a mile over the flood water on timber openings. The flood waters extend, as far as I could judge, and informed, at least from 1¼ to 1½ mile, but the flood waters never exceed in depth more than 1½ ft. on south side of river.

With reference to the kind of bridge best adapted for this place, would be a lattice girder, similar in construction and design to the one over the Hunter at Aberdeen. In my last report I mentioned that I intended to explore a direct line from Deniliquin to Jerilderie, which I have done as near as I could travel. I may here mention that I was fortunate enough to be guided through this portion by Mr. Surveyor Finley, and who is now engaged in marking out land in the neighbourhood of the proposed line I wanted to follow, who gave me every information and kindly sent a man some 25 miles to put me through the different runs, and pointed out the dams and waterholes.

The country passed over from Deniliquin to Jerilderie is, I may say, a succession of large open salt-bush plains, extending for many miles, with numerous belts and clumps of timber, consisting of box, pine, oak, myall, &c., &c. I passed over several small creeks. The soil for many miles is stiff red clay, interspersed with loam, &c. I consider the description of land very good. This route would be some 10 miles shorter than by way of Conargo—land equally as good, cheaper line to construct, less bridging required, and 10 miles nearer to timber, and would open up the back country.

I propose to furnish you with tracing and report on this line from Wagga Wagga to Deniliquin in the course of a few days. I am now on my way back to Wagga, to make tracing of this line and complete report.

My address will be P.O., Wagga, until about end of month.

GEORGE JAMIESON,  
Surveyor.

No. 125.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

"Royal Hotel," Wagga Wagga,  
28 January, 1874.

SIR,

I have the honor to transmit herewith, under separate cover, a rough tracing showing approximately the direction of proposed line of Railway from Wagga Wagga to Deniliquin; also lithograph plan, county of Mitchell, showing more distinctly the line from Wagga to Tootool.

Will you be pleased to instruct that the counties of Mitchell and Goulburn might be joined, mounted, and folded, and a small strip of the county of Hume might be traced, from Surveyor General's office maps, from Gerogery to the county boundary of Mitchell. A narrow strip of (say) 6 inches wide might be traced and mounted in position, as my line will run into the county of Hume, from near Grubbin to Gerogery. If you would be kind enough to have this done and sent to me, as my plans are so crumpled and destroyed that I cannot show the line correctly on them. I propose to start for Grubbin and Hanging Rock on Saturday.

My address from this date will be P.O., Albury:

I have, &c.,  
GEORGE JAMIESON.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Wagga Wagga, 28 January, 1874.

SIR,

I have the honor to transmit herewith a rough tracing showing approximately the country explored by me; also the different squatting runs between Wagga Wagga and Deniliquin.

The portion coloured in red on tracing is 1 mile in width, that is  $\frac{1}{2}$  a mile on each side of proposed centre line. Which I have now the honor to recommend to you to have a temporary reserve made of that portion coloured red, for railway purposes from Wagga Wagga to Deniliquin. I have recommended 1 mile in width, as the same width has been reserved for railway purposes between Deniliquin and Hay.

The line commences near the junction of the Albury and Deniliquin Road, at a point about  $1\frac{1}{4}$  mile distant from the proposed crossing over the Murrumbidgee River at Wagga Wagga, bearing south about  $45^\circ$  west, crossing three unformed but intended streets on the level with easy grade to the Rock Road, and crossing same (probably) with over bridge about 4 miles from Wagga. Thence the line would follow generally the direction of the Rock Road on to the Red Hill, passing through a gap in range about 10 chains east of the Red Hill.

The works on this portion from crossing of Rock Road to the Red Hill, a distance of some 2 miles, would be pretty heavy, nevertheless, I consider the direction better, and the works will be much lighter than on the line trial-surveyed as shown on plan in blue.

Thence the line skirts the east side of Red Hill, and bearing south about  $43^\circ$  west on to the falls of Sandy Creek, crossing north corner of water reserve, and crosses Sandy Creek about  $1\frac{1}{2}$  mile south of M'Raddan's selection, leaving Rope and Pole Lagoon about 2 miles to northward on to Burke's Creek, and crossing said creek at or near Punningalarney out-station buildings.

Thence the line would follow generally the direction of Burke's Creek, and leave Mr. King's head station about 20 chains to north on to the north point of Hanging Rock.

The works on this portion from Red Hill to the Hanging Rock would be light, with good gradients.

The country passed over from Wagga Wagga to Sandy Creek, distance 10 miles; the land is really splendid, the description of soil is red clay mixed with loam. The timber is chiefly box, gum, stringybark, &c.

Thence from Sandy Creek to Burke's Creek the land is not near so good, the soil being light and sandy. Timber on this portion scarce, chiefly box, gum, and other inferior kinds of wood.

Burke's Creek or Hanging Rock is situated about 22 miles from Wagga, and at this point I propose to make the junction to Deniliquin and to Albury (see sketch), and to use the one line only from Wagga to the Hanging Rock, providing I can get through the dividing range between Doodoomoca and Gerogery.

If I fail in getting the line to Albury in this direction, I will then have to fall back on the route *via* Mangoplah, and will then have to try and get through the Bullock Ranges and then on to Gerogery, but in the latter case one line can then be used for the first 10 miles from Wagga.

It was my intention to have kept back this report until I had determined on the direction of the line to Albury, but I find the Albury line will take me much longer to explore than I at first anticipated; and as I consider it of the utmost importance that you should at once be placed in possession of the information already obtained, as it cannot possibly affect the Albury line; and I would beg to suggest that the necessary steps might be taken as early as practicable to have the land temporary reserved from Wagga Wagga to Deniliquin, in such quantities as you may consider sufficient for railway purposes.

Commencing again from Hanging Rock, the line bears west  $7^\circ$  south to Bullenbung Creek, enters Tootool (Mr. Ashcroft's), passing through south-east corner of water reserve into Ashcroft's purchased land (late Irving's), and crossing Bullenbung Creek 5 chains south of dam.

Thence the line bears west about  $14^\circ$  south in a direct line to Butterwah, the eastern boundary line between Messrs. Faid and Halliday, entering same about  $1\frac{1}{2}$  mile north of Urangaline Creek. On leaving Bullenbung Creek the line enters Milbrulong (Mr. Gilman's) through a portion of A. Davidson's into a gap in dividing range that divides the waters between Bullenbung and Urangaline Creeks, entering Brookong (Mr. Halliday's) about  $5\frac{1}{2}$  miles south of main road Wagga Wagga to Deniliquin, passing over several slight sand ridges on to the falls of Brookong Creek; thence passing about  $2\frac{1}{4}$  miles south of Brookong Head Station to Brookong Creek, and crossing same near its confluence with Urangaline Creek; thence the main road is crossed, and follows generally the direction of the said road to the township of Urana.

The country between Bullenbung Creek and to within about 5 miles of Brookong Head Station, is undulating; there would be about three slight ridges to cut through of little importance. The land is good, and in places heavily timbered, chiefly pine, box, gum, myall, and other inferior timbers. The works on this portion would be light, with good gradients; thence from Mr. Faid's eastern boundary to Urana the country passed over is open salt-bush plains. I may here mention that Urana is a small township, situated on the Urangaline Creek, distant about 75 miles from Wagga. It contains two large hotels, two stores, also post and telegraph office, with necessary quarters for police, &c.

I may here state that a vast amount of land is now being selected and taken up on the Urangaline Creek, and in and around the township.

On leaving Urana the line would cross the Urangaline Creek, a little north of present road bridge, and pass close on the south side of Urana Swamp into North Gunambil (Chapman and Rutherford). Thence into Cocketgedong (Watt and Thompson's), and crossing Billabong Creek at or near Nowranine; thence crossing Narrangee Creek and passing Cocketgedong Head Station about  $2\frac{1}{2}$  miles to southward of said station, into Yathong South (E. Ronald's) thence entering the township of Jerelderie on to about the racecourse (reserved).

The quality of the land passed over between Urana and Jerelderie is of a very fair description, the soil being chiefly red clay and loam, with many patches of light sandy soil. The country is level, with large salt-bush plains extending for many miles. There is no suitable timber for railway construction in the immediate neighbourhood of the proposed line; between Urana and Jerelderie there are numerous belts and clumps of stunted pines, oak, box, myall, &c., chiefly along banks of creeks and swampy ground.

Jerelderie is a small township situate on the Billabong Creek, distant about 60 miles from Deniliquin, and about 110 miles from Wagga Wagga.

It

It contains three large hotels, three fine stores, post and telegraph office, with a good sprinkling of private dwellings, and appears to be the most thriving township between Wagga and Deniliquin.

On leaving Jerelderie the line enters Coree (A. Wilson), through a portion of South Currabungong and the Red Plain (R. Blackwood's), thence passing through North Deniliquin (R. Landall) to the township boundary of North Deniliquin, at a point distant about  $\frac{3}{4}$  of a mile from north-eastern boundary of said township; thence following generally the direction of road from South Currabungong to Deniliquin to the proposed crossing over the Edwards River at a point situated about 7 chains westward of present road bridge.

The country passed over from Jerelderie to Deniliquin is I may say a succession of large salt-bush plains, the land being generally very good, with numerous belts and clumps of timber, consisting of pine, oak, myall, interspersed with box, &c. The soil is red clay, mixed with loam. There are two or three small sandhills and two or three small creeks to cross from Jerelderie in a direct line to Deniliquin. With reference to material for construction of the line, I beg most respectfully to inform you that from Wagga to Brookong, a distance of 50 miles, timber in sufficient quantities, such as box, red and blue gum, and other hard timber, also stringy-bark, can be found in the neighbourhood of the proposed route, and ballast in any quantity can be procured at the Hanging Rock, or near the Galore. From Brookong to Deniliquin it will be a difficult matter to get either timber or ballast. There certainly is a good show of timber along the bank of the Billabong and Yanko Creeks, but I am informed it is generally hollow and pipey.

Ballast I am of opinion can be found on the eastern side of Urana Swamp, as there are several quartz ridges; and every indication that suitable ballast can be obtained at this place, but from Urana to Deniliquin there is no ballast.

There is any quantity of suitable timber to be found at Tocumwal on the Murray, distant 33 miles from Deniliquin, and about 31 from Jerelderie. It was from near this place the Indian Government got many thousands of sleepers shipped to Melbourne, and from this place the Road Department have had to get timber for the construction of their bridges. Along the main lines of road, Jerelderie to Deniliquin, good brick earth plentiful, and can be procured nearly all along the proposed route, and first-class bricks can be made.

I may here mention, with reference to your instructions of the 2nd December, you requested me to explore the country for railway purposes, from Wagga to Deniliquin, *via* Coree and Conargo, or in any other direction I might consider most suitable. I beg to inform you that I have examined the route *via* Conargo to Deniliquin, and on this route there would be (say) three extra bridges, two over Forest Creek, and one over creek not shown on tracing; it would be 10 miles longer than by the more direct line as shown on accompanying tracing. The country passed over in either case would be similar. Consequently I beg to recommend the more direct route from Jerelderie to Deniliquin. In all probability a branch will be made from Deniliquin to Hay, thence Conargo could be better accommodated.

I would here beg most respectfully to draw your attention to the fact that, from Wagga to Deniliquin, the land is very fast being taken up by selectors from all quarters, but the great bulk of this district is being taken up by the squatters, who wish to secure the best portions of their runs. For instance, Mr. Halliday of Brookong, has applied and wants to purchase from 50 to 100,000 acres, and most of the other squatters all the way down are doing the same. No person could form the least idea unless by inspection on the ground, the way that the very eyes of this fine district are being picked out. Then again, the squatters are securing a number of these Volunteer land orders, and placing them in such a way, &c., in such positions, as to block selection.

I beg to recommend for your approval, that a trial survey be made at once, or as soon as convenient, from Wagga Wagga to Deniliquin; the lines to be marked, pegged, and painted, so that selectors, squatters, and surveyors, would have no difficulty in finding the railway line.

I may here add, that the country is level, and a trial survey would not take long.

In conclusion, I am of opinion that the best, cheapest, and only way of ever opening up this fine district, is by constructing a railway through it, as there is no proper material in the immediate neighbourhood for making a metalled road, and as the country passes over for (say) some 130 miles, would require little but forming, draining, ballasting. The bridges and culverts would be few, and even those not to say expensive.

I have, &c.,

GEORGE JAMIESON,  
Surveyor.

P.S.—I have also examined the line shown on lithograph plan in blue from Wagga Wagga *via* Yarragundry, Mundowry, the county boundary of Urana. This line is quite practicable, but would require a considerable amount of curving, and in places would be heavy. I have recommended the line *via* Hanging Rock in preference.—G.J.

### No. 127.

ENGINEER-IN-CHIEF TO COMMISSIONER.

11 February, 1874.

Proposed reservation of land for railway purposes from Wagga Wagga to Deniliquin.

The country between Wagga Wagga and Deniliquin having been explored, and found practicable for railway purposes, I suggest that the land for a distance of 4 miles on each side of the proposed line be reserved from sale.

The proposed reservation is coloured pink on the accompanying plan.

The following is an extract from the report of Mr. Jamieson, who has recently examined this district:—

“I would here beg most respectfully to draw your attention to the fact that, from Wagga to Deniliquin the land is very fast being taken up by selectors from all quarters; but the great bulk of this district is being taken up by the squatters, who wish to secure the best portions of their runs. For instance, Mr. Halliday of Brookong has applied, and wants to purchase from 50 to 100,000 acres, and most of the other squatters all the way down are doing the same. No person could form the least idea, unless by inspection on the ground, the way that the very eyes of this fine district are being picked out. Then again, the squatters are securing a number of these Volunteer land orders, and placing them in such a way and in such positions as to block selection.”

JOHN WHITTON.

No. 128.

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No. 128.

ENGINEER-IN-CHIEF to MR. G. JAMIESON.

Department of Public Works,

Railway Branch,

Engineer's Office, Sydney, 10 June, 1874.

Minute Paper.

*Subject:—Trial Surveys—Wagga Wagga to Deniliquin.*

MESSRS. Kennedy and Hardy to survey the proposed line from Wagga Wagga to Deniliquin, from its junction with the Albury line at Hanging Rock, through the district reported upon by Mr. Jamieson, and shown on the plan furnished by him.

J.W.,  
p. W.H.Q.

No. 129.

ENGINEER-IN-CHIEF to MR. G. JAMIESON.

10 June, 1874.

MR. JAMIESON,—

Messrs. Kennedy and Hardy are to be employed on the trial survey from Hanging Rock to Deniliquin.

Be good enough to give them the necessary instructions; Mr. Kennedy will be furnished with extracts from your report, and a copy of the plan that accompanied it.

JOHN WHITTON,  
p. W.H.Q.

No. 130.

ENGINEER-IN-CHIEF to MR. T. KENNEDY.

10 June, 1874.

MR. KENNEDY,—

You will be good enough, on completing the work upon which you are now employed, to proceed with a trial survey from Hanging Rock to Deniliquin.

Extracts from Mr. Jamieson's report on the proposed line, with a copy of the map that accompanied it, shall be furnished to you.

Mr. Hardy will assist; Mr. Jamieson has been requested to give you any instructions or information that you may require.

JOHN WHITTON,  
p. W.H.Q.

No. 131.

CHIEF CLERK to MR. T. KENNEDY.

12 June, 1874.

MR. KENNEDY, Deniliquin,—

Extracts from Mr. Jamieson's report, and copy of plan of route explored by Mr. Jamieson for extension from Wagga Wagga to Deniliquin, forwarded by this post, under separate cover.

W. H. QUODLING.

No. 132.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Bullenbong Creek,  
Wagga Wagga, 31 July, 1874.

SIR,

I beg to inform you that I have staked out trial line from Hanging Rock to Bullenbong Creek (about 8 miles); I have also rough staked about 5½ miles from Bullenbong Creek towards Deniliquin.

The greater portion of the line staked is through a dense pine scrub; it is also heavily timbered. There are two curves of 100 chains radius on the above length.

It is nearly impossible to shift camp or even ride a horse over this part of the country, it is in such a boggy state.

My address will be Wagga Wagga until I shift camp further on.

I have, &c.,  
THOMAS KENNEDY.

No. 133.

MR. G. W. TOWNSEND to CHIEF CLERK.

Camp, Deniliquin,  
20 August, 1875.

DEAR SIR,

In the absence of Mr. Palmer, will you kindly bring to Mr. Whitton's notice the following:—Mr. Palmer instructed me to run direct line from this place to Jerilderie by making a detour by Conargo, Curraganony, and Coree, thence to Jerilderie. I should increase the distance about 6 or 7 miles, making it about 60 instead of 53, but should traverse a greater amount of country likely to be occupied, and for about 40 miles should follow the Billabong Creek, along which I am informed there is very good country

country and a large number of settlers ; also from this place to Conargo a good deal of country is taken up. While on the direct line from here to Jerilderie we should traverse a dry country, in which water can only be had by sinking or making dams. Two large and one small bridges would be needed on the Conargo route more than would be required on the direct lines, otherwise they are to be equally easily made. The country is a dead level for miles, but I am informed that in several places along the Billabong a bank runs parallel with the creek which rises above the surrounding country a few feet.

I shall carry out Mr. Palmer's instructions until I hear from you.

I am, &c.,

GEORGE W. TOWNSEND.

P.S.—A further advantage to be gained by the Conargo route is that it will afford a good point of junction for a line to Hay, which will surely be required eventually.—G.W.T.

No. 134.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Railway Survey Camp,  
Deniliquin, 31 August, 1874.

SIR,

I have the honor to inform you that, after proceeding with all due haste to Deniliquin, I fixed my camp at this place and commenced work.

I have up to this evening completed 9 miles of line, and staked and properly traversed, as the marks of the old line surveyed from Moama to this place were obliterated. I commenced my survey on the N.E. side of Creesy-street, at a point on the line between allotments 16 and 17 of block 11, township of Deniliquin, as the old line is marked on the lithograph plan supplied to me in Sydney. Thence taking my direction at right angles to the main street, as shown by the plan as bearing N. 44° 24' E. by needle across river Edward for 1 mile 1,869 links beyond the river, thence on bearing N. 67° 32' E. with a curve of 80 chains gradient in as nearly a direct line for the township of Jerilderie as I can calculate.

I commence to take the levels to-morrow, as I shall lose time by attempting any greater distance from this camp.

After having taken the levels I propose surveying the principal portions of the township, as the litho. plan shows only the allotments without buildings. I shall then be ready to move my camp by about the beginning of next week. I purpose making my next camp 16 to 18 miles from Deniliquin, according as I can find water.

The country is level and generally lightly timbered, with a few belts of rather heavy but stunted and crooked gum and box near the river. The highest flood level, as pointed out to me, must have inundated many miles of country. Of timber fit for construction purposes there is very little, of stone none, the roads being metalled with burnt ballast. The clay seems good for bricks, and in unlimited quantity ; of good clean river sand there is apparently an unlimited supply.

I have, &c.,

GEORGE W. TOWNSEND.

No. 135.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Brookong, 1 September, 1874.

SIR,

I have the honor to inform you that my progress up to date is 18½ miles staked and levelled, and section plotted ; that is, from the Hanging Rock, or junction with the line to Albury. There are five curves from 100 to 150 chains rad. one 40, and three 50-chain curves on the above length. The smaller curves are used in crossing the range which divides Bullenbong and Urangeline Creeks. The country is generally very level, but heavily timbered and very scrubby ; about 5 miles of country on the range and each side of it the scrub is so dense that it is impossible to see a man 50 links away. It was only by clearing a line through it I could form any idea of the country.

I have not plotted the 10-chain plan ; and, unless you send me instructions to forward plans and sections to the office, I will not forward any until I have about 30 miles completed.

I have, &c.,

THOMAS KENNEDY.

My address will be Wagga Wagga for a month to come.—T.K.

No. 136.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Bullenbong, 1 September, 1874.

SIR,

I beg to forward you a receipt for expenditure of £3 which I had to pay under the following circumstances :—

When I was ready to shift camp from Bullenbong Creek it was quite impossible for me to do so with my horses and conveyance. The country was a perfect bog, and after digging out my horses several times, I had to employ a bullock team, for which I had to pay £3 to shift 7 miles. As I have as good horses and conveyance as any surveyor in the field, I think it rather hard to have to hire as well. It would have taken me days to have shifted if I had not fortunately met with the team I hired.

Trusting you will be good enough to sanction the payment of the expense,—

I have, &c.,

THOMAS KENNEDY.

## No. 137.

MR. C. T. MASON to ENGINEER-IN-CHIEF.

Urana, 30 September, 1874.

SIR,

I have the honor to report that during the last month I have completed 9 miles of the line towards Jerilderie, including survey of the township of Urana. The weather has been very unfavourable for work, as we have been visited by very high winds and copious downfalls of rain, so much so that the tents were partly blown down. I have been compelled to go about  $2\frac{1}{2}$  miles out of the straight line, on account of large swamps extending for several miles, which would require banking up to the height of 4 feet at least; and as the country is very flat, with hardly a cutting in it, I trust the course I have adopted will meet with your approval. I have so far been laying out the curves in chords, but a considerable saving of time might be effected if this were dispensed with; and as the whole country appears to be very flat, the level at the angle of intersection would be, within an inch or two, the same as on the curves. I should be glad to receive your instructions in reference to this matter.

On account of the peculiar nature of this part of the country, I am at considerable more expense than I before anticipated, as, in order to get quickly over the ground, I have to drive the men out to work, and cart posts for "bench marks" and stakes several miles. It is impossible to avoid this, as, on account of the scarcity of wood and water, my camping places must be a considerable distance apart. Under these circumstances, I trust you will see fit to grant an increase to my salary at the rate of £50 per annum.

I shall be moving camp in a few days, about 14 miles further on. Urana will however be the nearest post town.

I have, &amp;c.,

CLAYTON T. MASON.

## No. 138.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Urangaline Creek,  
30 September, 1874.

SIR,

I have the honor to inform you that I have 44 miles staked, and 37 miles of levelling done, that is from the point I commenced my line at the Hanging Rock. I expect to complete this work (including plan and section) in about a fortnight from this date, and request you will be good enough to send me instructions as to what portion of the work I am next to take up. In my last report I said I would forward you plan and section when I had 30 miles completed, but as I find my plan will take the line in without a break, I did not like to cut it. I am glad to say the scrubby country which I mentioned in previous reports terminated at about 28 miles from Hanging Rock, and the remainder of the line to Urana is over plains.

The gradients are exceedingly good. I have not come in contact with any swamps or watercourses of any importance. I will try and complete the reference as to purchased land before forwarding my plans, so as to avoid going over the ground a second time.

I have, &amp;c.,

THOMAS KENNEDY.

## No. 139.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Camp, near Coree,  
30 September, 1874.

SIR,

I have the honor to inform you that I have up to this evening completed the survey and marking of  $24\frac{1}{2}$  miles of the line from Deniliquin, 18 of which are levelled; about 8 miles have been very heavily timbered with stunted box, which being bad timber to cut has impeded my progress considerably.

I expect to be at Jerelderie about the middle of October, unless Mr. Mason meets me with his survey on this side of that place before then.

As the difficulties I met with were only those of survey, and not of construction, I have continued the straight on the bearing I started with when clear of Deniliquin N.  $67^{\circ} 32'$  E, and so far as I can yet form an opinion that line will go through to Jerelderie.

Timber

Clay.

Stone Water.

There is still little or no timber that I have passed through fit for construction purposes, excepting one narrow belt of apparently good red gum at 17 miles from Deniliquin. Wherever tanks or wells have been sunk in the district good clay has always been met with, generally a good loamy top earth fit for tempering the clay for brickmaking. Of stone there is a total absence. Water can, so far as proved, always be obtained by sinking wells ranging in depth from 70 to 100 feet. In one instance I am informed that water was obtained at 18 feet, with a constant supply. The water from the wells is generally brackish, though at one well on Deniliquin Run we used the water for both cooking and drinking, and found it quite good.

The water-bearing stratum is always coarse sandy drift, and in no case that I can hear of has that been sunk or bored through; but I should think from the general features of the country that deep-seated springs would be met in boring under pressure sufficient to raise the water near on to the surface. The most of the water obtained at present in the wells is quite fit for stock.

In the tanks constructed for catching rain-water the clay rises so as to make the water very muddy.

I have, &amp;c.,

GEORGE W. TOWNSEND.

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No. 140.

MR. H. PALMER to MR. KENNEDY.

5 October, 1874.

MR. KENNEDY,—

On completing the plan and sections referred to in your report, dated September 30th, I wish to send them in to the office, and to remove your camp to the Hanging Rock, so that you may take up a portion of the permanent staking from Wagga Wagga to Albury. I expect to be in Wagga in about a fortnight. Write to me there, informing me when you will be at the Hanging Rock.

HERBERT PALMER.

No. 141.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Urana,  
13 October, 1874.

SIR,

I completed the levelling and staking of trial line to Urana yesterday (12th), and connected my work with Mr. Mason's, being a distance of 47 miles 34 chains 61 links from Hanging Rock.

I have got my plan to make, which will take to the end of this week to complete. I will then comply with Mr. Palmer's instructions, and proceed to the Hanging Rock to take up a portion of the permanent staking on the Albury line. The last 4 or 5 miles of my work has been through a very scrubby country, and so infested with snakes that it was with extreme caution we had to move through it, the men sometimes killing four or five a day.

I will forward my work to the office on its completion.

I have, &amp;c.,

THOMAS KENNEDY.

No. 142.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Government Railways,  
Engineer-in-Chief's Branch,  
Wagga Wagga, 24 October, 1874.

MEMORANDUM to the Engineer-in-Chief for Railways.

I have forwarded to you to-day, per Cobb & Co., a trial plan and section, made by Mr. Kennedy, of a portion of the proposed extension to Deniliquin, commencing at the Hanging Rock, and terminating at a point about a mile to the east of Urana and where Mr. Mason's length commences.

HERBERT PALMER.

No. 143.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Jerilderie,  
2 November, 1874.

SIR,

I have the honor to inform you that I have, up to 31st October, completed 49 miles 20 chains from Deniliquin, and as at that distance I needed a curve, I concluded that it would be a good point for Mr. Mason to join into my work; I finished then, and started to traverse Billabong Creek and connect town of Jerilderie with line. The line as surveyed cuts the south boundary of town survey in about the centre of its length, and passes through the south-eastern corner, entirely through unsold lots, giving a good site for a station within the town boundary. As I met with no obstacles in the course of my survey, I have carried through for 42 miles 7,341 links.

As on nearing the township I have to cross a shallow swamp, which can be avoided by keeping half a mile south of Jerilderie, I have marked on the plan an alternative line which will avoid the swamp, but is not so conveniently situated as regards the town. If I have any spare time before leaving this I will mark the above line on the ground. As I expect Mr. Palmer here soon, I shall keep the plan and section until he arrives.

There is all along this line an unlimited quantity of excellent material, with earth, with a sandy loam overlying the clay that will do for tempering. There is very little timber fit for construction purposes, the Murray pine being almost universally used, and that does not stand long. In one case on Coree Run, Mr. Wilson is trying box for posts, but the general opinion is that it will not stand, and I do not think it will.

Of clean sand there is none excepting at and near Deniliquin.

I have found in several places over a considerable extent of country a layer of grey loam containing limestone pebbles, very similar in appearance and mode of occurrence to the grouting lime of India, which, as it makes a strong hydraulic lime was, when I was in India, a good deal used for bridge work. I have roughly tested some of the stone, and find that it is free from magnesia to any injurious extent, and it appears to contain only sufficient foreign matter, such as alumina, silica, manganese with iron to render it fusible, but it may prove capable of forming an hydraulic lime. It would, like most of the impure limestone, require careful burning, as a high temperature in the mill would run it to a clay.

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The country generally, excepting 8 miles on Hartwood Run, is remarkably good for pastoral purposes, and some patches likely looking for agriculture, and the whole when available for selection would be speedily settled upon if any scheme were gone into for water supply.

I beg to thank you sincerely for increasing my pay again so quickly in the kind way in which you have done.

I have, &c.,

GEORGE W. TOWNSEND.

No. 144.

MR. C. T. MASON to ENGINEER-IN-CHIEF.

Camp near Jerilderie,  
2 November, 1874.

SIR,

I have the honor to inform you that, during the last month, I have staked out nineteen (19) miles of my line, and levelled, &c., checked the levels for a distance of fourteen (14) miles. My progress has been somewhat retarded by rough weather and the necessity of crossing the Billabong and Nowranie Creeks; the former was running so high that I had to get my things across piecemeal and afterwards swim the waggon over. As two of my men were unable to swim, I had to shift camp from Cocketgedong to Nowranie, so that a considerable amount of time has been taken up in moving camp.

The country I am now in is open and free from all obstructions; to-day I hope to close on Mr. Townsend's line; it will however be eight or nine days before I shall have completed levelling and finished the plan and section, before which time I expect to see Mr. Palmer and receive instructions in reference to the future.

In my former letters I have made no mention of the natural resources of the country, as I could scarcely believe it would be so barren throughout. I am now in a position to inform you that over my portion of the line there is little or no wood available, no stone at all, but on the bank of the Urana Lake any quantity of good sharp sand, and generally over the line red earth and clay of such quantity and quality as will make all the bricks that may be required.

There will be no difficulty in obtaining water for steam purposes, in fact there are no serious difficulties in the way of construction, with the exception of wood, &c., stone; the latter I believe however can be obtained at the Hanging Rock, if not nearer.

Bridges will have to be constructed over the Urana, Billabong, and Nowranie Creeks, and a few small culverts in places; with these exceptions the work of construction will be plain and simple throughout.

With this I beg to enclose my usual monthly returns.

I have, &c.,

CLAYTON T. MASON.

No. 145.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Grubben Creek,  
30 November, 1874.

SIR,

I beg to inform you that I have about 20 miles of tangent lines staked out, and have removed my camp to Grubben Creek, to make the necessary surveys of detail, &c.

I must employ my men to make the pegs for centre line, as there is no person in the neighbourhood who would make them.

The second length of 20 miles will be ready for chaining in a day or two.

I have, &c.,

THOMAS KENNEDY.

No. 146.

MR. C. T. MASON to ENGINEER-IN-CHIEF.

Camp, Brooking, near Urana,  
1 January, 1875.

SIR,

I beg to enclose my journal, pay-sheet, and vouchers for December. During the past month I have surveyed and staked thirty-two (32) miles, and levelled twenty-nine (29) miles of the new line towards the Hanging Rock.

I hope to complete the whole length and have the plans and sections finished by the end of this month. The line is just entering a belt of heavy box timber, so that I may take a few days longer than I anticipate. The weather has been intensely hot, at times as high as  $117^{\circ}$  in the shade.

I have, &c.,

CLAYTON T. MASON.

No. 147.

MR. C. T. MASON to ENGINEER-IN-CHIEF.

Camp, Brookong, near Urana,  
20 January, 1875.

SIR,

I beg to inform you that I have closed on Mr. Kennedy's line, and completed the levels—the distance being 55 miles 49 chains and 53 links.

The last 12 miles of the line goes through a heavy box forest, with dense undergrowth of pine and thorn scrub.

I expect to be able to complete the plan and sections by about the end of this month.

I shall be glad to receive your instructions for future work.

The weather still continues excessively hot.

I have, &c.,

CLAYTON T. MASON.

No. 148.

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No. 148.

MR. H. PALMER to MR. C. T. MASON.

25 January, 1875.

MR. MASON, Camp, Brooking, *via* Urana,—

On completing the plan and section of the length you are at present engaged upon, please forward to this office, and then proceed with your party to Cootamundra.

You will there find Mr. Usher, who has lately commenced a trial survey between Cootamundra and Gundagai. Ascertain from Mr. Usher the general direction of this line, and then explore the latter half and commence a survey at some point about equidistant from Cootamundra and Gundagai (such point to be agreed upon between Mr. Usher and yourself, as a good point for each to work for), and then take up the Gundagai end, arranging with Mr. Usher as to datum, &c., so that your plans and sections may be joined.

HERBERT PALMER.

No. 149.

MR. C. T. MASON to ENGINEER-IN-CHIEF.

Camp, Brookong, near Urana,  
2 February, 1875.

SIR,

I beg to inform you that I have completed my plan and section, and immediately on arriving at Wagga will forward them to you; this I am unable to do from here, there being no mail or post office. Having no other data than that on Mr. Kennedy's plan to work from, my line does not connect with his at the exact spot indicated by Mr. Palmer. As the section is certainly quite as good, if not better, and the through line thereby shortened two or three chains, I do not think it advisable on discovering during the progress of the work the small amount it would be out, to change the direction of the line, and I trust the course adopted will meet with your approval.

In accordance with Mr. Palmer's instructions, I propose starting to-morrow for Cootamundra.

Under separate cover I have the honor to transmit last month's returns.

I have, &amp;c.,

CLAYTON T. MASON.

Trial Surveys—Wagga Wagga to Albury (South), 1873, 1874, 1875.

No. 150.

ENGINEER-IN-CHIEF to MR. JAMIESON.

5 December, 1873.

MR. JAMIESON, Binalong,—

Be good enough to acknowledge the receipt of the undermentioned maps, which are forwarded to you by this post, under separate cover, viz. :—

Lithograph of the County of Mitchell,

Do. do. Wynyard.

Do. do. Goulburn.

Do. Southern portion of the Colony. (Mounted.)

JOHN WHITTON,

p. W.H.Q.

No. 151.

MR. H. PALMER to MR. JAMIESON.

Sydney, 3 December, 1874.

MR. JAMIESON,—

Under separate cover, I forward a mounted tracing of the trial plan into Albury, upon which I have laid down several proposed alterations, shown by a blue line.

I shall wish you to stake out and level this blue line, and forward a section of the same to this office, before permanently staking the line. I also send tracings from the original plans of the town of Wagga Wagga, to a 10-chain and 4-chain scale, to be transferred on the Parliamentary and working plans. You may have the lockspitting of centre of line done by day labour, until you have an opportunity of letting the same at a reasonable price. Forward to this office the particulars of the trial holes across the Murrumbidgee flat as they are completed.

HERBERT PALMER.

A tracing of the town of Albury, from Mr. Walsh's trial plan, will be forwarded to you, as you will require it for the Parliamentary plan, which must include the Victorian terminus at Wodonga.—H.P.

No. 152.

ENGINEER-IN-CHIEF to MR. JAMIESON.

Department of Public Works,  
Railway Branch, Engineer's Office.

Minute Paper.

As the Government is pressing for the completion of the surveys to Wagga, Mr. Jamieson to be recalled from the exploration of the country between Wagga to Albury, and to resume staking out the line from Cootamundra to Wagga, for contract section.

Telegram to Mr. Jamieson.—18/2/74.

J.W.,

10 February, 1874.

No. 153.

## No. 153.

MR. JAMIESON to ENGINEER-IN-CHIEF.

Albury, 12 February, 1874.

SIR,

I have the honor to inform you that I received telegram this day instructing me to proceed at once to Wagga.

I beg most respectfully to inform you that my examination of the country from Wagga to Albury is not completed. It was my intention to have examined another route back from Gerogery, *via* Round Hill, Cookardina, Mangaplah, on to Sandy Creek, and to have furnished you with the capabilities of both lines; but as you have directed me to return to Wagga forthwith, I will be compelled to leave the exploration of this district incomplete. I commenced the examination of the line to Albury, at Burke's Creek, Hanging Rock, passing through a gap between Bulloc Bulloc and Hanging Rock Ranges, crossing Yerong Creek, through J. Cox's 320-acre farm, at Grubbin.

Thence crossing Buckermgiah Creek, about 30 chains west of T. Kenghan's station, and skirting east-side of Doodlecoma Swamp to Major's Creek; thence the Billabong Creek is crossed, about 6 miles east of Walla Walla, and about 5 miles west of Round Hill Station; thence on to Gerogery. The country from Grubbin to Gerogery is very level, and in places badly drained, and in parts heavily timbered. From Gerogery the line would follow generally the direction of Gerogery Creek to its confluence with Bowna and Sandy Creeks, and crossing Bowna Creek about  $1\frac{1}{2}$  mile west of (J. Mitchell's) Table-top Station, and passing on west side of Budginnigi, skirting the spurs of the Black Range, and entering Albury by way of the Sydney Road, on to a reserve near Wilson-street, where suitable station arrangements could be made; thence crossing Sydney Road (probably with over bridge) on to Roper's Point, and crossing the river Murray opposite Huon's Point.

With reference to the direction of the Victorian North-eastern Railway from Wodonga to the Murray, I could find no trace or marks on the ground, although I spent part of two days trying to find it out; and from inquiry I made from Mr. Wills, station-master, and from a Mr. Macintosh, C.E., they either could not or would not afford me any information, but referred me to their Engineer-in-Chief. With reference to the best and least expensive crossing over the Murray at Albury, at least for New South Wales, would be at a point distant about 25 chains north of present road bridge, and at this point there is a reserve for public recreation; but this crossing would necessitate the Victorian Government crossing (say) some 2 miles of flooded land, and from the present terminus at Wodonga it would, I think, be impossible to get into this crossing, as the terminus at Wodonga is too far east. I have been informed that a trial survey on north side of range had been made and abandoned, in consequence of so much flooded land to cross.

I am now under the impression the best and only way of settling this difficulty will be to carry our line on to Roper's Point, thence along the highest ground near Kelly's farm, and cross the Murray opposite Huon's Point. From this point on to Wodonga the line would be circuitous, but a good line could be got, as it would follow for a considerable distance along a natural ridge or kind of terrace bounding the low and flooded land.

It was my intention to have made a tracing from the 8-chain plan of the town of Albury, showing the direction of the proposed lines to the crossings over the Murray, and to submit the same for your approval before any trial surveys were made; but as you have directed me to return at once to Wagga I have not sufficient time to complete my arrangements.

I may add that the country followed by me from Wagga to Albury is very favourable for railway construction. The works would be extremely light. The only thing I fear is that for a few miles near the Billabong crossing the ground in winter would be soft and spongy.

As I mentioned before that it was my intention to examine the country thoroughly from Gerogery *via* Round Hill, Cookardina, Mangaplah, on to Sandy Creek, I beg most respectfully to inform you that I leave Albury this afternoon, and will probably arrive in Wagga on Sunday night.

I have, &amp;c.,

GEORGE JAMIESON.

## No. 154.

ENGINEER-IN-CHIEF to MR. H. PALMER.

12 February, 1874.

Mr. PALMER, Yass,—

Mr. Jamieson has telegraphed that he will leave Albury for Wagga at once, therefore he will be ready to commence work about Monday or Tuesday next.

Be good enough to forward instructions to him by wire or post as early as practicable.

JOHN WHITTON,

*p.* W. H. QUODLING.

## No. 155.

MR. G. JAMIESON to MR. H. PALMER.

Camp, Bethungra,  
30 April, 1874.

SIR,

I received your instructions this morning with reference to the exploration of the line Wagga Wagga to Albury, but before starting on that duty I beg to request that the Engineer-in-Chief would be pleased to grant me one week's leave of absence for the purpose of visiting my family in Parramatta.

As also I would like to get some information from you with reference to the line *via* Hanging Rock. There can be no doubt but the line by way of Hanging Rock will be much longer than by way of Mangoplah, yet the former route has an advantage in consequence of using the one line only in direction of Deniliquin and Albury for some 25 miles from Wagga.

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On an interview I would be better able to explain the capabilities of each route, and then you will be better able to decide if it will be necessary to make the trial survey in that direction and to join the two lines at Gerogery.

I enclose herewith my application for leave. Will you please lay this before the Engineer-in-Chief, and, if granted, would you be good enough to send me a pass per railway—Goulburn to Sydney and back. It would be well not to fill in the dates until I arrive in Sydney, as it is possible I may not get your letter in due course. In the meantime I will complete up my books and plot on the adopted line on 10-ch. plan, also set out and attend to the trial holes.

My chainmen will be fully employed in trial sinking during my absence, after which it may be necessary to make other arrangements with them.

Will you please address to me by return mail to Bethungra.

Your most obedient servant,

GEORGE JAMIESON.

Leave of absence granted by Engineer-in-Chief.—W.H.Q., 2/5/74.

No. 156.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Camp, Doodlecoma,  
3 June, 1874.

SIR,

I have the honor to inform you that I have started Messrs. Cowley & Hardy to work on the trial survey, Wagga Wagga to Albury, from Wagga to the Hanging Rock. The first 20 miles I propose to take up myself, as there will be some difficulty in getting away from Wagga, and as I know the country pretty well, having run one line out before. This portion I will take up after I complete the exploration of the country from Gerogery to Albury, also *via* Cookardina, Mangaplah, to the junction with the present line now being surveyed at or near Sandy Creek.

I have given Mr. Cowley a length of about 15 miles, commencing at Burke's Creek and ending about 3 miles south of Grubbin, 5 or 6 miles of which he has nearly completed.

Mr. Hardy is encamped at Doodlecoma Swamp, and I have instructed him to work in the direction of Grubbin, to close up that portion, as Mr. Cowley informed me that he intends to resign at the end of the present month, and had sent in his resignation to you.

I propose to remain in this neighbourhood for some ten days to assist Mr. Hardy, with some of my men, to try and get a rough-pegged line through from Doodlecoma to near Gerogery, a distance of some 20 miles, as there is some nasty low spongy ground to cross near the Billybung Crossing, which I think a good deal of it may be avoided with care; and as I fear Mr. Hardy has not had much experience in trial surveying, I consider it better to have a rough line marked out on the ground for him, as it is quite impossible for me to ride over the exact line, the more so as the plans supplied to me are very defective and show but little, and this part of the country is only thinly-inhabited, so that I have all information to obtain under difficulties.

I beg most respectfully to inform you that I have retained the services of three of my chainmen for the present month, as I am necessarily compelled to camp out frequently and could not well do without them, and did not like to discharge my best and most useful men.

I beg to state that I will inform you from time to time with reference to the progress of the survey, as also the exploration, and when I complete the exploration I will furnish you with a complete report as to the capabilities of each route.

I have, &c.,

GEORGE JAMIESON.

P.S.—My address will be Wagga Wagga for some time longer. I have instructed Postmaster, Wagga, to forward all communications on to me.—G.J.

No. 157.

ENGINEER-IN-CHIEF'S MINUTE.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 10 June, 1874.

Minute Paper.

Subject:—Trial Surveys—Wagga Wagga to Albury.

Messrs. Jamieson, Tillett, and Melrose to survey the proposed line from Wagga Wagga to Albury.

J.W.,

p. W.H.Q.

No. 158.

ENGINEER-IN-CHIEF TO MR. JAMIESON.

10 June, 1874.

MR. JAMIESON, Albury,—

Messrs. Tillett and Melrose are to assist you in making a trial survey from Wagga Wagga to Albury as soon as they have completed the work upon which they are now employed.

Be good enough to give them the necessary instructions.

JOHN WHITTON,

p. W.H.Q.

No. 159.

## No. 159.

ENGINEER-IN-CHIEF to MR. JAMIESON.

12 June, 1874.

MR. JAMIESON, Wagga Wagga,—

Your letter of the 3rd instant was received yesterday.

Instructions were sent to you on Wednesday, addressed to Albury. As you have put Mr. Hardy on the Albury length he may remain on that survey, and Mr. Tillett be employed on the Deniliquin line with Mr. Kennedy. The distribution of the staff will therefore be as under :—

*Wagga Wagga to Albury.*

Messrs. Jamieson, Melrose, Hardy.

*Hanging Rock to Deniliquin.*

Messrs. Kennedy and Tillett.

Mr. Cowley has resigned his appointment, and will leave the service at the end of this month.

JOHN WHITTON,  
p. W.H.Q.

Extracts from your reports and tracings of plan which accompanies it have been furnished to Mr. Kennedy, for his information and guidance.

W.H.Q.

## No. 160.

MR. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Back Creek, 9 miles south of Billabong,  
16 June, 1874.

Fortnightly report.

SINCE the date of my last report, 3rd instant, I have been employed in exploring and examining the country more minutely from Grubben to Gerogery, a distance of some 34 miles, with a view of improving the direction of the line between those points.

In my last report I mentioned to you that it was my intention to mark out a rough line from near Grubben to Gerogery, a distance of 34 miles, as I was then afraid we would be compelled to cross some miles of soft, spongy, low, flooded land near the Billabong crossing, and which I thought then could be avoided.

I beg now to inform you that I will be able now to get, I think, a first class line from Grubben to Gerogery, and a splendid direction, without crossing any flooded country. The ground of course is soft in places, owing to the heavy rains, but there is tolerably good drainage, and I have now no fear but that I shall get a good line in this direction so far.

I may mention that I have rough traversed, chained, pegged, marked out a line for Messrs. Cowley and Hardy of about 26 miles, and plotted over 15 miles of the worst portion. I have drawn in on plotting the lines I wish them to follow, giving them bearings, &c., so they will have no difficulty in making the survey.

I have taken upon myself to run this part through without your instructions, but I really was afraid to entrust this portion to others, as it is very easy even in this good country to spoil a line, and the time in survey would be lost. I found it impossible to ride over the exact line I wished to be surveyed. I shall complete the marking, &c., up to Gerogery by the end of this week, after which I will explore the country through to Albury.

GEORGE JAMIESON,  
P.O. Albury.

## No. 161.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Table-top Creek,  
15 miles from Albury,  
18 June, 1874.

SIR,

I have the honor to inform you that I only received your instructions, dated 10th instant, this evening, forwarded to me from Albury, with reference to the employment of Messrs. Tillett and Melrose on this length, Wagga Wagga to Albury.

I beg to inform you that I am sending by this post the necessary instructions as you have directed, to Messrs. Tillett and Melrose. Mr. Tillett will encamp at Doodlecoma, and complete up that portion from Buckegingah Creek, towards the Billabong; Mr. Melrose will encamp on Billabong Creek, about 2 miles west of Round Hill station, and work north 5 miles to meet Mr. Tillett; thence to work onwards towards Gerogery.

I beg most respectfully to inform you that the work will in no way suffer in consequence of Mr. Tillett finishing up a portion of Mr. Hardy's length.

With reference to the survey Mr. Kennedy is about to commence, Hanging Rock to Deniliquin, do you wish me to point out to him any portion of that line?

I would beg to suggest, for your approval, that I should meet Mr. Kennedy at the Hanging Rock, Burke's Creek, Mr. J. King's head station, on a certain date, Mr. Kennedy himself to fix the date, and same notified to me by letter to P.O. Albury; I would then meet him and point out the exact place to commence survey. I would if you consider it necessary accompany him as far as Brookong, Mr. Halliday's station, 55 miles from Wagga, or about 32 miles from Hanging Rock; this would be the most difficult portion, thence from Brookong onwards to Deniliquin the country opens out into immense saline plains.

I

I will have the exploration of this line *via* Hanging Rock, Grubbin, Doodlecoma, Gerogery, and Table-top, completed into Albury by the end of this month, and if surveyed with care will get a very good line.

I propose then to return from Albury, *via* Dite's Forest, through Lister's Gap, on to Gerogery; and by the time Mr. Kennedy is ready to start his line I will then be some place between Gerogery and Cookerdinah, on my way back to Wagga; I would then be only one day's journey, some 35 or 40 miles from Hanging Rock.

If you consider it necessary for me to meet Mr. Kenely at Hanging Rock, or otherwise, please instruct me.

I have, &c.,  
GEORGE JAMIESON.

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No. 162.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Albury Camp, Eight-mile Creek,  
20 June, 1874.

SIR,

I have the honor to inform you that I received your instructions of the 12th instant to-day, addressed to me to Wagga Wagga, with reference to the distribution of the staff, viz. :—Wagga Wagga to Albury—Messrs. Jamieson, Melrose, and Hardy. Hanging Rock to Deniliquin—Messrs. Kennedy and Tillett.

I beg to inform you that I have forwarded on the 19th instant to Messrs. Tillett and Melrose the necessary instructions, as mentioned in my letter of the 18th, to take up work on the Wagga and Albury length.

I trust you will pardon me for hazarding my opinion, but I really think Mr. Hardy could have been more profitably employed upon the Deniliquin length, as on that survey there will be long straight lines and few curves.

There will be on the Albury length three surveyors, and progress from three surveyors will be expected.

I beg most respectfully to draw your attention to the fact that on the permanent survey (Yass to Wagga) there were employed on that survey eight surveyors. Out of that number four only performed their work expeditiously and well.

I am anxious that the trial survey Wagga to Albury should be made with dispatch and well, in the first instance, so that little alteration may be required in the event of the line being permanently staked out.

In the event of Mr. Tillett not having received your instructions to join Mr. Kennedy on the Deniliquin length, I am writing to him by this post to that effect. Mr. Hardy will remain as you have directed on the trial survey Wagga to Albury, but it will be necessary for me to go over his length again before he removes his camp.

I have, &c.,  
GEORGE JAMIESON.

P.S.—I have instructed Mr. Cowley to copy the chainage and field notes of centre line Cootamundry to Cungegong Creek into a clean book; also the particulars of his curves over the same length in another book. Will you please cause two field books to be sent to Wagga Wagga, addressed to Mr. Cowley, as soon as possible.—G.J.

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I do not quite understand Mr. Jamieson's way of dealing with my instructions. I first suggest that certain surveyors shall be sent to certain districts, but before Mr. Jamieson can receive my letter I have a communication from him suggesting a different arrangement of the surveyors. I again write approving of his suggestions; and in reply to my second letter, which I assume he has received, he states that he will carry out my instructions, which in fact are his own suggestions. I do not suppose that he would thus act for the purpose of giving me his opinion of Mr. Hardy and three other surveyors, who were the best I could obtain; but it may be so, and if it be so, I can only say that if Mr. Jamieson can recommend to me surveyors at all equal to the four out of the eight he alludes to I will at once recommend them for employment. If Mr. Jamieson cannot do so, it is simply useless for him to point out defects which he cannot remedy.—J.W., 25/6/74.

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If I have failed in any way in dealing with your instructions, I have done so unintentionally. I have been always anxious and willing to carry out any instructions you have been pleased to intrust me with. I hope you will not for one moment think that I have or ever had any wish or inclination to alter your arrangements, but I may here mention that, having received my share of blame in connection with the delay in carrying out the Yass and Wagga survey, and smarting under that, I, on the spur of the moment, and without due consideration on my part, on receiving your letter of the 12th, wrote the remarks herein referred to, which I am now sorry for, and, on considering the matter over, acknowledge having acted indiscreetly.—G.J., 30/6/74.

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On the 10th instant Mr. Jamieson was instructed to employ Mr. Hardy on the Deniliquin line; on the following day a letter was received from him, stating that he had put that gentleman on the Albury length, in consequence of which, memo. 74/339, of the 12th, was sent to him.—W.H.Q., 25/6/74.

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Instructions of the 10th received by me on the 18th. Instructions of the 12th received by me on the 20th.—G.J., 30/6/74.

## No. 163.

MR. H. HARDY to ENGINEER-IN-CHIEF.  
Trial Survey, Wagga to Albury.

Cookardina, 25 June, 1874.

SIR,

I have the honor to request a supply of continuous cartridge paper for plotting plans and sections of the above trial lines, as also some tracing paper.

I have, &c.,  
HENRY HARDY.

Mr. Drewett.—W.H.Q., 30/6/74. Parcel forwarded, 1/7/74.—J.W.D.

## No. 164.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Albury, 28 June, 1874.

Fortnightly report.

I HAVE explored the country from Gerogery to near Albury in several directions, and will complete this line by the end of this month. My progress during the last fortnight has been very much retarded in consequence of the late heavy rains, as the country is now very soft and boggy in places, and not safe to ride over. In my report of the 16th instant I mentioned that I would be able to get a splendid line from Grubbin to Gerogery, a distance of 34 miles, and from Gerogery to the confluence of Tabletop and Sandy Creeks, a distance of some 6 miles. The country passed over is very favourable for railway construction. Thence towards Albury it becomes more ridgy and undulating, requiring a considerable amount of curving to avoid the spurs of the Black Ranges. Several alternative lines will have to be tried; but if surveyed with care and tact, I have no fear but that a tolerable easy and good line can be got through it. I forwarded to Mr. Melrose on the 19th instant instructions to commence work on this line at the Billabong crossing, and work towards Gerogery. I have as yet received no reply. I will be in the neighbourhood of Gerogery about the 3rd proximo, and will then point out to Mr. Melrose the line required to be surveyed. I expect to have the country thoroughly explored *via* Cookardina and Mangoplah, and on to join the Hanging Rock line completed by the end of July.

GEORGE JAMIESON.

P.S.—My address will be P.O., Wagga Wagga, after the 30th instant.

## No. 165.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Commercial Hotel,  
Wagga Wagga, 16 July, 1874.

SIR,

I have the honor to inform you that I have completed arrangements for the survey of the proposed extension from Wagga to Albury.

Mr. Jamieson takes up the first length from Wagga, and will join the portion already surveyed by Mr. Cowley; Mr. Hardy joins the end of Mr. Cowley's work, and, having a very easy length, should complete in about six weeks to a point 8 miles north of Gerogery.

Mr. Tillett commences at this point, and will work towards Albury. Mr. Walsh has a good deal of survey to make about Albury, and on completing this will work back to meet Mr. Tillett.

I am of opinion that improvements can be made on Mr. Cowley's length, and have instructed Mr. Jamieson to look to this, and to make his survey with a view to such improvements. This will necessitate Mr. Jamieson's abandoning the last 5 or 6 miles of Mr. Cowley's length, and the first mile of Mr. Hardy's.

Mr. Kennedy is now camped at the Hanging Rock, and has taken up the first portion of the proposed extension to Deniliquin. Mr. Kennedy is in possession of all the information procured by Mr. Jamieson in reference to this extension, and I have furnished him with tracings, procured at the Survey Office, Albury. Of the county maps, between the Hanging Rock and Deniliquin, showing the bearings of the principal long lines through this level country, I am informed that the greater portion of this country is now in a very wet state, and too boggy to ride over. I could not examine much of this line, and should have to take the main road if I proceed to Deniliquin. My only object in visiting Deniliquin would be to examine the approach to the town, with a view of selecting the best crossing of the river, and the junction with the proposed line from Deniliquin to Moama. Please inform me if you wish me to go to Deniliquin for this purpose, before I return to Sydney.

I shall be engaged for a few days here, examining with Mr. Jamieson, several of the lines he has explored out of the town of Wagga, towards the Hanging Rock.

I have, &c.,  
HERBERT PALMER.

## No. 166.

MR. JAMIESON to ENGINEER-IN-CHIEF.

Great Southern Railway—Report on Trial Line, Wagga Wagga to Albury, *via* Hanging Rock, Grubben, and Gerogery.

5 August.

SIR,

I have the honor to transmit herewith, under separate cover, a lithograph, showing approximately the line now being trial surveyed, explored by me for railway extension from Wagga Wagga to Albury.

The

The line on leaving Wagga Wagga commences at a point near the Albury and Deniliquin Roads, about  $1\frac{1}{2}$  mile distant from the proposed crossing over the Murrumbidgee River, at Wagga Wagga, bearing south  $45^\circ$  W., crossing three unformed but intended streets, on level crossing, with easy gradients to near the Rock Road, and crossing same probably with an over bridge; thence the line would follow generally the direction of said road to the Red Hill, passing through a gap about 10 chains E. of said hill.

The works on this portion, from crossing of Rock Road to the Red Hill, a distance of some 2 miles, would be heavy, but the direction will be better; and I should think the works will be very much lighter than on the line previously trial-surveyed, as shown on plan in blue, transmitted to the office 28th January.

Thence the line skirts the eastern spurs of the Red Hill Ranges, bearing south about  $43^\circ$  W., on to the falls of Sandy Creek, crossing north-west corner of water reserve, and crosses Sandy Creek, about  $1\frac{1}{2}$  mile south of M'Radden's selection, leaving Rope and Pole Lagoon about (say) 2 miles to north-west, and passing on to Burke's Creek, crossing said creek at or near the Pummagalany out-station buildings; thence the line follows the general direction of Burke's Creek, to near the Hanging Rock, the proposed junction with the Deniliquin line, distant about 22 miles from Wagga Wagga.

The country passed over from Wagga Wagga to Sandy Creek, a distance of about 10 miles, the land in general is very good; soil chiefly red clay and loam. The timber consists of box, red and blue gum, interspersed with stringy-bark, &c., &c.; thence from Sandy Creek to Burke's Creek the land varies, good red clay on ridges, with light loamy soil in valleys and flats; timber along this portion gum, and box on low ground, with stringy-bark on ridges.

The line on leaving the proposed junction with Deniliquin line, at Burke's Creek, passes on east side of Hanging Rock ranges, through a gap between the Bullock Bullock and Hanging Rock ranges, which divides the watershed between Burke's and Yerong Creeks; this gap is distant from Burke's Creek about  $4\frac{1}{2}$  miles, and the height above said creek 130 feet.

The ascent from Burke's Creek to the aforesaid gaps, and the descent into Grubben, will be the only difficult portion between Sandy Creek and Gerogery; but a trial line over this portion has been run, which shows that a tolerably easy line can be got in this direction.

I beg also to inform you that I have examined the country on the west side of Hanging Rock ranges, from Burke's Creek to Grubbin, and in this direction we could get almost a level line, but it would lengthen the distance some 3 or 4 miles.

The line, after passing through gaps before mentioned, immediately enters J. Cox's run, Grubbin, to Yerong Creek, and crosses said creek about  $1\frac{1}{2}$  mile east of Cox's 320 acres purchased land on said creek. Thence onwards from Yerong Creek the line bears nearly south, crossing several small creeks, passing along between high ridges to east, and large lagoon to westward, to the boundary fence between Cox and Edgill's, thence the line follows under the foot of high ranges through Edgill's Run into Kerighan's on to Buckargingah Creek, and crosses said creek near Kerighan's head station. From Buckargingah creek onwards the line then passes about 30 chains east of Doodlecoma Swamp to the boundary fence between Round Hill and Doodlecoma Runs, crosses Major's Creek, passing about 1 mile west of Soldier's Hill through Dunlevey's selection to the Billabong Creek, and crossing said creek about  $1\frac{1}{2}$  mile westward of Round Hill Head Station, thence onwards from this point the line for some 8 or 9 miles bears south  $7^\circ$  west and enters Gerogery Run (Mr. Watson's) near the junction of Walla Walla, Round Hill, and Gerogery Runs, distant  $1\frac{1}{2}$  mile west of main road Wagga to Albury; after entering into Gerogery Run the line passes over and skirts several small ridges on to the main road Wagga Wagga to Albury, and crosses said road about  $1\frac{1}{2}$  mile north-east of Mr. Watson's station (Gerogery); thence the line skirts the west side of Table-top ranges, passing near Stallworthey's selection, through Benjamin Bell's, 1,200 acres into M'Farlan's 40 acres and enters Table-top Run (Mr. Mitchell's) on to Table-top Creek, and crosses same near its confluence with Bowna Creek; thence passing through Collord's selection and keeping about  $\frac{3}{4}$  of a mile west of Budginnigi Hill and enters Mr. Knowles' purchased land near M'Meechan's stone house, and crosses at an angle of road leading from Albury to Table-top Station, entering lot No. 33, the property of Mr. Adams, S.G., skirting east side of dam, passing through Mr. Adams' vineyard east of all his permanent buildings; thence follows generally the direction of main road Wagga to Albury to near a reserve road; from this point onwards the line bears south-westerly, skirting near the south-east corner of Mr. Fallon's vineyard, and passing through north-west corner of racecourse on to the Township Reserve, thence crossing the main Sydney Road, passing through lots Nos. 17, 18, 19, and 20, skirting high range to the eastward, and skirting the spurs of Roper's Point, crossing lagoon, on to the river Murray, and crossing same about  $\frac{3}{4}$  of a mile north of Huon's house, known as Huon's Point.

I beg to inform you that the works altogether from Wagga Wagga to Albury will be exceedingly light, the only stiff pinch will be getting out of Wagga, and a small portion near Budginnigi Hill, opposite the 10-mile creek, about 15 miles from Albury, but with curving (slightly), and if properly surveyed a good deal of this can be avoided.

With reference to the route *via* Cookerdina, Mangoplah, &c., it has not been sufficiently explored by me to give a decided opinion, and when Mr. Palmer visited this district it was then a moral impossibility to ride a horse over the country.

I may here mention that I have explored several other lines in the neighbourhood of Albury, one *via* Dite's Forest, Albury to Gerogery, also several other alternative lines, but could find nothing in that direction to warrant a survey.

#### *Description of land.*

From Wagga Wagga to Sandy Creek the land is well adapted for agriculture, with rich red soil and stiff clay. From Sandy Creek to Hanging Rock the land is only of a medium quality, soil light and loamy, with many patches of good land. From Hanging Rock to Gerogery this is purely a pastoral district at present, but the land is generally good and well adapted for settlement. The squatters are buying up all the land they can possibly get surveyed in this neighbourhood. From Gerogery to Albury the land is really first class, but all or nearly so is alienated, taken up either by purchase or selection.

#### *Timber.*

The timber along this route—Wagga Wagga to Albury—would be much the same as between Yass and Wagga Wagga, being chiefly box, red and blue gum, with belts of stringy-bark and some pine, with many other kinds of inferior timber.

Timber suitable for railway construction can be got from Morris Run, Mountain Creek, also from Table-top range, and near Mitchell's Station, Table-top Creek, also along the banks of river Murray.

*Ballast.*

There will be no difficulty in getting suitable ballast, which may be found at or near Wagga Wagga, at Red Hill, Hanging Rock, Grubbin, Round Hill, Table-top range, Zippie's selection (Gerogery), Table-top Station, and near Albury.

*Brick earth.*

At Wagga Wagga, Sandy Creek, Hanging Rock, Grubbin, Round Hill, Gerogery, Table-top Station, and Albury and other places.

I beg most respectfully to add in conclusion, that I have used every endeavour on my part or in my power, to obtain the best and most suitable route for railway extension between Wagga Wagga and Albury, and I think Mr. Palmer will admit that I have carried out your instructions with at least some credit, and I hope to your satisfaction.

I have had a good deal to contend with, viz., very bad weather, defective plans, &c., and going through a country like this it is very difficult to get information.

I have, &c.,  
GEORGE JAMIESON.

No. 167.

MR. H. HARDY to ENGINEER-IN-CHIEF.

Camp, Round Hill Station,  
Ten-mile Creek, near Albury,  
6 August, 1874.

SIR,

I have the honor to inform you that I expect to complete the survey of my length on the proposed Wagga and Albury Railway by the end of the month, so would be glad to receive your instructions as to my future disposal.

I have, &c.,  
HENRY HARDY.

In the absence of Mr. Palmer Mr. Hardy to apply to Mr. Jamieson, to whom instructions have been sent.—J.W., 13/8/74.

Mr. Hardy. To be returned. Seen.—H.H., 20/8/74.

No. 168.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Wagga Wagga,  
22 August, 1874.

SIR,

I have the honor to inform you that, having this day received a letter from Mr. Hardy, to say that he had nearly completed his present length, and requesting instructions as to the portion of work he should take up; but before replying to Mr. Hardy's letter I would beg to submit the following for your approval, viz.,—as Messrs. Tillett & Walsh have only a short length each, and having received all necessary instructions and information therewith, I would suggest that Mr. Hardy shift camp to Grubbin, and make the necessary alterations along Mr. Cowley's length.

I will be shifting camp next week towards Hanging Rock; and will go over the line with Mr. Hardy and point out and mark the alterations required. The trial survey Wagga to Albury, *via* Hanging Rock, will probably be completed in about five or six weeks. I would beg to inform you that I have made a good deal of improvement in the trial line out of Wagga, shorter by nearly  $\frac{1}{2}$  a mile, in a distance of 8 miles. No curves less than 30-chain rd., steepest grades 1.50, with light works. If you approve of my suggestions being carried out, will you please cause a telegram to be sent to me to that effect on Monday, so that I may write to Mr. Hardy without delay.

I have, &c.,  
GEORGE JAMIESON.

Approved by Engineer-in-Chief. See telegram.—W.H.Q., 24/8/74.

No. 169.

MR. H. HARDY to ENGINEER-IN-CHIEF.

Camp, 1 September, 1874.

SIR,

I have the honor to inform you that I have this day dispatched, per coach, plan and section of my length on the proposed railway line from Wagga to Albury.

I trust the same will arrive in safety and prove satisfactory.

I have, &c.,  
HENRY HARDY.

Received the above plan and section.—E. A. BAYLEY, Sept. 9, 1874.

No. 170.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, 4 September, 1874.

SIR,

I have the honor to inform you that I will complete my length, Wagga to Hanging Rock, in about a week or ten days, and I have been informed that Messrs. Tillett and Walsh will probably complete the Albury end about the same time. The trial survey Wagga Wagga to Albury *via* Hanging Rock will then be completed, with the exception of some alterations on Mr. Cowley's length at Grubbin.

I would beg most respectfully to recommend for your approval, before you finally decide on the route Wagga to Albury, to have a line tried by way of the Coffin Rock, say from about Burke's Creek to near Round Hill or Billabong township. (See small map.)

I am of opinion if (say) 20 or 25 miles of worst portion were tried, it would be sufficient to prove whether it would be advisable to connect with present line at Sandy Creek and Gerogery, as I am inclined to think if we cannot get a shorter line in this direction little would be gained by following the main road from Pearson's (Sandy Creek to Gerogery).

If this 25 miles proves difficult, then abandon this route altogether, and fall back on the line now being surveyed, which I consider is the best and most suited for the requirements of this district, as this route would open up a large tract of country, being midway between the Albury and Deniliquin Roads; but as some objection will be taken to the direction in consequence of going so far west, and in all probability this will be the main trunk line to Melbourne, and if so I think it would be advisable to try the line recommended. If you approve of this being carried out, please send me small folding plan transmitted with my report dated 8th August, with instructions as to future employment.

I have, &c.,  
GEORGE JAMIESON.

If I find after survey from Coffin Rock to near Major's Creek the works heavy, I will at once inform you. No time shall be wasted in trying useless lines; but as Messrs. Cox, King, and others have repeatedly spoken to me in favour of this route, and from personal inspection of a portion of the line, I think it just worth a trial.—G.J., 15/9/74.

This line may be surveyed, but as the distance is nearly the same as the line now being surveyed, and as the Deniliquin line would be lengthened by 12 miles, I hardly think it likely that it will prove so much better, so far as works are concerned, as to lead to its adoption. Messrs. Walsh and Tillett to assist you in surveying this line, and Mr. Hardy also.—J.W., 9/9/74.

No. 171.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Wagga Wagga, 15 September, 1874.

SIR,

I have the honor to inform you that I have forwarded by Cobb & Co.'s coach trial plans and sections of this line—Wagga Wagga to Hanging Rock. The last line out of Wagga has not turned out quite so well as I expected, but it is capable of some improvement, and to effect such I have taken cross levels over the most difficult portion. I beg to inform you that there is no better way of getting out of Wagga than by the lines surveyed.\* I have left Lenthall with part of my men to make a survey of about 4 miles of Burke's Creek, and when completed will be sent to office, and could be put on plan; the junction of Hanging Rock could, I think, be better arranged by having this creek in position. Lenthall will also take some cross levels on Mr. Cowley's length, which will save Mr. Hardy a shift from Grubbin. I have every reason to believe that Lenthall will be able to do this work sufficiently accurate for present requirements. I have traversed the main lines, and plotted same on plan in position, and his survey if correct must fit on my points.

I have, &c.,  
GEORGE JAMIESON.

\* Plan received and handed to Mr. Drewett.—W.H.Q., 1/10/74.

No. 172.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Bulloc Bulloc Ranges,  
Post Town, Wagga Wagga,  
28 September, 1874.

SIR,

I have the honor to transmit herewith, under separate cover, lithograph plan showing approximately in a blue tinted line the proposed route as recommended in my letter of the 4th instant.

I beg to inform you that I have in the meantime, until I hear from you, started Messrs. Walsh and Tillett to work on this line. Mr. Tillett commences near the round hill, and working towards Osborne Creek; Mr. Walsh from Osborne Creek *via* Buckeringah, towards the Bulloc Bulloc ranges. After a short time I propose to take up the remaining portion in Bulloc Bulloc near Sandy Creek.

The line as shown on plan in blue tinted line commences near Sandy Creek, bearing S. 10° west, to Burke's Creek, and crossing same at a point about 2½ miles west of Coffin Rock Hill; thence onwards to the boundary fence between Messrs. Cox and King, distant from Burke's Creek about 5 miles. This portion would be equal to the same distance as regards construction, to the line *via* Hanging Rock; thence

thence onwards for about 6 miles to the range dividing the waters between Burke's and Buckeringah Creeks, the country passed over becomes more broken and ridgy, and would require a good deal of curving to avoid the spurs of the Bulloc Bulloc ranges; thence the line crosses Buckeringah Creek near homestead of Mr. Donnelly, skirting west side of One-tree Hill, and following the general direction of Osborne Creek, and crossing Major's Creek near its confluence with Osborné Creek. From this point onwards to its junction with the red line at a point about 4 miles south of Billabong crossing, the country traversed would be tolerably easy.

I beg most respectfully to inform you that I have examined and rough traversed the country very carefully along the blue line (see sketch) from Sandy Creek to near Gerogery, and I am now in a position to state for your information and guidance, that this line, or in fact any line, even by way of main road, would be nearly as long or quite so as the line by way of Hanging Rock. The works on this line for about 6 miles would be very much heavier, and the line would pass through a good deal more private land.

I also examined the route from Sandy Creek to Mr. Pearson's, on main road; thence along said road to Mangoplah, up Paper Forest Creek *via* Cookerdinah, to the village of Morven; and I now take the earliest opportunity to inform you that I can find nothing equal or at all approaching, for railway purposes, better than the line that has been trial-surveyed *via* Hanging Rock.

I consider it my duty at once to lay this matter before you, to enable you to decide if it will be necessary to complete the survey of the line shown on plan in blue, or otherwise. I beg to state that up to the present very little time has been lost in trying this line, and something has been gained in this trial, as it will be satisfactory to know that we have succeeded in getting the best line in the one just completed. I may, however, add that a very fair line can be got in this direction, but the original line is by far easier to construct, less expensive, and much better adapted for the requirements of this district, and would pass through less purchased land, independent of the 12 miles being saved in the construction of the Deniliquin line. There is one drawback to the original line, and that is, it is very difficult, if not impossible, to construct about 15 miles of that line in the immediate neighbourhood of the Billabong crossing in winter, the ground being so flat and drainage defective; and the same thing would apply if the line were taken nearer to the main road, but not to the same extent. The original line is clear of all flood waters, but the ground over this 15 miles is very soft, spongy, and boggy, during the heavy rains in winter. Will you please instruct me with reference to this survey now being proceeded with.

I have, &c.,  
GEO. JAMIESON.

Mr. Jamieson instructed to discontinue survey of blue line referred to in this report, and to take up the permanent staking, Wagga to Albury.—W.H.Q., 5/10/74.

No. 173.

MR. H. PALMER to MR. G. JAMIESON.

5 October, 1874.

MR. JAMIESON,

The Engineer-in-Chief wishes you to discontinue the survey of the blue line referred to in your report dated September 28th, and to take up at once the permanent staking of the line already surveyed between Wagga Wagga and Albury. The plan and section of that portion of the trial line surveyed by Mr. Cowley is not in the office. Please send these drawings down as early as possible, as it is necessary to have the plans and sections of the through line joined together before deciding upon any proposed alterations. On receiving Mr. Cowley's work I shall have the different lengths joined, and will then come down to Wagga to make arrangements for the permanent staking; in the meantime I wish you to instruct Messrs. Tillett and Walsh to arrange their plans in such a manner that no time may be lost in taking up a separate length of permanent staking.

HERBERT PALMER.

No. 174.

MR. J. W. DREWETT to MR. R. S. BARKER.

14 October, 1874.

MR. R. S. BARKER,

The Engineer-in-Chief having altered his intention for the present of putting you on the survey of the trial line from Cootamundra to Gundagai, and as the staking out and permanent levels of the proposed line from Wagga Wagga to Albury are urgently required in order that they may be laid before Parliament soon after its assembling, he therefore wishes you to proceed to Wagga Wagga with as little delay as possible, so as to be there by the 21st or 22nd instant, and to report yourself to Mr. Palmer, who will give you instructions as to the work required.

J. W. DREWETT.

No. 175.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Wagga Wagga, 25 October, 1874.

SIR,

I have the honor to inform you that I have made the following arrangements for the permanent staking of the proposed extension from Wagga Wagga to Albury:—

Mr. Barker has arrived here, and I have instructed him to re-stake at once the alterations of the centre line of the station ground, and to re-plot a 4-chain section from the end of contract No. 3 to the end of the station ground in Wagga. From this point I propose to divide the working plan and section (Wagga to Albury) into four parts, each about 20 miles in length.

I have examined with Mr. Jamieson the trial line in the neighbourhood of Wagga, and have instructed him to make several alterations in curves, &c., which I have laid down on the trial plan, and which are nearly similar to the alterations made in pencil on the original plan in the office.

I start to-morrow with Mr. Jamieson, and purpose going over the whole of the trial line to Albury to decide on the other proposed alterations, and on reaching Mr. Hardy's camp intend to send him on to Albury to take a rough section over the altered line into Albury. Mr. Jamieson, on his return from Albury, will take up the staking of part No. 1, and will have Mr. Barker to assist him, Mr. Hardy to carry through the chainage to Mr. Kennedy (who has shifted his camp to the Hanging Rock), and who commences at once to stake out the tangent lines and the curves of Part No. 2. Parts 3 and 4 to be taken up by Messrs. Jamieson and Kennedy, to be assisted by Messrs. Barker and Hardy. On reaching Albury I propose to strike across to Urana to see the work being done by Mr. Mason, and from there to see Mr. Townsend at Jerilderie. I shall then return to Wagga Wagga. As I shall be moving rapidly from place to place until I return here, please continue to address me at Wagga.

I have made inquiries here concerning the borings to be made on the banks of the Murrumbidgee. I have met with a miner from Adelong who informs me that he could supply boring rods, and would be willing to contract for the boring at per foot. I mentioned that there would probably be at least forty holes to bore, and taking these to average 50 feet in depth, there would be 2,000 feet to bore. He informs me that he would supply tools, labour, &c., and would, on 2,000 feet being guaranteed, do the work for 5s. per foot. This would amount to £500, and if suitable men can be found and the tools supplied by the department, I think the work can be executed at a much more reasonable rate.

Please inform me if you can send the tools here, and a man to put in charge. The borings on the north side of the river could be commenced at once, also most of those required on the southern side, for the alterations made in the line by Mr. Barker will only affect the position of a few of the borings.

I shall probably be in Albury on Saturday next, the 31st, and leave for Urana on the following Monday.

I have, &c.,  
HERBERT PALMER.

No. 176.

MR. H. PALMER to ENGINEER-IN-CHIEF.

"Rose Hotel,"

31 October, 1874.

SIR,

I have the honor to inform you that I have examined throughout the trial line from Wagga Wagga to Albury. The straightening of the different portions which we laid on the trial plan can be effected. The alteration proposed at Albury will require to be staked out, and with Mr. Jamieson's assistance I propose to stake out and level this portion (about 2½ miles in length) on Monday. I should also like to make some other alterations in the trial line, which will require to be staked and levelled before they can be adopted for the permanent staking, and which I think it would be well to do as the staking is advanced. All these alterations can now be laid down on the original trial plan if a Parliamentary plan is required at once; but there will be so many alterations throughout that it would be necessary to level almost the entire length to make a correct Parliamentary section. Please to inform me whether you will require a Parliamentary section before the line is permanently staked, as in this case one of the surveyors must at once stake out and level all proposed alterations. I shall leave for Urana on Tuesday next, the 3rd of November, and after examining the lines surveyed by Messrs. Mason and Townsend, return to Wagga, where I should arrive about the 10th or 11th.

I have, &c.,  
HERBERT PALMER.

No. 177.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Monthly progress report.

Camp, Wagga Wagga,  
28 November, 1874.

MR. JAMIESON—

Traced and marked tangent lines and set out permanently 10 miles; produced back tangents for same distance, and completed up about 3 miles of permanent survey.

MR. HARDY—

Chained 7½ miles of centre line, and check levelled 5 miles, also took one cross section for proposed site for bridge (Convent paddock).

MR. R. S. BARKER—

Levelled 6 miles centre line, 3 miles cross sections; nine days at office work plotting section over Murrumbidgee River to proposed site for station.

TRIAL WORK—

Seven trial holes have been commenced on the flat crossing Murrumbidgee, and put down 10 feet each. Necessary timbers and working gear are now being erected over the holes, and when completed I will start to work two men on each hole to bottom same.

To carry on work without loss of time boat had to be hired, and I fear, on north side of river at least, holes will have to be slabbed.

1 mile of lockspitting of centre line completed, and will be done through Convent paddock to-day. Large gathering expected at laying foundation stone to-morrow.

The work is now getting into shape and progressing satisfactorily. Will push on trial sinking with all rapidity, to get it well finished up by the time I complete staking up to Hanging Rock.

Wages high; had to give 8s. per diem, and at that figure good men difficult to get.

All information with reference to trial holes both at Murrumbidgee Crossing and all along the line will be forwarded from time to time as the work advances.

Cannot let lockspitting of centre line for 6d. per chain; no one here will take it for that price; have offered it to a good few, and to have it done by day labour will cost at least 1s. per chain. Please instruct me with reference to this matter.

GEORGE JAMIESON.

Instructions forwarded to Mr. Jamieson.—W.H.Q., 2/12/74.

No. 178.

## No. 178.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Wagga Wagga, 12 December, 1874.

SIR,

I have the honor to forward herewith particulars and sketch of one of the trial holes on south side of Murrumbidgee River, at 307 miles 53 chains 30 links. This shaft has been sunk about 43 feet with the following results, viz. :—First 8 feet deposit of dried mud or loam, 18 feet of yellowish clay, 4 feet of blue clay and sand, 6 inches of gravel, 1 foot of hard blue clay, the remainder drift or shingle, composed of blue sand, gravel, pebbles, and water-worn stones. I beg most respectfully to inform you that to get down even this 43 feet the shaft had to be timbered and strapped, and worked by nine men in three shifts both day and night, until the water became too troublesome. If I had been supplied with boring rods I think I could have tested depth of drift, but owing to water running into shaft so freely had to abandon sinking. No chance whatever of finding rock.

I have left the timbers in this shaft until I hear from you, and men have started to bottom another shaft.

In the shaft next to the river, on north side, I propose putting down a drift box, also to get larger buckets or casks made to keep water down, and expect to be able to sink 50 feet and jump or bore 10 feet, so that will test 60 feet; that is, if water can be kept under.

Will you please forward me instructions as early as practicable with reference to this work, as I am anxious to know if I am acting rightly in carrying out this work, or as you would wish. I may add that, in my opinion, although it will be difficult, tedious, and expensive to put down these holes, it will, I think, be far more satisfactory than by having borings taken from the surface of ground.

I have placed Lenthall over these men, who remains on the ground day and night. I beg also to state that I have received from Mr. Palmer tracings of alterations Albury end, also of Mr. Walsh's plan, Albury and Wodonga, and will attend to your instructions. Will you please cause to be forwarded to me, that is if Mr. Palmer has not sent it, sufficient plan and section paper for Parliamentary plan and section Wagga to Albury, the width you wish it to be made; section to have datum ruled in ink, and plan to have pencil line drawn down centre of paper. I beg also to inform you that I have traced the tangent lines and put in the curves up to the Hanging Rock to join Mr. Kennedy; but as the chainage is 8 miles back, I intend commencing it myself on Monday the 14th, when I will have it chained up to the end of my length, 20 miles from Wagga, by Wednesday evening 16th instant.

I have, &amp;c.,

GEORGE JAMIESON.

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Instructions forwarded to Mr. Jamieson.—W.H.Q., 18/12/74.

## No. 179.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Wagga Wagga, 19 December, 1874.

SIR,

I have the honor to forward herewith particulars of trial shaft sunk on south side of Murrumbidgee River, at 307 miles, 67 chains 70 links. This shaft has been sunk for 37 feet 6 inches, with the following results, viz. :—8 feet of dried mud or stiff loam, 16 feet of yellow clay, and 13 feet through drift or shingle, until it became necessary, in consequence of the nature of the drift and so much water coming into shaft, sinking had to be abandoned. The jumper was then put down 8 feet, making in all 45 feet 6 inches. In jumping the last 8 feet boulders were met with in several trials in shaft, but no satisfactory results obtained below 40 feet. I have had the timbering taken out of this shaft, and are now being placed in the shaft next to the river bank on the north side, and I intend to use every possible means to test this shaft (if it can be done) through shingle or drift, being near to the bridge; but, as you are well aware, this wet sinking in drift is very difficult and slow work, in consequence of drift running in, and the delay caused in timbering and strapping up.

I beg most respectfully to inform you that during the last week ten men have been employed in getting this one shaft down 40 feet, working in three shifts day and night, but expect, as all materials are now on ground, better results.

Will you please inform me as soon as possible if it will be necessary to test the remaining holes along this flat to a greater depth than the two forwarded.

I have, &amp;c.,

GEORGE JAMIESON.

## No. 180.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Grubben Creek,  
19 December, 1874.

SIR,

I have taken up the chainage at 328 miles, and will take it on to 348 miles. Will I then continue the permanent staking of the third length, or return to do the levelling of the second length? Messrs. Hardy and Barker are doing the levelling of the first 20 miles. I would suggest that they continue it through my length, and that I go on with the permanent staking of the third length. Will you be good enough to inform me as to the above as early as convenient.

I have, &amp;c.,

THOMAS KENNEDY.

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Proceed with the staking, and let Messrs. Hardy and Barker continue the levelling as suggested.

J.W. p. W.H.Q., 28/12/74.

Mr. Kennedy. To be returned.

No. 181.

No. 181.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Wagga Wagga, 30 December, 1874.

SIR,

I have the honor to forward herewith the necessary information as requested in your letter of the 18th instant.

The description of clay as described by me in trial hole at 307 miles 53 chains 30 links as being 18 feet in depth, is a stiff yellow clay, and had to be picked all through; out of trial hole, and likely to hold piles; would make excellent bricks. This hole has been jumped 14 feet deeper than the level returned, and through drift, and appears to get softer as it goes down. There is no steam pile engine in use in this neighbourhood, but there is a light pile-driving machine in Wagga Wagga, 18 cwt. monkey, worked with crab-winch, 24 feet drop, which I think would be too light. I hear of another and much better one, owned by Mr. W. Cooper, of South Gundagai, road contractor, 25 cwt. monkey, which probably could be got on reasonable terms, the owner having no further use at present for same. There is also another one at Urana, in charge of Mr. Armstrong, storekeeper, also 25 cwt., and was used for building the Urana Bridge, but I am informed it is very much knocked about, and likely to require considerable repairs. The one at Gundagai I consider the better one to get if such be required.

With reference to the crossing of the Murrumbidgee Flat, I fear there is going to be some difficulty on the north side, but I do not anticipate any such difficulty on the south side, as I think there is sufficient depth of stiff clay to hold piles; but from the river bank on the north side to about 307 miles 21 chains or farther the trial sinking has proved it to be sand and gravel, with but little chance of getting anything like a hard bottom.

I beg most respectfully to inform you that I have done all I could possibly do with the appliances at my command to put these holes down deeper, but from the nature of the ground it becomes almost an impossibility without very great loss of time to sink much below the water except by boring.

If a few trial piles were driven across the flat, it would, I think, perhaps be a better test than the information I have furnished, and I am informed suitable timber could be got about 14 miles from Wagga, on the Albury Road, or perhaps better at Mr. Leache's station, 20 miles down the Murrumbidgee River.

I beg to state for your information that I have at present sixteen extra men employed, ten on the Murrumbidgee sinking, and six on the other work sinking and lockspitting.

This work will I think be all completed up by (say) about the middle of January, except lockspitting, when these men must be all paid off, which sum will amount to about £100. There are other bills owing on Government account for timber, ironwork, tools, &c., &c., and I would beg most respectfully to request that you would be pleased to cause to be placed in the Bank of New South Wales to my account £100 to meet these payments as they fall due, as every man being discharged must be paid, and I will furnish all necessary vouchers, &c., &c., and account for the amount so placed to my credit.

With reference to my own work, I will have the Parliamentary plan completed to Hanging Rock, first 20 miles and most probably 4-chain plan plotted by the time trial holes are finished, after which I will shift camp to near Gerogery to make the necessary alterations as previously instructed.

Parliamentary section of the first length I cannot plot—permanent levels not taken. When trial sinking is completed I can let the lockspitting of centre line for 8d. per chain; and as the lockspitters will require horses, dray, and tents, I would respectfully suggest for your approval that they be allowed to sink the few necessary trial holes between Sandy Creek and the Hanging Rock, also a few at or near Grubben, as I see no chance whatever of the men belonging to the surveying parties doing this work, and I shall be too far away to look after it. I can see no better plan than the one I have suggested, if the nearest surveyor were instructed by you to make a plotting of the section of centre line, put on rough gradients, and supply these men with position and depths of trial holes. The line in many places has been so much altered from the original section fresh plotting would be necessary.

I shall be finished here about from the 15th to 20th of January, and should you require me to do any other work here please inform me. There are a number of picks, shovels, and many other tools in connection with this work. I think the better plan will be to send them on by return van to Albury, as some of these tools will be required for trial sinking in vicinity of Albury, and when the line is finished they might be placed in the hands of an auctioneer and sold. Please instruct me.

Do you wish all trial holes filled up along Murrumbidgee Flat? What shall I do with timber, slabs, and ironwork of windlasses?

Do you wish all trial holes along the line Wagga Wagga to Albury filled up, or covered with logs?

I beg to inform you of my progress during the month of December. I have traced the tangent line and put in the curves for 10 miles, also traced back the Deniliquin line, at the Hanging Rock, for about 60 chains, and put in a curve to form the junction Deniliquin and Albury lines, chained up and put in centre pegs for 7½ miles, traced and traversed all watercourses, creeks, roads, &c., &c., for 17 miles, and completed and obtained all information for permanent survey Wagga Wagga to Hanging Rock.

Seven trial holes along Murrumbidgee Flat have been completed to depths as shown on diagrams furnished.

Most of the trial sinking along the line from Wagga Wagga to the falls of Sandy Creek has been commenced, and is now well in hand.

The lockspitting of centre line has not been pushed on very rapidly, only about 3 miles completed; and as I mentioned before, can let it for 8d. per chain, and by day labour twice that amount. One man at present can only do about 5 chains per day—ground frightfully hard.

I have, &c.,  
GEORGE JAMIESON.

I have informed Mr. Kennedy verbally, also by letter, where the alterations commence, and where permanent staking for present must end, at about 365 miles.—G.J.

P.S.—Please reply as soon as possible, as I am anxious about payment of men and to settle up all other bills in Wagga before leaving the district.—G.J.

No. 182.

MR. T. KENNEDY to ENGINEER-IN-CHIEF.

Camp, Grubben Creek,  
31 December, 1874.

SIR,

I beg to inform you that I have 12½ miles of my length chained, and ring marks cut, and 8½ miles check levelled. Mr. Hardy is to take the levels for sections. I intend shifting Camp to Doodlecoma next week to complete chainage and check levelling. On completion of field work of my length, am I to go on with the staking of the third portion. Will you also be good enough to inform me if plan and section of my work are to remain until the staking is done to Albury?

I have, &c.,  
THOS. KENNEDY.

Mr. Jamieson has been authorized by me, in Mr. Palmer's absence, to give such instructions for the completion of the length Wagga to Albury, as he may consider desirable, and I trust you will act as if the directions were given by myself.—J.W., 6/1/75.

No. 183.

ENGINEER-IN-CHIEF to MR. JAMIESON.

6 January, 1875.

MR. JAMIESON, Wagga Wagga,—

In reply to your letter of the 30th December, 1874, with reference to the survey of the proposed line from Wagga Wagga to Albury,—stop the sinking of trial holes for viaduct, as sufficient information has been obtained.

Let the lockspitting at 8d. per chain. The same men to sink trial holes in cuttings where necessary, as suggested. In Mr. Palmer's absence, give whatever instructions you may consider necessary for the completion of the surveys, and inform the surveyors that you have my authority for doing so.

Whatever work is necessary to complete the plans and sections to Albury must be finished either by yourself or the other surveyors before leaving the district, including staking, taking contract section, lockspitting, trial holes, reference, &c., &c.

You must not leave the district until the whole of the work is finished, and I expect you to see that it is all completed satisfactorily and at the earliest possible time, as the estimates are required for this length on the meeting of Parliament.

When the tools are no longer required for sinking the trial holes, let them be sold, as suggested, and the proceeds forwarded to this office.

Fill up the trial holes in the Murrumbidgee Flat, the trial holes along the line to Albury to be covered with logs, not filled. Timber, slabs, ironwork of windlasses, &c., to be sold, and proceeds sent to this office. What is the meaning of stopping the permanent staking at 365 miles?

£100 placed to your credit at Bank of New South Wales, as requested. Forward vouchers for the expenditure of this money as early as practicable.

JOHN WHITTON,  
p. W.H.Q.

Messrs. Kennedy, Hardy, and Barker have been informed.—W.H.Q.

No. 184.

CHIEF CLERK to MR. BRYANT.

Will Mr. Bryant be good enough to place the sum of £100 to the credit of Mr. George Jamieson, B.N.S. Wales, to enable him to pay off men who are now employed in sinking trial holes near Wagga Wagga.—W.H.Q., 5/1/75.

£100 placed to cr. of Mr. G. Jamieson at Bank of N. S. Wales this day acct.—J.T.B., 6/1/75.  
Mr. Quodling, 6/1/75.—H.A.H. Seen, and Mr. Jamieson informed.—W.H.Q., 6/1/75.

No. 185.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Wagga Wagga,  
16 January, 1875.

SIR,

I have the honor to forward herewith two diagrams showing nature of sinking at 305 miles 64 chains 20 links, and also at 306 miles.

Trial sinking over Murrumbidgee Flat completed, and all the holes filled in to-night.

The trial sinking from Wagga over rough portion to the falls of Sandy Creek will be completed, and all the extra men discharged on Tuesday night, 19th instant. I beg to inform you that trial sinking from Wagga for the first seven miles has been very heavy, and most of the holes have gone down to depth required.

All vouchers and pay-sheets for extra expenditure will be forwarded as soon as I can get in the bills.

I beg most respectfully to inform you that I will shift camp on Wednesday morning, the 20th, from Wagga to Gerogery, and commence staking out as soon as possible the trial line from 365 miles from Albury.

Albury. In your instructions, dated 3rd December, the line is not to be permanently staked beyond 365 miles until you receive and approve of the trial section from this point into Albury. I will send trial section of the first 15 miles as soon as I possibly can for your approval, to allow the other surveyors to stake out lines permanently while I take remaining trial section into Albury.

My address from this date will be Gerogery *via* Wagga Wagga.

I have let lockspitting of centre line for 8d. per chain, and will be commenced on 20th instant.

I have, &c.,  
 GEORGE JAMIESON.

No. 186.

Mr. H. PALMER to Mr. G. JAMIESON.

28 January, 1875.

Mr. JAMIESON, Gerogery, *via* Wagga Wagga,—

I hope you have now the survey of the proposed alterations from 365 miles well in hand. If the staking is completed to 365 miles before you have the section of the altered line ready, you will of course instruct Messrs. Kennedy and Hardy to assist you. I wish to know the exact state of the survey at present. Please inform me to what mileage the line is staked and levelled, and how much of the Parliamentary plan and section is plotted.

HERBERT PALMER.

Mr. Barker has been recalled to this office, owing to ill health.—H.P.

No. 187.

Mr. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Wagga Wagga,  
 20 January, 1875.

SIR,

I have the honor to forward herewith pay-sheet and vouchers in connection with the trial sinking and lockspitting of centre line—Wagga Wagga to Albury.

I beg most respectfully to inform you, and do hereby certify that all materials, tools, timber, and other articles charged in the accompanying vouchers were actually required for carrying on the trial sinking efficiently, and were obtained at the lowest current rates. As previously mentioned, the trial sinking across the Murrumbidgee Flat has been difficult and expensive, but if it had been done by contract it would not have been near so satisfactory, and probably would have cost more.

The timber used for shafts has been cut up into such short lengths, and battered about so much, I do not consider it worth while to get an auctioneer to sell it—would not pay expenses. I have left it on the ground.

I have, &c.,  
 GEORGE JAMIESON.

P.S.—All materials, tools, and other articles requisite for trial sinking were ordered by Lenthall, with instructions from me to get only such articles, &c., as were actually necessary to carry on the trial sinking with despatch.—G.J.

Received from Mr. Jamieson cheque for £100.—W.H.Q., 5/2/75.  
 Paid to cashier.—W.H.Q., 6/2/75.

No. 188.

Mr. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, near Gerogery,  
 Post Town, Albury,  
 1 February, 1875.

Monthly progress report.

My progress for the month of January as follows, viz. :—

Plotted, penned in, and drawn Parliamentary plan—Wagga Wagga to Hanging Rock; and plotted part of 4 chains, working plan of first 20 miles. I shifted camp from Wagga Wagga to Gerogery; traced, marked, and set out 8 miles of trial line, and levelled 4 miles of same.

Trial sinking over Murrumbidgee Flat completed, and holes filled in; also all the trial sinking over difficult portion for the first 10 miles complete, and holes covered with logs.

The lockspitting of centre line is now progressing rapidly; five men engaged on that work by contract, at 8d. per chain; same men will sink trial holes along line where necessary.

On shifting my camp from Wagga to Albury, one of my men got sunstruck—slightly laid up in camp for a few days; also one of my most valuable horses was struck down with the sun on the road and died in a few hours. Weather in this district very severe, almost unbearable.

GEORGE JAMIESON,  
 P.O., Albury.

## No. 189.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Albury,  
28 February, 1875.

## Monthly progress report.

TRACED, marked, and set out 19 miles of trial lines.

Levelled for trial sections 25 miles of trial lines. Plotted and penned in, &amp;c., 25 miles of trial lines.

*Lockspitting.*

20 miles 72 chains lockspitting of centre line completed, viz., from 310 miles 8 chains to 331 = 1,672 chains, = £55 14s. 8d., at 8d. per chain.

*Trial-sinking.*

Eight trial holes have been sunk between Sandy Creek and Hanging Rock, others being proceeded with.

Alterations in trial lines Gerogery to Albury will be completed and sections forwarded to office during next week.

GEO. JAMIESON,  
Surveyor, Albury.

## No. 190.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Albury,  
6 March, 1875.

SIR,

I have the honor to forward herewith, under separate cover, trial plan and sections, showing alterations in line from 365 miles to Albury.

I beg most respectfully to inform you that I have staked out and levelled the blue line as shown on plan, which is very heavy from Bowna Creek to about 378 miles, as it catches and passes over the tops of the spurs and ridges, also crosses four swamps, which it would be much better to keep out of. After running and levelling the blue line and finding the section not so good as expected, I thought it better, before sending plan and section to you, to try another line, which I have done; and forward you section of it. I have made the line somewhat longer, but by far a better section than blue line. I wish to inform you that I had to run and level three different lines before I could get the line as shown in red in its present position. The difficulty I had to contend with was in trying to get one long line from 365 miles to 378 miles, and at the same time to get good and suitable crossings over Bowna and Sandy Creeks, which I have now done. I beg to inform you that I have *not* staked out the red dotted line as shown on plan from Bowna Creek to 365 miles, but I am pretty sure the section of it will be similar to blue line, and quite safe to stake that portion out permanently without taking trial section over it; but if you wish, I will forward trial section of this portion for your approval. Messrs. Kennedy and Hardy have now staked and levelled this line up to near Back Creek, but not as yet waiting, as they have boundaries to get and surveys to make, also office work.

Will you please cause a telegram to be forwarded to me to Albury to say if you approve of the alterations being staked out permanently or otherwise, as soon as convenient after you get section.

I may here state that, in running the long blue line from near 365 miles, I find that the trial work of this portion has been very loosely done, some of the traverse points as much as 3 chains out of position. I retraced a great portion of the long blue line, as I had some doubts of my line being straight, finding myself so far away from points I ought to cut; found my line straight. If this was a difficult country this plan would be valueless, and as to detail as much as 10 chains out in places, and Mr. Palmer when going over this length found the detail very bad.

I have, &c.,  
GEORGE JAMIESON.

P.S.—Messrs. Kennedy and Hardy have now shifted camp to Gerogery, and will be waiting. I have requested Mr. Kennedy to run on the red dotted line from Bowna Creek until I hear from you. Please send telegram.—G.J.

Telegram containing instructions forwarded to Mr. Jamieson.—W.H.Q., 10/3/75.

## No. 191.

MR. G. JAMIESON to ENGINEER-IN-CHIEF.

Camp, Albury,  
31 March, 1875.

## Monthly progress report.

TRACED, levelled, and completed up amended survey from Gerogery into Albury. Traced, marked, and let out tangent lines and curves from Bowna Creek to Albury, distance 13 miles, also chained, marked, and put in centre pegs over the same distance; completed permanent survey for 3 miles. The line is now permanently staked and chained up into Albury; permanent levels and check levels up to Gerogery. Parliamentary plan and section well in hand.

Lockspitting of centre line completed up to Billabong Creek; and fifteen trial holes have been sunk from Hanging Rock to Grubbin along line where necessary.

The deep holes in Mr. Fallon's vineyard started.

The men lockspitting are barely making wages, working all the daylight. I have had to send them four new spades this month; they are grumbling, and half inclined to throw it up; ground awfully hard—have to pick it all.

There

There is a great deal of traversing and surveying to do between Bowna Creek and Albury, to make anything like a decent plan; boundaries, &c., to get. Still with all I think we shall have Parliamentary plan and section, reference, &c., completed some time early in May. There will after we finish up be some trial holes to complete, which our own men could do most of the shallow sinking, and also assist with lockspitting, as the lockspitters will not be up in Albury for some time after we have completed; besides, it will be necessary for me to inspect what they have already done before final certificate is given.

Will it be necessary for me to remain here until everything is finished? Please instruct me.

If you approve, I could place *Lenthall* to look after the trial sinking, get descriptions of holes yet to be sunk, also to see lockspitting properly carried out, and to see everything completed up satisfactorily before our camps are removed. Also to collect up all tools in connection with this work the property of the Government, and place them as I have been instructed, when no longer required, in the hands of a leading auctioneer in Albury, to be sold by auction and proceeds forwarded to the office. If there is any other work you wish to have done here other than that previously instructed, please inform me. Do you wish permanent levels connected with those of the Victorians?

With reference to the survey of the town of Albury, if we make a detailed survey of (say) 10 chains opposite the proposed station ground, and a block survey of some of the principal streets, fixing a few of the public buildings, &c., will that be sufficient? That of course would enable the town to be put down on our plans in position, and keep it from swerving.

GEORGE JAMIESON,  
Surveyor, Albury.

The required instructions forwarded to Mr. Jamieson.—W.H.Q., 5/4/75.

No. 192.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Camp, Albury,  
30 April, 1875.

Monthly progress report.

The detailed survey completed into Albury. Permanent check and levels completed.

Parliamentary section plotted and completed. Parliamentary plan plotted and part drawn.

Lockspitting completed up to 374 miles.

*Trial-sinking.*

The deep holes in Mr. Fallon's vineyard have all gone down to depth required, viz., on summit to 40 feet on to solid rock; the other holes between Sandy Creek and Albury are well in hand.

Our chainmen are now engaged in lockspitting centre line back from Albury, to meet the other party from Wagga. Lockspitting will be finished about middle of May; and trial holes and everything necessary with reference to this work will be completed up probably by about the end of May.

GEO. JAMIESON,  
P.O. Albury.

No. 193.

MR. G. JAMIESON TO MR. H. PALMER.

Camp, Albury;  
30 April, 1875.

SIR,

In reply to your letter of the 6th instant, requesting to be informed ten days previous to our leaving Albury;—I beg to inform you that Messrs. Kennedy, Hardy, and self, will be ready to start for Sydney on or about the 10th of May. Mr. Kennedy and self return by way of Melbourne, Mr. Hardy *via* Goulburn. We have yet some cross levels to take between Sandy Creek and Albury, also proposed station ground to cross levels, and Parliamentary plan to complete, but everything necessary will be finished by the time mentioned, after which we start at once.

The men remain to assist in finishing up lockspitting and trial holes, after which they will return by way of Doodlecoma, to sink some holes that have been omitted, and others not properly bottomed, but I should think everything requisite ought to be completed by end of May. *Lenthall* will inspect lockspitting, measure up, and take description of all trial holes yet to sink.

Part of tools will be sold in Albury, remainder in Wagga.

I have, &c.,  
GEO. JAMIESON,  
P.O. Albury.

No. 194.

MR. G. JAMIESON TO ENGINEER-IN-CHIEF.

Camp, Albury,  
4 May, 1875.

SIR,

I have the honor to forward, per Cobb & Co's. coach this day, one box or case, containing the following, viz.:—Parliamentary plan and section, four rolls of plan paper, four rolls of section paper, eleven permanent level books, Wagga to Albury, two permanent cross level books, Wagga to Albury, eight new books, field plans Wagga to Albury, &c., &c.

I have, &c.,  
GEO. JAMIESON.

Received the above plans, books, &c.—W.H.Q., 18/5/75.

Cootamundra

## Cootamundra to Gundagai.

No. 195.

ENGINEER-IN-CHIEF to COMMISSIONER.

Survey of proposed branch Railway from Cootamundra to Gundagai.

29 July, 1874.

No surveys have yet been made between Cootamundra and Gundagai, although the line has been partially explored.

It is my intention to commence this survey as soon as surveyors can be spared from the main lines to the south, or if additional surveyors can be found the survey can be at once commenced.

J.W.,  
29/7/74.

No. 196.

MR. H. PALMER to MR. BARKER.

Sydney, 12 October, 1874.

MR. BARKER,

Be good enough to proceed with as little delay as practicable to Cootamundra, and make the necessary survey, plans, and sections of a trial line for railway purposes between Cootamundra and Gundagai.

Before leaving Sydney examine the plans and sections of trial lines already completed, so that you may be able to make your plans in accordance with those already supplied to this office.

HERBERT PALMER.

No. 197.

MR. H. PALMER to MR. USHER.

29 January, 1875.

MR. USHER, Cootamundry,—

Enclosed is a tracing of the 10-chain plan of Cootamundry, showing the position of the Great Southern Railway, and all the other detail of survey made by this department, also the position on reduced levels of the bench marks. There is also attached a tracing of the working section (reduced from the 4-chain contract section). This information you should have procured before leaving this office. You can start your traverse from the magnetic bearing of the centre line of railway passing through Cootamundry. We have no plans of surveyed land between Cootamundry and Gundagai, and it will be necessary for you to survey all details of purchased land in immediate proximity to your trial line, and to collect all information as to ownership.

HERBERT PALMER.

No. 198.

MR. H. PALMER to MR. MASON.

15 April, 1875.

MR. MASON, Gundagai,—

I return the tracings of plan and section of your traverse into Gundagai.

The line parallel to Sheridan-street will not be of any use, as no reasonable curves will leave a sufficient length of straight line for station purposes.

You must obtain the greatest possible length of straight to terminate on the north side of Mount Parnassus, somewhere in the direction of the O. A., which will give a practicable level of gradient for station ground, and will allow of a suitable approach from Sheridan-street.

You should have given more information in the direction of C, as I cannot tell the position of the last curve, or the probable height of the level gradient for the terminus.

HERBERT PALMER.

No. 199.

MR. H. PALMER to MR. USHER.

3 May, 1875.

MR. USHER, Coolac,—

Upon completion of the field work upon which you are now engaged, which you state will be in about ten days from the date of your report (May 1st), I wish you to return to this office for the purpose of completing your plan and section. It will probably be advisable for you to bring your equipment to Sydney, as in the event of your present work being considered satisfactory, it is not unlikely that your services may be required in the Northern District.

HERBERT PALMER.

No. 200.

85

No. 200.

MR. H. PALMER to MR. MASON.

3 May, 1875.

MR. MASON, Gundagai,—

Forward to this office your plan, section, and reference sheets on their completion. You are then at liberty to explore the route you mentioned *via* Jones Creek. This you must do as speedily as possible, and report upon the route fully, giving barometrical heights of the different gaps you may have to go through, especially the height of the head of Jones Creek Valley. I shall require your report on this route as early as possible, so that I may provide for the future employment of yourself and party, should it not be deemed advisable to survey *via* Jones Creek.

HERBERT PALMER.

No. 201.

MR. H. PALMER to MR. MASON.

28 May, 1875.

MR. MASON, Gundagai,—

Enclosed is a tracing of the end of your trial line into Gundagai. If you have not removed your camp from Gundagai, I wish you to take cross sections as shown by the blue lines on the tracing, and to reduce to the same datum as your trial line. I have written on the tracing the reduced level of your B.M.'s 25 and 26, as taken from your books. When you have taken these cross sections, return the enclosed tracing and your level book, so that the enclosed levels may be plotted on the original trial survey plan.

HERBERT PALMER.

No. 202.

MR. H. PALMER to MR. MASON.

31 May, 1875.

MR. MASON, Gundagai,—

With reference to your report on the country between Gundagai and Coatomundra *via* Jones Creek, the Engineer-in-Chief wishes you to stake out and level a traverse from the point you mention on Mr. Usher's length between the Jugong and Branline Creeks to Gundagai by Jones Creek. No curves need be set out, but the best ground must be selected and your traverse be laid out to fit curves approximately. I shall require the section of this traverse with as little delay as possible, to make comparison with the section of the line *via* Coolac, and the Engineer-in-Chief has decided that he cannot allow you the leave of absence you have applied for.

Before commencing the new survey (which you may start at Gundagai and work to a junction with Mr. Usher's line) I shall require the cross sections I wrote to you for last week.

HERBERT PALMER.

No. 203.

MR. H. PALMER to MR. MASON.

4 June, 1875.

MR. MASON, Gundagai,—

The instructions contained in my memo. of the 31st ultimo plainly state that what I require is a traverse to be run from Gundagai to join Mr. Usher's line at a given point *via* Jones's Creek. You must of course pick the best ground and stake the traverse to fit curves approximately and plot plan and section. No survey of detail need be made except within (say) two chains of the traverse. You will continue the levels from your B.M. 21 in Gundagai, the reduced level of which is from your book 449.24, and will close on the nearest B.M. when you join Mr. Usher's line. It may be more satisfactory if you check your levels on this route.

I shall expect at least 3 miles of this work completed per week.

HERBERT PALMER.

## Murrumburrah to Pooncaira and the boundary of South Australia.

No. 204.

ENGINEER-IN-CHIEF to COMMISSIONER.

Exploration of country between Cootamundry and South Australian border.

In accordance with the Minister's instructions, dated Nov. 4, 1873, I have directed Mr. Townsend to explore the country from near Cootamundry, *via* Booligal and Pooncaira, to the South Australian boundary, for railway extension.

As he will require for this purpose horses, pack saddles, &c., I request authority to provide whatever may be necessary to enable him to carry out this work, at a cost not exceeding £150.

JOHN WHITTON.

No. 205.

## No. 205.

ENGINEER-IN-CHIEF to COMMISSIONER.

15 June, 1874.

## Reservation of land.

\*No. 261 of 29th  
March, 1867.

I HAVE been informed that within the reserve\* for railway purposes in the counties of Sturt and Cooper, coloured green on the accompanying tracing, there are large forests of red gum timber, the best in the Colony; and although the land within the reserve is not likely to be required for railway purposes, yet I think it would be advisable to reserve it from sale, and from the operation of the timber licenses clauses of the Crown Lands Act.

The matter is urgent, as application has been made to purchase some of this land.

JOHN WHITTON.

## No. 206.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Albemarle Station,  
8 February, 1875.

SIR,

I have the honor to inform you that I have finished the exploration of the line from Murrumburrah to Pooncaira. At 241 miles 40 chains is I think the best place to leave the line with this survey. This point is marked (O) on map enclosed herewith. Thence to the low ground in about 12 miles of easy country by way of a gully running in a N.W. direction; once on the low ground a direct line can be run, passing south of Mrs. Dacey's "Dingadingay Hotel," marked on the map (1); thence through low ranges to Narraburra Creek; thence through tolerably level country to the head of the Willandilly Creek, passing about 4 miles south of the "Rock" (2<sup>a</sup>); thence over low range known as Ironbarks, passing south of (3) Lovett's (good dam); keeping far enough south of the Mirrool Creek to avoid the deep bends, to about 10 miles west of (4) Sanderson's, where there is a good crossing; thence passing north of (7) Rocky Waterholes, where there is good feed and water; thence to (7<sup>a</sup>) Holloway's N. Bolero Station; thence passing north of (8<sup>a</sup>) M'Kennon's home station. The country is level to the foot of Mount Binya (8<sup>b</sup>), where an alteration in the course is needed; it was impracticable. A straight line can be run from Pooncaira to the S.A. boundary, so far as the features of the country are concerned.

Detour.

From camp 4 I went northwards with a view to examining the country in that direction for a line passing over the Cocopara Range. Westward of (5) and (6) the country is hilly and broken, and very scrubby. From (8<sup>a</sup>) I went northward for the purpose of examining the Cocopara Range for a gap through which the line might pass; there is a gap where marked on map, but to bring a line through there would be expensive, and, though more direct than a line south of Binga Hill, would pass through country less likely to be settled upon.

Water and feed.

Until after crossing the head of the Willandilly there is no scarcity of water; thence to the next water a good dam on the Mirrool Creek is about 14 miles; thence to Sanderson's (4), 6 miles, when water is had by sinking in bed of creek; 2 miles further down creek a good dam at Neannix's farm; thence about 20 miles to (7) Rocky Waterholes, where there is good water and feed; up to this the feed is poor.

At (7<sup>a</sup>), Holloway's N. Bolero Station, good water, fair feed and meat, and stores can be had about 6 miles on in a good dam, with rather poor feed; there is no water until (8) M'Kinnon's home station, where they have only two small tanks; feed is poor; thence no water until (11) a dam and tank on Learmonth's station, good feed; thence no water until (12) an out station of Sinnitt's "Cowl Cowl," where there is a small tank; thence through a saddle in the range that comes down from the Sugarloaf (see map) to a point about 5 miles north-easterly of (11), where another alteration is made in the course shaping direct for Booligal, which can be reached in a perfectly straight line from this point. The approaches to Booligal will have to be carried on viaduct for about 6 miles on either side of the Lachlan.

From Booligal to Pooncaira the first 60 miles is entirely through salt-bush plains, intersected by large creeks dry in summer; then about 20 miles of alternating scrub and salt-bush plains with low sand-hills; then 15 miles of mallee, with alternate high sand ridges and hollows; then about 30 miles of salt-bush plains, reaches the belt of scrub about 20 miles wide that skirts the Darling.

There is no reason, so far as construction is concerned, why a perfectly straight line should not be run from Booligal to Pooncaira. The westerly approach to the Darling can be made along a line of sand-hills, thus saving all expense of viaduct. The site for a bridge is good; the approach on the east side is over flooded country for 6 or 7 miles. The country from the Darling to the ana-branch is entirely through scrub and low sand ridges, without water; along the ana-branch, which is a watercourse almost as wide as the Darling and very deep, there is a belt of comparatively clear country on both sides; thence to the S.A. boundary is dense scrub with low ridges, totally without water. I did not visit this latter portion as from want of water and poor feed; thence to Sinnett's home station, situate on a small lake, fair feed; thence 18 miles to a swamp, good water but poor feed; thence to Booligal, where there is no feed whatever, but there is a good camping place near the Bank Station woolshed 2 miles east of Booligal; 9 miles from Booligal "Gums" farm, good water and feed; thence to Alena Station on the Morowie Creek, poor feed thence to (16<sup>a</sup>) Sebastopol station, good water and poor feed; thence no water on line until Tibtit (18); good water and feed; thence Wool Pagarie (19), small tank, fair feed; thence to (21), fair feed, good water; between (19<sup>a</sup>) and (21) dense mallee scrub, therefore I went round as shown by track on map. (21) is Golgol Station; then to (21<sup>a</sup>) a tank called Galgalow that is said to hold good water when full, but when the water is low it is so impregnated with soda as to be useless even for stock; thence no water to the Darling River except in winter, when there is plenty in holes called clay pans.

Wells.

All through this district wells where sunk have been a success as to quantity, but a good deal of the water is brackish, but I am confident that deep borings would tap good permanent springs.

Material.

There is almost a total absence of timber for construction purposes, except a little gum on the rivers, and some fine ironbark at the head of the Mirrool.

Good sandstone can be obtained in quantity in the vicinity of Mount Breeza.

Fragments

Fragments of limestone are scattered all over the country; and in some places there seems to be limestone crust; between camps (18) and (19) there is a bed of gypsum. There appears to be a great scarcity of good clay for bricks, as much that seems otherwise good in quality is full of specks of limestone. Very little good sand is to be had until within the great belts of scrub between the Lachlan and Darling, where there is an unlimited supply of fine, clean, sharp sand. There is a very extensive trade <sup>traffic</sup> on the Darling, employing about thirty steamers, many coming from Echuca with Melbourne trade, the rest from Adelaide. Much of the wool goes to Melbourne *via* Echuca. Loading at present costs from £5 10s. to £6 10s.; but of course in taking this as a basis of calculation the cost of steam barges to and from Pooncaira must be considered, for people would not send their loading readily unless a line of steamers was run in conjunction with the railway:

I have, &c.,

GEORGE W. TOWNSEND.

No. 207.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Tooralee Station, 3 March, 1875.

SIR,

I have the honor to inform you that, on receipt of your instructions regarding exploring from Bourke towards Orange, I proceeded with as much haste as the condition of my horses allowed towards Bourke, which place I hope to reach the day after to-morrow.

The first part of my journey up the Darling was very trying to the horses, as there was very little feed but what I could buy, and even that was scarce and dear; but after passing Albemarle—a station 17 miles beyond Menindie—I had good feed up to this place, 70 miles from Bourke. Beyond this I am informed that there is very little feed, so I have exchanged my pack and saddle horses for a good spring dray, horse, and harness, as this mode of travelling will now suit me best, having from this onwards a good road, and with one saddle horse for myself, I can carry feed to keep them in good order. I enclose supplement to my report on the Murrumburra and Pooncaira line.

I have much pleasure in thanking you for your liberal allowance of a bonus to those men who go through with me, for the two who are now with me well deserve it.

There is considerable traffic through Wilcannia *via* Booligal to Hay, thence to Deniliquin and Echuca, for passengers and light goods only, but all the heavy traffic is by the river to Melbourne and Adelaide.

A line carried through Bourke in a north-westerly direction across the Warrego country up to the Queensland border would tap some fine country that is at present almost idle, owing to the great difficulty of transport, and would draw a considerable trade from Western Queensland towards Sydney—the only outlet for which at present is by the Darling to Melbourne and Adelaide.

But before Sydney will get any wool sent from this district, even if a line were made, she must be in a position to load straight from the trucks to the ships, as any advantage offered by rail communication would be counterbalanced by the damage done to the bales by twice handling.

I have, &c.,

GEORGE W. TOWNSEND.

No. 208.

ENGINEER-IN-CHIEF to COMMISSIONER.

25 March, 1875.

REPORTS on exploration of proposed line from Murrumburrah to South Australian boundary *via* Pooncaira.

I forward for the information of the Minister for Works copies of Mr. Townsend's report on the exploration of the country for a proposed line of railway from Murrumburrah, *via* Booligal and Pooncaira, to the South Australian boundary.

JOHN WHITTON,  
p. W.H.Q.

Yass to Wagga.

No. 209.

MR. T. R. FIRTH to ENGINEER-IN-CHIEF.

Great Southern Railways—Trial Surveys—Yass to Wagga Wagga.

Gunning, 29 January, 1874.

SIR,

I have the honor to report, for your information, the amount of work done on the above surveys from the 1st September, 1872 (the time I took charge), and up to the end of 1873.

A trial line had been previously made in the direction of the Murrumbidgee, and on examining the country, I found that the general direction of this line must be followed as far as Murrumburrah; I therefore endeavoured to find the best line from that village to Wagga Wagga, and found that the shortest practicable route would be through Cootamundra and Bethungra; and as the only real difficulties between the two last-named villages, Surveyors Jamieson and Kennedy commenced to run trial lines over this portion in October, 1872, and after several trials succeeded in getting a tolerably good line; they then joined this with the old survey at Murrumburrah. Mr. Tillett also commencing on this portion during the month of December, 1872.

An easier line from Goulburn to Wagga Wagga being thought practicable *via* Gunning and Burrara, Surveyors Cowley, Fitzgerald, and Watson were employed for some time on a portion of this route,

route, but as it was found to be about 13 miles longer than the line *via* Yass and Murrumburrah, it was by your instructions abandoned, and the three surveyors were for some time under the direction of Mr. Wade, trying a line *via* Collector.

Surveyors Jamieson, Kennedy, and Tillett continued the line to Wagga Wagga; and as it must eventually proceed beyond that town, the line was tried over the first range of hills and into a level country 9 miles beyond Wagga Wagga, and in the direction of Albury.

On the completion of the trial line to Wagga, the whole staff, now supplemented by Messrs. Melrose and Hardy, were employed in improving the old surveyed line from Yass to Murrumburrah, and commenced permanently staking the same.

On this portion gradients of 1 in 35 had been laid down, and considerable time was spent in getting a line with grades not steeper than 1 in 40, more especially at Rocky Ponds Creek, and through Murrumburrah several alternative lines were tried, and the result is much better than I at one time expected. The present line from Yass to Murrumburrah has better gradients and lighter works, and is nearly 2 miles shorter than the old line; between Murrumburrah and Cootamundra two distinct lines have been tried about 15 miles in length—a much better and rather shorter line being the result of the second trial. As the country between Yass and Bethungra is not favourable for making cheap railways, a great many trials had to be made over nearly the whole distance before a suitable line could be got, and with the small staff of efficient surveyors under my charge I feel satisfied that the amount of work will bear a favourable comparison with previous surveys.

I append herewith a comparative list of the number of miles of line by each surveyor and the time actually employed on the work; to this should be added 25 per cent. for Sundays, holidays, and shifting camp, &c. This list does not comprise the whole of the work done, as I have not all the plans, &c., by me; but it is nearly all, and what is wanting will not affect the comparison between each surveyor's work.

As you are aware, the permanent staking has been considerably delayed by three of the surveyors being employed on the deviation through North Yass. At the end of December last it was staked and surveyed up to 240 miles from Sydney, or 51 miles from the end of Contract No. 1. The country passed through is chiefly of granite formation. Limestone for building purposes is found near Yass, Binalong, and a few miles south of Bethungra.

Good brick clay can be got on almost any portion of the line.

The timber is chiefly stunted box, of very little use, with occasional patches of stringy-bark. Small patches of ironbark are at Berthon (about 8 miles north-east from Cootamundra and 3 miles from the line), on the line near Bethungra, and on Combanin Creek, about 20 miles north of Bethungra, but as the trees are small it is very doubtful if any girders or piles for bridges could be got from them.

Permanent water can be obtained at Illalong, Binalong, Rocky Ponds, Murrumburrah, and Cootamundra Creeks, but beyond this to Wagga Wagga there is no permanent stream, and water can only be had either by storage or sinking wells.

I have, &c.,  
THOMAS R. FIRTH.

*Great Southern Railway—Goulburn to Wagga Wagga—Trial Surveys.*

A COMPARATIVE Statement of work done by the Surveyors between Yass and Wagga.

Surveyors.	Miles of Line tried.	Days at work.	Average of days per mile.	Remarks.
	miles	days	days	
Jamieson.....	45	130	2.89	22 miles of this was through a bad piece of country, the rest tolerably easy.
Kennedy.....	53	157	2.96	9 miles rough country.
Tillett.....	30	74	2.47	All easy work.
Watson.....	40	175	4.37	No difficulties whatever.
Fitzgerald.....	20	146	7.30	All easy work, but had a short piece of creek to survey and cross section.
Cowley.....	20	44	2.20	No difficulties, and about 8 miles easy.
Hardy.....	8	50	6.25	No difficulties at all.
Melrose.....	8	23	2.62	Do. do.

From Murrumburrah to Wagga Wagga, Surveyors Jamieson, Kennedy, and Tillett completed 89 miles 28 chains in 361 days' actual work; this gives an average of 4.00 days per mile, add 25 per cent. for Sundays, &c., and the cost will be £13 2s. per mile, and I find that the actual cost is £13 1s. 3d. per mile.

THOMAS R. FIRTH.

Trial Surveys, Blaney to Murrumburrah, 1875.

No. 210.

MR. W. B. WADE to ENGINEER-IN-CHIEF.  
Great Western Railway Trial Survey.

Bathurst, 29 May, 1875.

MEMORANDUM to Engineer-in-Chief.

I have been over country between Blaney and Cowra, during the month; but must take another day to fix a point for leaving the Orange line, &c., also go over the main road, to compare it with the line I travelled, before I report. I ascertained by the aneroid that there is a fall of 2,400 feet between the two points, so it will be inevitably difficult.

W. B. WADE.

No. 211.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Trial Surveys—Blaney to Murrumburrah.

Bathurst, 22 June, 1875.

SIR,

I have the honor to report that I have examined the country between Blaney, on the G. W. Railway, and Murrumburrah on the G. S. Railway.

The portion between Blaney and Cowra presents far the greatest difficulties of the whole length; the fall from the high land on the Orange extension, near Blaney, to the Lachlan River, at Cowra, is about 2,300 feet, and is unequally distributed.

Before describing the course of the line I should recommend, I will endeavour to make clear the natural features of this part of the line.

The spur that carries the Orange line from Bathurst for about 18 miles runs up to a high mountain called the "Brothers," forming part of the range dividing the waters of the Macquarie and the Lachlan from the "Brothers." Two important spurs run out in the Cowra direction; one divides Combing Creek from the Bellubula River, and culminates in the lofty Mount Macquarie, opposite the township of Carcoar; the other spur runs nearly westerly, until about 20 miles from Cowra, it falls rapidly in the direction of the Lachlan River; this last spur divides the waters of the Abercrombie River from the tributaries of the Bellubula, *via* COUNLING, MUNDURAINA, GRUBBENBUN, and LIMESTONE CREEKS, which all take their rise in the spur. The present main road leaves Blaney (on the right bank of the Bellubula), follows a ridgy country, without much change of level with the Bellubula River; on the left flowing in a deep and rough gorge, until within 1 mile of Carcoar, when it drops 400 feet at once; crosses the river, then crosses COUNLING, MUNDURAINA, and GRUBBENBUN CREEKS at right angles, with a considerable ridge between each creek; it then goes through very broken country for some miles, near Limestone Creek, and the left bank of that creek rises to a high ridge called "Burly Jacky," from which there is a sharp descent into Sheet of Bark Creek, and then 9 or 10 miles of good country; thence Wood's Flat into Cowra. This route is bad on account of the several large creeks crossed at right angles, as the ridge between them adds very considerably to the inevitable fall of 2,300 feet from point to point; but I consider that the Carcoar difficulty alone is sufficient to condemn it. Before abandoning it I thought it necessary to examine the Mount Macquarie spur before alluded to; this, however, is quite impracticable for a railway line, for after reaching a few miles from Blaney it becomes narrow and tortuous, with deep gullies and abrupt spurs on each side. After examining this lower country, it appeared evident that a route must be sought upon higher ground, and if possible heading the several creeks I have mentioned; the second spur from the "Brothers," towards Grubbenbun, partly fulfils this condition, and gives a pretty good direction.

The line that I should recommend for survey will leave the Orange extension about 168 miles 30 chains, at a level of 3,100 feet, then follow a level table-land for 3 miles to the head of Evan's Swamp, then descend by Evan's Swamp Valley, falling 200 feet in 4 miles, and cross Combing Creek, at a level of about 2,900 feet; then over a ridge nearly 200 feet high, in a straight line to the village reserve of No. 1 Swamp, at a level of 2,800 feet; then an easy sidling ground to the old Lachlan Road, which is nearly on the crown of the spur I have before spoken of as dividing the Abercrombie waters from Bellubula. The line will have to ascend again to about 3,000 feet here, and will then follow a good course on moderately sidling ground, between the old road and the crown of the ridge, for about 12 miles, gradually falling to a level of 2,100 feet, at Grubbenbun Creek. After crossing this creek the real difficulty of the line is encountered. It will be seen on the county map that four large creeks, running in different directions, all take their rise on the Grubbenbun Run (marked Charles Kerr, 1,357 acres), *viz.*:—Milburn, Wangoola, Grubbenbun, and Limestone Creeks, and the ridge falls away altogether. I should recommend trying first to bear to the north after crossing Grubbenbun Creek, cross the two next dividing ridges or spurs as low as possible without spoiling the direction, and descend Wangoola Creek, crossing it near the head station (marked on the county map Simn. Lord's 1,920 acres); then follow the left bank of Wangoola Creek to O'Brien's selection, still sharply descending; then over a very good and nearly level country nearly 8 miles into Cowra. This Wangoola descent is the key of the work; it will be quite 700 feet in one incline. If Wangoola Creek proves too steep to get it in, I should try the ridge between Wangoola and Limestone Creeks, pointing more towards the main road at Sheet of Bark Creek; this of course would be longer. After passing O'Brien's selection the country is good, and the Lachlan River may be crossed almost anywhere; the shortest line for Young will leave Cowra some miles on the right, but in fixing the direction here it should be borne in mind that what is saved in the present line will be added on to the branch line to Forbes that will probably at some future time be made over a perfectly easy country from Cowra. The present road bridge over the Lachlan consists of 360 feet large span, and 400 feet timber approaches. The railway bridge will have to be at least as long, and should be about 6 feet higher to be safe from floods. I found a very favourable site about half a mile above Cowra, with a high bank on one side and moderate extent of flooded ground on the other. After crossing the Lachlan the country towards Young is perfectly smooth and uniform; for nearly 36 miles the line will be nearly straight, and on the surface of the first 20 miles is good sound ground, the remainder gets boggy and rotten in winter. Three creeks, Koorowatha, Murringo, and Wambaqumba, are crossed in this length; each will require a timber bridge of moderate size. At 36 miles from Cowra the country has gradually risen about 600 feet, it then becomes ridgy, and the line will have to be carefully chosen through rather complicated ridges to Young, but as the total rise is only about 200 feet there cannot be any real difficulty. The township of Young is about 300 feet below the ridge last crossed, but as it is out of the direct line to Murrumburrah, it might be left about a mile on the right and the Burrangong crossed from 60 to 100 feet higher in level than the township; after crossing Burrangong Creek the line will follow a spur to the east of and parallel to the ridge on which the track from Young to Murrumburrah runs, joining the track at about 3 miles from Young and about 300 feet above it on the main dividing range of the Lachlan and Murrumbidgee waters; then follow a ridgy tableland with little change of level for 3 or 4 miles, when a bold spur is met with dividing the waters of Murrumburrah Creek from Back Creek. The line will conform to this spur on the Murrumburrah side of it, and descend some 450 feet to the G.S. Railway at about 230 miles from Sydney, the

the point of junction being regulated by the distance found necessary to make the descent in. The approximate distances on this line are,—

G. W. Railway to Cowra	...	...	...	...	48 miles
Cowra to Young	...	...	...	...	44 "
Young to Murrumburrah	...	...	...	...	20 "
Total	...	...	...	...	112 miles

Of this length some 60 miles will be little more than surface forming, the remainder will probably be something over 20,000 c.y. to the mile. There will be one heavy bridge over the Lachlan at Cowra, three or four timber bridges about 100 feet long each; the remaining watercourses are all within the capacity of culverts. Between Blaney and Cowra there is good stringy-bark and box timber, and any quanting of loose stone fit for ballast; between Cowra and Young fair box timber, but no stone, excepting about 20 miles near the old Lachlan Road; the country traversed is all good land and largely selected and settled.

I forward a tracing of route to fit on to the half-inch scale county map.

I have, &c.,  
W. B. WADE.

### Mudgee to Wellington.

No. 212.

ENGINEER-IN-CHIEF to MR. QUODLING.

MR. QUODLING, Mudgee,—

6 March, 1874.

As a trial line is now being surveyed from Orange to Wellington, it would be more desirable to explore a line from that town to Walgett than from Mudgee, as you were originally instructed to do by the Memo. 73-660 of 11 December last.

You will be good enough therefore to commence an exploration of the country from Mudgee to Wellington and thence to Walgett, as soon as you have completed the examination of the country between Wallerawang and Mudgee.

The examination of the country for a branch to Hill End and Tambaroora to stand over until further orders.

JOHN WHITTON,  
p. W. H. QUODLING.

No. 213.

ENGINEER-IN-CHIEF to MR. W. B. WADE.

MR. W. B. WADE,—

17 September, 1874.

Mr. Mann will leave here to-night to continue the trial surveys through Wellington on to Walgett, commencing where Mr. Donkin left off. I have sent the maps to you, and wish you to give every information in your power relating to the country through which the trial lines are to pass to Mr. Mann, who will act under your general instructions. I don't know to what extent you have explored, and probably it will be necessary for you to continue your explorations nearer to, if not altogether as far as Walgett.

JOHN WHITTON.

The following maps are forwarded by this post under separate cover, viz. :—

County Lincoln (in 2 parts)

„ Napier  
„ Gowen  
„ Barradine.

Portion of the Colony—Bathurst to Walgett.

### Trial Surveys—Wallerawang to Mudgee, 1874.

No. 214.

CHIEF-CLERK to MR. H. QUODLING.

MR. HENRY QUODLING,—

11 December, 1873.

I am directed by the Engineer-in-Chief to instruct you to explore the country with the view of finding the best route for a railway line from Wallerawang to Mudgee (with a branch to Hill End and Tambaroora, by way of Wattle Flat and Sofala), and from Mudgee to Walgett.

It is desirable that the capabilities of the country passed through be noted, as regards the localities where suitable timber and material for railway purposes exist, as also the quality and description of the soil and natural features.

You will be good enough to report progress fortnightly. I forward herewith lithographic maps of the counties of Wellington, Roxburgh, Phillip, Bligh, and Lincoln, and a folding map of a portion of the Colony.

W. H. QUODLING,  
Chief Clerk.

No. 215.

## No. 215.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Wallerawang, 22/12/73.

SIR,

Will you kindly direct that I may be furnished with the portion of the county map (Cook), between this place and the county of Roxburgh.

Also a plan of the new line of road from this to Mudgee, which will probably be with the Commissioner for Roads, and is not shown on any of the maps that I have.

I am, &amp;c.,

HENRY QUODLING.

Mr. Drewett.—W.H.Q., 23/12/73.

Plan of county of Cook cannot be obtained. The plan of road, Bowenfels to Mudgee, is being traced, and will be forwarded on the 31st instant.—J.W.D., 30/12/73.

## No. 216.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Ben Bullen,

1 January, 1874.

SIR,

In obedience to your instructions, I have the honor to report that I have carefully examined the country from Wallerawang, in direction of Mudgee, for a distance of 20 miles; and it is my pleasing duty to report further that, as far as I have explored, I am satisfied that a favourable line of railway may be constructed—and that cheaply—the only expensive work being a tunnel of about 600 yards in length; that you may possibly think desirable in order to get through the main dividing range about 8 miles from Wallerawang.

I have &amp;c.,

HENRY QUODLING.

## No. 217.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

"Freestones Inn," Mudgee Road,

15 January, 1874.

SIR,

Up to the time of forwarding my last report, I had confined my examination of the proposed line of railway from Wallerawang to Mudgee, altogether through the country to the eastward of the direct line.

I now find that a much better line can be obtained, and that the tunnel referred to will not be necessary.

By leaving the Wallerawang Station in a N.N.W. direction to the foot of the spur, and keeping along the southern slope at foot of mountain range for a distance of about 4 miles, a very low gap in the main dividing range may be crossed most easily; thence following down Dulhunty's Creek and an old track on to the Township Reserve at Jews' Creek, and continuing near to the old track referred to, to the western side of Blackman's Crown, and eastward of Bandamora Farm on to Jack Hall's Creek, crossing same about a mile to the eastward of its junction with Round Swamp Creek; a very good line may be had with easy gradients, few curves, and but little excavation.

I hope to be able to report as favourably of the proposed line which will have to pass to the westward of Cherry-tree Hill.

By reference to the county maps Cook and Roxburgh, this can be readily seen and traced.

I have, &amp;c.,

HENRY QUODLING.

## No. 218.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Cudgegong, 2 February, 1874.

SIR,

I have the honor to state that, in continuation of my last report, I have been enabled to mark out a very favourable line up to Aaron's Pass.

From the last-named point in the report referred to Jack Hall's Creek, crossing same in a north-north-west direction, and passing along the western side of a creek to within sight of the main road; thence westerly to Moore's old inn (allotment No. 6, Hearne parish); thence passing allotments Nos. 4, 22, and 21 to the commencement of the rise to Cherry-tree Hill; thence along an old road passing over the western side of Cherry-tree Hill over a low gap, and still keeping the general direction of the old road past Tecloy's free selection (abandoned) on to an old road leading from M'Cully's Inn to Razorback; thence crossing same along a spur skirting allotments Nos. 24, 23, 22, 21, 16, 15, and others, to the east of No. 15, all in Warragunia parish.

From the crossing of the old road leading from M'Cully's Inn to Razorback, previously mentioned, to the last-named point a line quite as favourable as the one described between the two points referred to can be obtained, or even more so, as it leads to within a short mile of Keene's Swamp Township (from which there is a fair road to Rylstone, distant 18 miles), and where you would most probably desire to have a station, to afford facility for the public residing in the township and neighbourhood.

From the point east of No. 15 allotment referred to on the other side, and passing eastward of allotments 14 to 7, and W. H. Suttor's grant of 640 acres, all in Warragunia parish, and keeping eastward of allotments Nos. 6 and 5, same parish, on the Tubrabucca Creek, crossing same in a north-north-east direction over a low pass for about a mile to the eastward of Bumbandy Swamp, and in direction

of

of No. 3 allotment, Tubrabucca parish; thence along a gentle rise to the range about 2 miles westward of Aaron's Pass. By adopting the lines described no expensive works would be necessary beyond four viaducts of about 100 feet in length each. Very little private property would be interfered with; no main roads crossed; plenty of stone obtainable for building purposes, good lime also, and timber for fencing, but not for first-class sleepers. Water can also be got by gravitation in suitable places.

I have, &c.,

HENRY QUODLING.

No. 219.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Mudgee, 16 March, 1874.

SIR,

I have the honor to report that, up to the date of my last return, I was of opinion that it would be possible to continue the proposed line from Wallerawang to Mudgee to within a short distance of the township of Cudgegong; but I find on a careful examination of the country north of Aaron's Pass that the fall is too sudden to admit of my taking the line near to Cudgegong without making a considerable detour, and I much fear it will have to be taken to near Bocoble Mountain. As far as the direction of the line is concerned this is a great advantage, and I am in hopes that it will turn out to be much more favourable than I was led to suppose from my first examination of the locality. I shall not be in a position to write confidently of this matter until I return to Cudgegong, which I hope to do by the end of this week. During the time that I have been in this town I have obtained much valuable information as well as addition to the plans, and will be able to suggest a most advantageous position for station purposes in Mudgee, as also favourable ground for the approaches to the same, without going through more than some half-dozen portions of private property. The plan showing this I hope to be able to forward in a few days.

I am thankful to be able to report further that I have so far recovered from my late accident that I shall be able to take to the saddle again in a few days at the most.

I have, &c.,

HENRY QUODLING.

No. 220.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Mudgee, 23 March, 1874.

SIR,

I have the honor to submit for your information a plan of the environs of Mudgee, on which is shown the proposed station ground, and also the lines of railway as suggested for adoption.

I respectfully beg to state that it would be advisable to prevent the sale of any of the Government land in the vicinity of the lines; as shown by blue dots; as also, to advise the Hospital Committee to select a site for the proposed new hospital in some other locality than that which has been recently surveyed for the purpose.

I have, &c.,

HENRY QUODLING.

No. 221.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Cudgegong, 11 April, 1874.

SIR,

I have the honor to report the following for your information.

The portion of the county of Roxburgh north of Aaron's Pass, as also a considerable portion of the county of Wellington, falls so suddenly northward that I have had much difficulty in being able to suggest the continuation of the proposed line to Mudgee, without recommending very expensive works being carried out.

I have succeeded in marking out a line, passing within a short distance of this place (one mile), where suitable ground for station arrangements may be found; but much of this route would pass through purchased land, and heavy cuttings would be necessary.

Another line from Aaron's Pass *via* near Bocoble Mountain will be somewhat longer, but I believe less expensive for cutting, &c., and is almost wholly through Government land. The two lines would meet near the junction of Four-mile Creek with the Cudgegong River, and, by continuing this route to Mudgee, the existing main line of road would have to be followed nearly, and would pass almost wholly through purchased land.

It is just possible that the ranges which divide Tunabutta from Wanatra may be got through.

I have devoted much time to this to avoid getting among the purchased lots, and purpose continuing my exploration in this direction, to avoid the expenditure that must necessarily be incurred in this respect if the main-line of road be followed.

I have, &c.,

HENRY QUODLING.

No. 222.

MR. H. QUODLING to ENGINEER-IN-CHIEF.

Cudgegong, 20 April, 1874.

SIR,

I have the honor to forward for your information two maps and one diagram. On the former the line of railway from Wallerawang to Mudgee, as by your direction, has been marked; on the latter I have submitted nearly all the information I have been able to obtain with reference to the proposed line.

I beg to inform you that I leave this place to-day, and will lose no time in proceeding to Sydney to report myself to you.

I have, &c.,

HENRY QUODLING.

WALLERAWANG

# WALLERAWANG TO MUDGEES.

Diagram showing approximate Heights, Distances, and Gradients.

V denotes that Viaducts are necessary.

Trap, ironstone, limestone, gold, and copper are found in this district; ironbark, box, blue and red gum, and stringy-bark, in the ranges adjacent to this portion of the proposed line. Good timber very scarce in the neighbourhood of Mudgee.

Sandstone, ironstone, limestone, coal, kerosene shale, gold, and copper are found in this district; also, ironbark, box, blue and red gum, and stringy-bark, in the ranges adjacent to the proposed line.

## MUDGEES.

1,500

Rise, 1 in 66.—Along rough spurs to hill side, and round to and above the main road.

## Mullamuddy.

1,600

Rise, 1 in 66.—Along flat good ground to undulating spurs.

Rise, 1 in 66.—To above and near to the main road, keeping along same to summit.

Rise, 1 in 66.—Along undulating spurs, and round a sort of basin to low gap in range.

Rise, 1 in 40.—To gap or saddle.

Rise, 1 in 50.—Along slopes of ranges above an old track to a gap; thence to the right of Oldfield's cultivation, to another gap to Arnold's sheep station.

Rise, 1 in 33.—In the direction and above an old track over very rough spurs, &c., to a gully, and up the same to a gap in range.

2,054

## Cudgegong (2½ miles). And on alternative (¾ mile).

1,829

Rise, 1 in 33.—Along undulating ground and across spurs, leaving a sheep station and a temporary horse trap on the right. A spot suitable for a station or platform marked on map.

2,653

## Aaron's Pass Range. (Summit.)

Rise.

2,643

## Keene's Swamp, or Ilford. (2 miles.)

Rise, 1 in 33.

3,518

## Cherry-tree Hill. (Summit.)

Rise, 1 in 50.—Across undulating ground on to spurs south of the Sofala Road, rounding said road and along spurs to the northward of same to Cherry-tree Range, up same to summit near the old Mudgee track.

Rise, 1 in 33.—Over undulating forest land, on the sideling ground west of stream near allotments Nos. 2 and 3.

Rise, 1 in 66.—For about a mile, then fall 1 in 50, to above Moore's old inn, over undulating forest land.

Rise, 1 in 33.—Over ridge to gully, and up to track leading to Pitt's on main road.

Rise, 1 in 100.—Along rough spurs above creek to within sight of culwater ground near road.

Rise, 1 in 33.—Along old track and across flats up gully to a stony range, undulating.

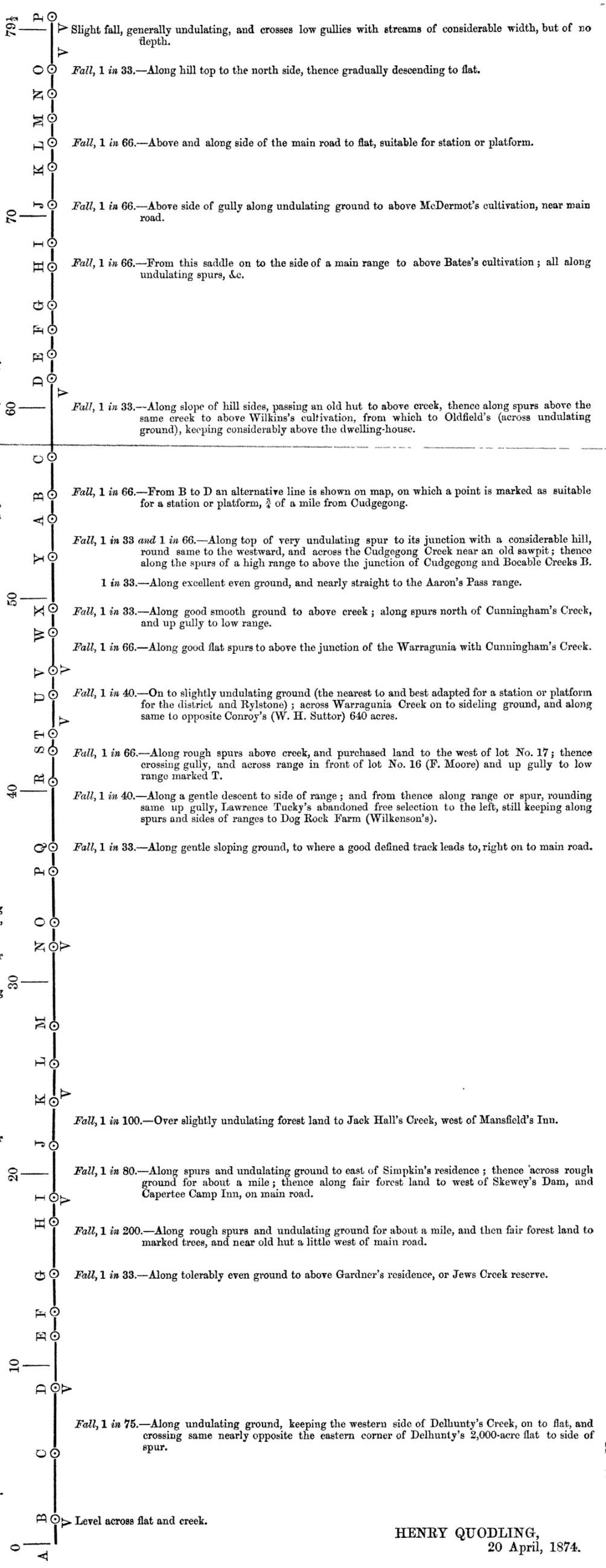
Rise, 1 in 33.—Along slightly undulating ground beside gully to near an old stockyard.

Rise, 1 in 350.—Along spurs and undulating ground to above Norris's free selection.

Rise, 1 in 150.—Along broken spurs and undulating ground to low gap (Mother Blackman's).

2,927

## WALLERAWANG.



HENRY QUODLING,  
20 April, 1874.



## Trial Surveys—Bourke to Dubbo.

No. 223.

ENGINEER-IN-CHIEF to MR. G. W. TOWNSEND.

15 January, 1875.

MR. TOWNSEND, Pooncaira,—

As suggested in your letter of the 6th instant, you can, when you have finished the work at which you are now engaged, proceed to Bourke and explore the country to Dubbo, following the direction of the Bogan on the west side and crossing it nearly opposite to Warren; thence to Dubbo, keeping on the south side of the Macquarie.

If Mr. Cowdery, who is now near to Wellington, has not explored beyond that town, you can continue the exploration as far as Wellington, and on reaching his camp give him all necessary information.

JOHN WHITTON,  
p. W.H.Q.

No. 224.

MR. G. W. TOWNSEND to ENGINEER-IN-CHIEF.

Sydney, 19 April, 1875.

SIR,

I have the honor to inform you that I have completed the exploration from Bourke to Dubbo, and have to report as follows:—

As it will be more convenient, I shall commence description from Dubbo Road.

With a short viaduct from the eastern side of the river a good crossing of the Macquarie can be got near to the present bridge on to ground about flood level on the western side. After crossing the river a rather tortuous course will have to be followed, skirting the hills on the west bank of the Macquarie; for about 14 miles; when clear of the hills, about 8 miles in a south-westerly direction will reach a point about 2 miles west of Old Narrowine Home Station; thence keep about west for 6 or 7 miles; thence about north 60 degrees west to a point about a mile below Thomas Keenan's home station on the Bogan River—keep the same course across the river for about 3 miles; thence head direct for East Bourke 2 miles up the Darling above the present township, nearly the whole of which is liable to floods, while East Bourke is on a sand-hill, and must eventually become the principal centre of trade. On this route very little flooded country will have to be crossed, and no heavy works of any kind will be needed. The country from where I propose to leave the hills, to the Bogan, is level with the exception of low pine and oak rises, and is clear of floods throughout the whole proposed course excepting near the Backwater Station, 8 miles from Narrowine. From the Bogan to Bourke, excepting the flooded country on the river banks, the proposed line is all clear of floods, and is level with the exception of a few low, detached ranges, which commence from the plain, run in a northerly direction for a few miles, and die out. These low ranges are, I think, the higher peaks of a dividing range between the Bogan and Lachlan Rivers, that has been nearly buried by geological action.

The only bridges of importance are—1st. The one over the Macquarie, at Dubbo, which will need, I should say, an aggregate amount of opening equal to 300 feet, and I should say the scour on the flooded country next the town will be considerable. 2nd. The one over the Bogan near Keenan's. Here about 80 feet will be ample, and, though about 1 or 1½ mile of flooded country will have to be provided for, there can be little scour, as the country is very flat.

A few small bridges and culverts will be needed on the sideling ground for the first 14 miles after leaving Dubbo; then, excepting over about 1 mile of country near Backwater Station, 8 miles from Narrowine, very few, as nearly the whole course proposed is above flood level, and the country is destitute of watercourses so long, as while between the Macquarie and Bogan you keep clear of the Bolerangha Creek. 1 mile near Backwater will need frequent small openings.

Ballast.—Of this there will be no scarcity, as for 14 miles out of Dubbo there is excellent granite; between the Macquarie and Bogan a hard brown ironstone with quartz occurs in many low ridges; and after crossing the Bogan nearly all the low ranges show the same kind of stone, and they continue to within 25 miles of Bourke. Material for construction purposes.

Building stone.—The only good durable stone fit for building is the granite above mentioned, near Dubbo. A white freestone occurs near Bourke; I cannot say anything as to its durability, but it is being used in a house now being built on Mr. O'Shaughnessy's station near Bourke, and doubtless a few years will show its worth or the reverse.

Timber.—Good pine, box, ironbark, and gum, are to be had on various portions of the proposed route. I forward herewith specimens of pine that have been twenty-five years in use. The pine is preferred for durability in this part of the country to any of those timbers used for construction purposes.

Limestone.—Good limestone can be had in quantity near Dubbo; and large drifts of pebbles of good limestone occur in several places along the line.

Clay.—Very little good clay, so far as I have seen, is to be had, as what otherwise appears good is so full of small limestone pebbles as to be unfit for brickmaking. In one place on the Bogan I saw good clean yellow clay; but that would be quite 25 or 30 miles from the route I propose.

Land.—There is not much good land along this line, as the so-called sandhills are composed of a loamy red soil more than a sand.

Water.—The greatest difficulty both in survey and construction will be the want of water; for although the line passes through a magnificently grassed country, there is such a want of enterprise on the part of the residents on the Bogan that they keep their stock starving on the frontage blocks, and will make no effort to secure water in the back country. During ordinary seasons, I am informed, that a good deal of water lies for months in the natural hollows called clay-pans, so that if a good season were chosen, the survey could be pushed through quickly without very much extra expense. The only plan that I could adopt in the exploration was to keep the river with my camp, make short journeys along the river, and ride as far as practicable into the western country from my various camps on the river. Water.

The character of the country for surveying is generally favourable, though there are some very heavy belts of pine and oak scrub, particularly between the Bogan and Macquarie.

Traffic. The traffic will be chiefly goods, and until the line has aided the development of the West Bogan country sufficiently to cause permanent settlement thereon, will be supplied principally from the Darling and Western Queensland; but from the magnificent grass and fine capabilities for storing water throughout the whole of the West Bogan country, I have no hesitation in saying that the development of the resources of this country will progress rapidly, and each year will add largely to the value of the local traffic along this line.

North of the Darling large tracts of country are occupied on the Warrego and Paroo Rivers, and on Cooper's Creek, both in New South Wales and Queensland territory. The whole of this country is supplied by river traffic from Melbourne and Adelaide, and I am assured the imports alone amount to half a million yearly, while there is no doubt that a large proportion of the wool quoted as export from Melbourne comes from Riverina country, the Darling alone employing about thirty boats averaging about 100 tons.

The Cobar Copper Mine is about 40 miles from the proposed route, but I do not think it can at present be depended upon for supplying much freight.

I have, &c.,  
G. W. TOWNSEND.

### No. 225.

#### EXPENDITURE on the Vote for Railway Trial Surveys—£20,000—33 Vic. No. 2.

	£	s.	d.
Generally	885	19	4
Sydney to Illawarra (Liverpool and Campbelltown surveys included)	1,920	14	10
Wagga to Albury	4,022	6	5
Wagga to Deniliquin	1,026	7	3
Wallerawang to Mudgee	124	13	8
Orange to Wellington and Dubbo	693	8	6
Clarence to New England	4,318	10	10
Tamworth to Inverell	2,391	2	1
Cootamundra to South Australian Boundary	278	18	2
Blaney to Murrumburrah	7	11	7
Cootamundra to Gundagai	1,051	8	5
Inverell to Tenterfield	2,358	2	7
Petersham to Glebe Island	57	10	0
Extension into Sydney	87	1	2
Quirindi to Narrabri	20	0	0
Werris Creek to Narrabri	169	13	10
Bourke towards Orange	162	10	0
Dubbo to Bourke	90	9	6
Orange to Walgett and Wellington	319	0	6
	<u>£19,985</u>	<u>8</u>	<u>8</u>

J. Vernon,  
12/11/75.

H. WICKHAM,  
Accountant.

1875-6.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## RAILWAY TRIAL SURVEYS.

(MINUTES, REPORTS, &c.)

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*Ordered by the Legislative Assembly to be printed, 25 May, 1876.*

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RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18 January, 1876, That there be laid upon the Table of this House,—

“ Copies of any Instructions given by the Government or Secretary for  
“ Public Works to the Engineer for Railways, or any other person ; also a  
“ copy of all Papers, Letters, Minutes, and Reports having reference to  
“ Trial Surveys throughout the Colony authorized by the present Govern-  
“ ment ; also a Report of the progress made and amount of money expended  
“ on each Line.”

(*Mr. Nelson.*)

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Campbelltown



## RAILWAY TRIAL SURVEYS.

### Clarence to New England.

#### A.

MR. J. HOYLE TO THE ENGINEER FOR TRIAL SURVEYS.

Railway Survey Camp,  
Sandy Creek, near Tenterfield,  
30 June, 1875.

DEAR SIR,

By this post I send you plan and section of my work about the Sandy Hill. By them you will see that I cannot get down by the river. I contoured with a gradient of 1 in 50, but the hill is so abrupt that I could not round it, neither could I with a 1 in 40 gradient, there not being room for even a 10-chain curve. On looking over the country, I think by commencing to rise at Black Snake Creek I could get to the top of the Sandy Hill by passing through a gap at the head of Clear Creek, but having doubt of the distance being long enough for me to fall to Darcy's, I am now running levels with a gradient of 1 in 45, but fear I shall not be able to get down, as my aneroid gives me about 600 feet fall, and I calculated the distance not to be more than 3 miles.

Last week a Mr. Mœsten (one of the oldest settlers up here), in conversation with some of my men, told them that we were not taking the easiest route, but that he knew a way far superior to ours. On seeing Mr. Mœsten, I asked him about the matter, and he told me he thought we were picking out the roughest country for our line, and he gave me the following as a much better route:—

Leaving Tenterfield in a S.E. direction, passing by the racecourse to Curry's selection; thence to Mitchell's selection; thence to Barney Downs, passing through head station to Swamp Oak Creek; thence to Commissioner's Camp, crossing Sandy Creek about half a mile below main road (Tenterfield to Timbarra); thence to watershed of M'Cloud's Creek; following range to head of Goff's Gully; thence following spur to head of Tea-tree Creek; thence following dividing range to crossing of Black Creek; and thence into Tabulam. Mr. Mœsten also said we should have to cross Sandy Creek at a height of about 40 feet; also that our summit would be about Swamp Oak Creek, from there we should fall until reaching Tabulam. Mr. Mœsten offers to go over and show the line to any one. If I find I cannot fall to Darcy's, what am I to do? Please send me instructions. Until I hear from you, I purpose trying if there be any other way to get past Sandy Hill.

I telegraphed to the Chief Clerk for information as to your whereabouts, thinking that if absent from Sydney my letter might there await your return and occasion delay.

I remain, &c.,

J. WALKER HOYLE.

#### B.

MR. J. HOYLE TO THE ENGINEER FOR TRIAL SURVEYS.

Trial Railway Survey—Laurence to Tenterfield:

Sandy Creek, 20 July, 1875.

DEAR SIR,

In accordance with the instructions in your memo of the 6th instant, I have consulted with Mr. Francis on the best means of joining our surveys, and beg to report to you as follows:—

Mr. Francis was unable to say where his survey would come out at Darcy's, but could show me the gap he is making for; he recommended my commencing at the Gap and working down to Darcy's, and thus endeavour to join our surveys. This gap is about half-a-mile eastward of the one Mr. Hyndman supposed the line would come through; it is at the head of Sheep-yard Swamp, about half a mile beyond Mrs. Darcy's back paddock, or about 3 miles from Darcy's Inn. My aneroid gave me a fall of 475 feet from the gap to Darcy's, and I am now running a contour line to endeavour to get down. I enclose you a tracing of the only feasible line I can find to carry on my survey along the Cataract River through Darcy's Gap. You will see that I am obliged to come down from the Falls with a zigzag—the red line is what I propose staking out.

The line I mentioned in my last letter proved as I expected to be impracticable, as it brought me out 200 feet above Darcy's Gap. Mr. Mœsten at present resides at his new saw-mills at Black Snake Creek, about 14 miles from Tenterfield, on the Grafton Road.

I remain, &c.;

J. WALKER HOYLE.

Would you kindly instruct the Office to send me up some tracing-paper.

#### C.

THE ENGINEER FOR TRIAL SURVEYS TO MR. J. HOYLE.

9 August, 1875.

MR. HOYLE, Sandy Creek, near Tenterfield,—

You may continue the staking of the line as shown by the tracing you forwarded on the 20th ultimo.

I wish you to inform me when you expect to connect this line from Mr. Francis' Gap with your line down the Cataract, also when you expect to be able to forward your through plan and section to this office.

HERBERT PALMER.

#### D.

6

D.

THE ENGINEER FOR TRIAL SURVEYS to MR. J. HOYLE.

15 September, 1875.

MR. HOYLE, Tenterfield,—

I have directed Mr. Francis to examine the route recommended by Mr. Mœsten, and to make a trial survey in that direction if he sees a chance of obtaining a better section than the one he has just completed.

I wish you to assist Mr. Francis if this survey is commenced; you may consult with him as to the portion you should take up when you complete your present length.

HERBERT PALMER.

E.

THE ENGINEER FOR TRIAL SURVEYS to MR. MAYES.

15 September, 1875.

MR. MAYES,—

On completing the work upon which you are now engaged, I wish you to assist Mr. Hyndman on a trial survey for a branch line to Casino. Mr. Hyndman will furnish you with the necessary instructions.

HERBERT PALMER.

F.

THE ENGINEER FOR TRIAL SURVEYS to MR. HYNDMAN.

15 September, 1875.

MR. HYNDMAN, Lawrence,—

Please forward to this office as early as practicable the plan and section of the Tabulam and Fairfield length, and the remaining length from Tabulam to your junction with Mr. Hogan's work as soon as completed. I wish you then to make a trial survey for a branch line to Casino, leaving your present surveyed line at the point that will allow of the shortest and easiest line.

HERBERT PALMER.

I have instructed Mr. Mayes to assist you in the Casino trial survey.—H.P.

G.

THE ENGINEER FOR TRIAL SURVEYS to MR. FRANCIS.

15 September, 1875.

MR. FRANCIS, Fairfield,—

Upon completing the length upon which you are now engaged, please forward the plan and section to this office.

The Engineer-in-Chief wishes you then to examine the route proposed by Mr. Mœsten, and to make a trial survey by this route, if you see any reasonable chance of obtaining a better section in that direction. Mr. Hoyle will assist on this survey when he completes his present work.

HERBERT PALMER.

H.

MR. J. HOYLE to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Railway Survey Camp, Sandy Creek, Tenterfield,  
4 October, 1875.

SIR,

I beg to inform you that by this mail I forward to your office, plan, section, and books of the section I have just completed of the trial railway survey, Lawrence to Tenterfield.

I have, &amp;c.,

J. WALKER HOYLE.

Received and joined to through plan and section, Lawrence to Tenterfield.—H.P., 13/10/75.

I.

THE ENGINEER FOR TRIAL SURVEYS to MR. HYNDMAN.

5 October, 1875.

MR. HYNDMAN, Lawrence,—

As the branch line to be surveyed from Wyon to Casino is so short, I should prefer Mr. Mayes taking the entire length. In the meantime I wish you to proceed to Iluka, to survey a trial line from there to Woodburn, on the Richmond River.

HERBERT PALMER.

J.

7

J.

THE ENGINEER FOR TRIAL SURVEYS TO MR. FRANCIS.

18 November, 1875.

MR. FRANCIS, Drake, *via* Tenterfield,—

I have instructed Mr. Mayes to assist on the survey you are now engaged upon, between Tabulam and Tenterfield, as soon as he completes his present work.

I wish you to arrange a length for him, and point the same out to him, as the through plan and section of this amended survey to Tenterfield is urgently required.

HERBERT PALMER.

K.

THE ENGINEER FOR TRIAL SURVEYS TO MR. MAYES.

18 November, 1875.

MR. MAYES, Deep Creek, *via* Casino, Richmond River,—

Forward the plan and section of the trial survey, Wyon to Casino, also all the books, &c., in connection with this work, to this office as soon as completed.

When this is done I wish you to assist on the survey now being made between Tabulam and Tenterfield.

Mr. Francis is now in the neighbourhood of Drake, and I have instructed him to arrange a length for you.

When you start your camp for that district it will be well for you to go in advance of your party to Mr. Francis and find out from him where you are to work, so that the least possible amount of time may be lost.

HERBERT PALMER.

L.

THE ENGINEER FOR TRIAL SURVEYS TO MR. FRANCIS.

22 February, 1876.

MR. FRANCIS, Tenterfield,—

On the completion of your trial survey to Tenterfield I wish you to return to this office with as little delay as possible, to assist in the preparation of Parliamentary plans, sections, and estimates of the various trial surveys from the Clarence District to New England.

HERBERT PALMER.

M.

THE ENGINEER FOR TRIAL SURVEYS TO MR. MAYES.

22 February, 1876.

MR. MAYES, Timbarra, *via* Tenterfield,—

On the completion of the length upon which you are now engaged, I wish you to return to this office with as little delay as possible, to assist in computing the earth-work quantities and of the through sections of the trial surveys from the Clarence District to New England.

HERBERT PALMER.

N.

MR. J. HOYLE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Tenterfield, 2 March, 1876.

SIR,

I have forwarded my plans and sections by to-day's post to the office.

I remain, &amp;c.,

J. WALKER HOYLE.

Mr. Palmer.—W.H.Q., 9/3/76.

Plans and sections received and joined to the through plan and section.—H.P., 9/3/76.

## Clarence District (North).

No. 1.

TRIAL SURVEYS IN THE CLARENCE DISTRICT.

TRIAL surveys have been completed from Moleville and from South Grafton to Glen Innes, from Lawrence to Tenterfield, from Wyon to Casino, and from Iluka to Woodburn.

Amount expended on surveys to 28th February, 1876:—

Clarence to New England ... ..	£8,973 15 8
Woodburn to Iluka ... ..	163 10 8
	<hr/>
	£9,137 6 4

J.W., 4/5/76.

ILUKA

## Iluka to Woodburn.

No. 2.

MR. C. DARLEY TO THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.

Harbours and Rivers Department,  
Newcastle, 19 November, 1873.

SIR,

In accordance with your minute dated 19/8/73 (M.P. 7<sup>3</sup>/<sub>2883</sub>), instructing me to make a reconnaissance of the country between the Clarence and Richmond Rivers, with the view of ascertaining the practicability of opening communication between them by a canal or tramway,—I have the honor to report that upon completion of the surveys for the Northern Breakwater at the Clarence Heads, I proceeded to make the required examination. I took into consideration three ways in which this work might be accomplished—

- 1st. By a ship canal from river to river.
- 2nd. By opening tributaries of the Clarence and Richmond as far as practicable to navigation, and connecting their heads by a tramway.
- 3rd. By a railway from river to river.

The first method, a ship's canal, would undoubtedly best meet the requirements of the district; but I fear the extent of the undertaking excludes all possibility of the work being carried into effect. I will however describe the nature of the country and extent of work required: On the map (Admiralty chart) attached to this report it will be seen that the shortest distance from river to river is from the southern entrance of the north arm of the Clarence to the southern bend of the Richmond at Woodburn, and at each of these places tributaries join the respective rivers—that which falls into the Clarence is known as the Esk or Freshwater Creek, and that which falls into the Richmond as the Tuckimbil Creek; these creeks, the former having a southerly course and the latter a northerly course, lie in nearly a direct line from river to river, leaving only 10 miles of land between their heads. The total distance from river to river is about 28 miles.

Of this distance the north arm would be navigated	...	...	...	3 miles.
Freshwater Creek would be navigated about	...	...	...	10 "
Canal requiring to be cut	...	...	...	10 "
Tuckimbil Creek available if deepened	...	...	...	5 "
Total	...	...	...	28 miles.

To open these creeks, however, alone would be a work of some magnitude. To commence with the Freshwater: It will be seen on reference to the attached tracing that this creek falls into the north arm of the Clarence at a point about 3 miles from the main river, and as the lower end of the north arm is shallow, the dredging operations should commence at the south entrance; the creek also being rather tortuous and shallow would require straightening, widening, and deepening nearly all the way; however I do not think any rock would be met with to interfere with the dredging operations. At 13 miles up, and at a point marked "broad-arrow" on plan, the creek comes from a westerly direction and becomes too tortuous to be made any further use of at this point; therefore the cutting for the canal should commence.

The banks of the creek here are from 14 to 21 feet high, and the country generally lying between the creeks and the sea is about 26 feet over level of water in the creek.

I attach a section taken on line, marked "broad-arrow and B", from the creek to the sea, which may be taken as showing a fair average of the level of the country for some miles north and south.

From point marked "broad-arrow," going north, the ground rises gradually for about 5 miles, when the dividing range between the two rivers is met with, and the lowest point I could find along this range is about 80 feet over water level of the creeks; on the north side again the ground falls gradually to the Tuckimbil Creek. The depths of cutting required would be approximately 35 feet at the ends, increasing to 95 or 100 feet at the centre; therefore assuming a canal with a 50 feet base, I estimate the quantity of material in this cutting would amount to 30 millions of cubic yards, which at 1s. 6d. would alone cost some 2½ millions of money; this is assuming the absence of rock. However I have reason to believe rock would be met with at the summit before reaching a great depth, as I noticed some cropping out of the hills on either side.

From where this canal would terminate at the north end, the Tuckimbil Creek would require considerable improvement to straighten, widen, and deepen it, before it would be available for navigation. I noticed the bed of this creek is nearly all rock, there being several shallow rock bars crossing it; and the mouth is almost closed by a reef at low water.

Improving this creek would therefore in itself be a costly undertaking.

In the face of the extent of work required to open this ship canal I think I am justified in pronouncing it impracticable.

Scheme No. 2. By opening the creeks as far as practicable to navigation, and connecting their heads by a tramway:

I think this project may be disposed of with the objections to No. 1 scheme, namely,—the great cost of improving the creek. Were this even not a consideration I would still doubt the expediency of such a plan, not only on account of its requiring a transshipment of the goods, but chiefly owing to the expense of navigating, inasmuch as the vessels would require to be towed at each end, while for the purpose of working them a harbour or dock would have to be excavated at the head of each creek.

I am now brought to the consideration of scheme No. 3, which is a railway from river to river. This I think is certainly the most feasible project. The length of line required would be 27 miles to take it from deep water on the Richmond, at Woodburn, to deep water near the entrance of the Clarence River, at Iluka; but as 2 miles of this line is about being constructed from the North Head for the Harbour works, the total length required would only be 25 miles.

The works would be of the lightest description, nothing but mere formation for miles, and with the exception of perhaps 1 mile along the Tuckimbil Creek none of the land is alienated from the Crown, nor are the allotments in Woodburn or Iluka township yet sold.

I estimate that the railway might be constructed and supplied with a light and suitable rolling-stock for about or under £100,000. Suitable appliances and stores should be provided at either end to handle and receive the corn and other produce passing over the line.

I feel satisfied that should it be determined not to attempt to improve the entrance of the Richmond River, so that the produce might be taken through the natural outlet, that the only other way by which the district can be relieved and saved from the fate that is most inevitably awaiting it, that of abandonment as an agricultural district, is to provide means of conveying produce at a cheap rate to the shipping on the Clarence, and as far as I can see this can only be done by means of a railway.

It might not be out of place here to remark that when going down the Richmond, from Woodburn to Ballina, some 30 miles, I observed that fully one half the farms along the banks were deserted, and the land which had been cleared is again growing up with brush, almost assuming its original appearance. This state of affairs, I was informed, is wholly due to the farmers being unable to get their crops to market—the cane lying on the ground from year to year rotting.

While in the district my attention was directed to the Evans River as an outlet for the Richmond, and at the request of several of the residents I made a hasty examination of its features. This river flows into the sea 17 miles south of the Richmond; the entrance is well protected by a bold south head, which shelters the bar effectively from a south-east gale.

The river, however, is not much more than a tidal estuary, there being little drainage or fresh water flowing into it; it commences abruptly in a swamp, only about 1 mile from the Richmond, at Woodburn, the distance to the sea being rather under 7 miles; it is of considerable width throughout its course, but owing to the absence of freshes passing down to scour it out it is very shallow in places; the shoals being composed of sand brought up with the flood tide, at a very trifling outlay, if thought desirable, a small canal could be cut into it from the Richmond, which if it did nothing else would effectively save a good portion of the district from damage during floods in the Richmond.

If the current thus sent through it was found to scour it out, I believe with a little further improvement a very good and safe entrance to the Richmond could be obtained by this means for vessels of a reasonable draft.

I had only time to make a hasty examination, but from what I saw I think the expense of a survey and further examination would be justified; the bar is so very smooth that although there was only 4 feet on it at low water I was able to go out over it in a small boat, and take soundings during any state of the tide safely, although at the same time the Richmond bar had a heavy break on it.

There is a reef of rocks apparently crossing the entrance inside the bar, over which there is now 9 feet of water, but probably 3 or 4 feet more would be obtained when the sand scours away, as the rock does not show up in the bottom, only appearing on each shore.

The head is a granite formation, so that any amount of most durable stone could be obtained for works if required.

I only throw out this suggestion as a matter for consideration, for it would certainly require a most careful examination and inquiry before venturing to tap the Richmond at 30 miles from its mouth, without seeing how far it would affect the bar—injuriously or otherwise.

I have, &c.,  
CECIL DARLEY.

No. 3.

MR. T. BAWDEN to THE MINISTER FOR PUBLIC WORKS.

Sydney, 14 November, 1874.

SIR,

I do myself the honor to direct your attention to the desirability of constructing a line of cheap railway between Iluka, at the Clarence River Heads, and Woodburn, on the Richmond River.

The distance between the points named is only about 35 miles, and, as I am informed, the highest elevation is only 80 feet, so that it would appear a railway may be constructed at a comparatively low cost, the more so as for some time to come there will be no necessity for intermediate stations.

Woodburn, upon the Richmond River, is situate about half the distance between the entrance to that river and the head of navigation, so that it may be said to command the whole trade of the navigation; besides which it is also the nearest point to the rich lands known as the Duck Creek Ranges, a considerable portion of which remains unoccupied through the want of proper facilities in the shape of communication with a market for produce. I would desire to point out that the extension of the suggested line of railway will do more to develop the resources of the Richmond River than any other expenditure of public money to a like extent, especially as connecting that important district with the harbour of the Clarence River, which is now being improved by the extensive works which have been undertaken to that end.

I have therefore the honor to request that steps may be taken for the survey of the proposed line with as little delay as possible, and here I may point out that the progress of the Richmond River district is being much retarded through the want of some more reliable means of communication with other parts of the Colony than it has at present, and which the proposed railway would afford in the highest degree.

I have, &c.,  
T. BAWDEN.

I see no objection whatever to the proposed survey being made. It was suggested to me by Mr. Bawden some time ago, but I understood it was the instructions of the Government to connect the Richmond and Clarence Rivers by means of a canal.—J.W., 2/12/74. Approved. Inform Mr. Bawden.—J.S., 11/12/74.

## No. 4.

MR. H. PALMER TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Department of Public Works,  
 Railway Branch, Engineer's Office,  
 Sydney, 21 September, 1875.

SIR,

A telegram has been received from Mr. Bawden asking whether a trial survey for a railway is to be made from Iluka (Clarence River Heads) to Woodburn, on the Richmond River.

Woodburn is described by Mr. Bawden in his letter dated 14th November, 1874, as situated about half way between the entrance to the Richmond River and the head of the navigation.

You have written on this letter of Mr. Bawden's that you see no objection to the survey being made, but understood it was the intention of the Government to connect the Richmond and Clarence Rivers by means of a canal. I believe the idea of a canal has been abandoned. Should you wish the survey to be commenced before the one I have already instructed Mr. Hyndman to make, from a point on the Lawrence and Tenterfield line to Casino, I could telegraph to that effect to Mr. Hyndman.

I have, &amp;c.,

HERBERT PALMER.

If the survey is made after the one to Casino, that will be sufficient, and *before* the surveyors leaves the district.—J.W., 27/9/75. H.P., 28/9/75.

## No. 5.

MR. R. A. HYNDMAN TO THE ENGINEER FOR TRIAL SURVEYS.

Lawrence, 29 October, 1875.

SIR,

I have the honor to inform you that I have examined the country between Iluka and Woodburn, and enclose a tracing showing roughly the route I propose for trial survey by a red line.

The present railway, laid by the Harbours and Rivers Department, for carrying stone from the quarry at the North Head to the Breakwater, is shown approximately in black. I examined this line with a view of continuing it to Woodburn, but as the length to be constructed would not be materially lessened, and the route is rather circuitous, and as the wharf is not on the river channel of the river, and very inconvenient for vessels, and the land in the neighbourhood has just been alienated, I propose to start from a point higher up the river upon the main channel. I have also shown an alternative line, which would shorten the distance about half-a-mile, but as this would go into private property, and be rather out of the main river, I shall proceed (unless otherwise instructed) with the first-mentioned line. The present railway, lying so near the coast, is made through drifting sand, and will probably be difficult to maintain.

The country from Iluka to Woodburn is sandy. From the Bay near Woody Head, for 2 or 3 miles, there is a succession of swamps and sand ridges; thence to about 3 miles beyond the head of the Esk or Freshwater River the country is very level with open healthy plains and swampy flats. From that to the Richmond there are alternately low spurs from the range on the coast, and arms of the large swamps lying inland.

There are no ranges to cross and an almost level line may be obtained throughout. The dense scrubs which cover most of this country rendered the work of exploring very difficult.

I have the honor to request a further supply of plan and section paper, and field and level books; also tracing-paper and plans of townships of Iluka and Woodburn.

I have, &amp;c.,

R. A. HYNDMAN.

## No. 6.

MR. R. A. HYNDMAN TO THE ENGINEER FOR TRIAL SURVEYS.

Iluka to Woodburn.

Lawrence, 7 March, 1876.

SIR,

I have the honor to inform you that I have completed the trial survey from Iluka to Woodburn, and have in accordance with instructions broken up my camp. I will forward the plan and section in the course of a few days. As my journal shows, I was unavoidably absent for three days, during which time the men were fully employed.

The necessity was such as not to give me time to apply for leave of absence. I shall however be engaged for more than three days of March, in finishing plans.

I have, &amp;c.,

R. A. HYNDMAN.

MR. R. A. HYNDMAN TO THE ENGINEER FOR TRIAL SURVEYS.

Camp, near Woodburn,

31 January, 1876.

SIR,

I have the honor to inform you that I have now ranged 19 miles of the trial survey from Iluka to Woodburn (besides  $1\frac{1}{2}$  mile of a deviation), and shall in course of the week complete the levelling to that point; the remaining 5 miles I expect to finish in February.

The greater portion of the line is nearly level, and that part upon which I am now engaged is very easy, but so heavily timbered as greatly to retard the progress of the survey.

I have, &amp;c.,

R. A. HYNDMAN.

No. 7.

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No. 7.

MR. R. A. HYNDMAN to THE ENGINEER FOR TRIAL SURVEYS.

Lawrence, 10 April, 1876.

SIR,

I have the honor to forward plan and section and field-books of trial surveys from Iluka to Woodburn.

I have before reported on the character of the country, and have now only to draw your attention to a proposed deviation which I have marked out and levelled from the edge of the level country to junction with the first surveyed line. The dotted line on plan would give a similar section to that already surveyed, as shown by dotted lines on the section.

In parts of the line where no tree or other suitable object for a bench mark presented itself, a white peg was inserted (the others being painted red) and a peg driven by it flush with the surface.

The flood-mark on the Richmond River was by far the highest known since the country has been settled.

Some lithographs and spare paper, which would form a bulky parcel for the post, I will deliver at the office myself.

I have, &c.,  
R. A. HYNDMAN.

No. 8.

MR. R. A. HYNDMAN to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Lawrence, 20 April, 1876.

SIR,

In compliance with your letter of 10th instant, I have the honor to forward herewith all property of the Commissioner for Railways now in my possession.

I have, &c.,  
R. A. HYNDMAN.

## Tamworth to Armidale.

No. 9.

MR. R. F. STACK to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Deepwater, 26 June, 1875.

SIR,

I have the honor of informing you that Mr. Mountain's work on Connor's Creek, near Barraba, will be completed probably by the 15th of next month, and I will feel obliged by your letting me know what instructions I am to give him as to his movements after that time. This survey is now apportioned in lengths up to Tenterfield. Mr. Herbert is working the last 8 miles, and I join up to his work, while Mr. Fitzgerald is engaged on a length of about 6 miles between Mr. Vine and myself. I found, when I came to ascertain what the distances would be, that Mr. Vine's length would be too long to admit of his finishing nearly at the same time as the other men, so leaving him to work the part over which he had run experimental lines, I cut off a short length for Mr. Fitzgerald, who was in want of one at the time. It would scarcely be worth while to bring Mr. Mountain up here (so far) to still further subdivide these short lengths, unless his services are required in this direction for some other work. I may take this opportunity of saying that I think Mr. Mountain's style of work, and the steady attention he has paid to it, merit every praise. I think it will take me till the end of the first week in August to complete my present work.

I have, &c.,  
R. F. STACK.

Instructions forwarded to Mr. Mountain and to Mr. Stack.—H.P., 5/7/75.

No. 10.

MR. R. F. STACK to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Surveys—Tamworth to Tenterfield.

SIR,

3 July, 1875.

I have the honor to report the progress of these surveys during the past month for your information. Mr. Mountain has completed the staking out of the alternative line on Connor's Creek, and the drawings connected with it will be finished about the 13th or 14th instant. Mr. Mountain informs me that his levels, which are run off his former work a distance of  $8\frac{1}{2}$  miles to where he joined on to it again, close to O'07, which is satisfactory. I wrote on the 26th instant, asking instructions for Mr. Mountain; no doubt I shall hear in the course of next week.

Mr. Vine has completed his staking out up to the 9-mile stake, a distance of about 9 miles from Wellington Vale, his point of commencement. He has still to work the descent to the Deepwater River, a distance of something under 6 miles, and very rough ground indeed. The portion of the line from Wellington Vale "to the 9-mile" is good, and as the distance now appears by that route to be little, if at all, longer than by the Bolivia Hill route, I have no doubt that it is the better of the two.

Mr. Fitzgerald is working a length of about 6 miles, between Mr. Vine and myself. It runs along the left bank of the Deepwater for some distance; then crosses the river, and passing close to the homestead of Bolivia station, joins my work a mile and half north of the homestead. The greater part of it will I think be good.

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I have completed (with the exception of a couple of days' levelling) about  $7\frac{1}{2}$  miles of the length on which I am now engaged, and shall have about  $4\frac{1}{2}$  miles more to join Mr. Herbert's work at a point  $7\frac{1}{2}$  miles south of Tenterfield. There are some rough places on the work I have done, but on the whole it is better than I expected.

There will be a very heavy pull up from the Mole (or Bluff) River to the dividing ridge between its waters and those of Tenterfield Creek. From where the coach road crosses the Mole to the dividing ridge the rise is 830 feet, and the distance only about 6 miles, so that our maximum gradient will probably be required for the whole of it, and there will be some heavy curving on it. The fall from the dividing ridge to Tenterfield is only 334 feet to the commencement of the Grafton line, and the distance 4 miles.

Mr. Herbert is working on the last length into Tenterfield, and has been engaged since he went there in running experimental levels and traverses, some of the results of which I have just mentioned.

I have, &c.,

R. F. STACK.

I have forwarded instructions to Mr. Stack and Mr. Mountain.—H.P., 12/7/75.

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No. 11.

MR. R. F. STACK TO THE ENGINEER FOR TRIAL SURVEYS.

Trial Surveys—Inverell to Tenterfield.

15 July, 1875.

SIR,

With reference to your memorandum, No. 75/393, I have the honor of informing you that I expect to complete my present work between the 15th and 20th of August. As yet I cannot name the date more precisely, but will write again when I am in a position to do so, and would therefore feel obliged by your letting me know where to address a letter to you should you leave Sydney.

I have, &c.,

R. F. STACK.

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No. 13.

MR. A. MOUNTAIN TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Tamworth, 19 July, 1875.

SIR,

I have the honor to send by Cobb & Co.'s coach this day, case containing plan and section of amended line—Trial survey near Barraba.

Also by to-day's mail the level and field books relative to same.

I have, &c.,

ADRIEN C. MOUNTAIN.

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No. 14.

MR. R. F. STACK TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Surveys—Inverell to Tenterfield.

2 August, 1875.

SIR,

I have the honor of reporting for your information on the progress of these surveys during the past month.

Mr. Vine has completed 13 miles of his length from Wellington Vale, and he informs me that he hopes to finish up to his point of junction with Mr. Fitzgerald by the end of this month.

Mr. Fitzgerald has completed the staking out of his present length—about  $6\frac{1}{2}$  miles—connecting Mr. Vine's work with mine. The remainder of the field work and the plan and section will, he informs me, be completed by the 14th or 15th instant, and I will be glad to hear by that date what instructions I am to give to him as to his movements when his present work is finished.

I shall complete the staking out of my present length to-morrow, and expect to have finished it with the plan and section by the latest date which I named to Mr. Palmer in my letter of the 15th July, viz., the 20th instant. It has been rather a troublesome and tedious piece of work, but I think I may say that the line has turned out a more favourable one than I thought I should get through this piece of country. The length I am engaged on will be about 12 miles, and Mr. Herbert's length about 7, so that the total distance by the survey from Inverell to Tenterfield will be about 95 or 96 miles.

Mr. Herbert has completed his line up to the summit,  $4\frac{1}{2}$  miles this side of Tenterfield; it is a nasty piece of line, having an ascent of 1 in 40 for about 3 miles, and in one place a 12-chain curve, extending to nearly a semicircle. There is no difficulty in the ground from the summit down to Tenterfield though the gradients must be tolerably heavy. Mr. Herbert's work will not be completed before the end of this month, and may take a week longer.

If it is approved I can employ Mr. Fitzgerald till the rest of the survey is finished, and while I go to meet Mr. Palmer, in running an experimental traverse and levels to connect the Wellington Vale and Nine-mile Station line with Mr. Vine's experimental line down Bolivia Hill.

I have, &c.,

R. F. STACK.

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No. 15.

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## No. 15.

MR. R. F. STACK to THE ENGINEER FOR TRIAL SURVEYS.

Tamworth, 8 September, 1875.

SIR,

I have the honor to inform you that I arrived here on Monday night, the 6th instant, and this morning received your letter of the same date.

My camp has not yet arrived, but pending the men coming up I will endeavour to get some knowledge of the route indicated in your advice, and will be glad to receive any further information at this address.

I may observe that it struck me, while travelling down in the coach, that Bendemeer is in an almost inaccessible hole.

I have, &c.,  
R. F. STACK.

## No. 16.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

15 September, 1875.

I WISH you now to arrange the placing of your staff on the different lengths of the trial line, to be surveyed between Tamworth and Armidale.

I presume you will take up the first length from Tamworth to Moonbi.

I went up by Swamp Oak Creek to the junction with Jamieson's Creek, following that Creek to its head at the summit of the Moonbi Range; after crossing the range and the Macdonald River I ascended to the summit of the tableland; from this point I do not anticipate any serious difficulty in making Armidale.

Mr. Armstrong, at Scott's Station, on the M'Donald, will show you the ground I went over. I think it will be your best plan to go over this portion at once and then to place one of the surveyors at the head of Jamieson Creek to ascertain whether there is a practicable gradient to be obtained by Jamieson Creek to Moonbi.

HERBERT PALMER.

## No. 17.

MR. R. F. STACK to THE ENGINEER FOR TRIAL SURVEYS.

Trial Survey—Tamworth to Armidale.

Tamworth, 24 September, 1875.

SIR,

I have the honor to acknowledge the receipt of your letter and memo. of the 15th inst., and to say that in accordance with your instructions I have desired Mr. Fitzgerald, whose present work will be finished by the end of this month, to commence work at Armidale and to work towards Salisbury; there will probably elapse about four weeks from this time before he can do so. I have written to Mr. Vine to bring on his camp to the head of Surveyor's Creek, and will probably go up to him when I hear that he has arrived.

Mr. Herbert is now on Jamieson's Creek, and will work down from the head of it towards Moonbi; he will have a distance of about 16 miles, as nearly as I can learn, to run in order to ascertain if a practicable grade can be got. I have not yet been up to Mr. Scott's station, but as soon as Mr. Herbert has a camp fixed near the head of Jamieson's Creek I mean to go up, making it a resting place. In your note of the 6th inst. you desired me to take levels, and a rough traverse up to the gap at the back of Tamworth, which Mr. Gill would show me. I rode to that gap and down from it to Tamworth with Mr. Gill, who kindly piloted me. Before our reaching the place Mr. Gill told me that he thought it was impracticable, and that it had been tried already by a Mr. Jamieson, who said there would be a 1 in 30 grade in it, and condemned it; however, we rode down, and I took heights with the barometer. The elevation of the saddle above Tamworth is, I feel sure, not less than 750, and the distance as ridden by us (by no means straight), not more than  $2\frac{1}{2}$  miles. I do not think that a 1 in 25 grade could be got in it. However if you still wish me to try it with level and chain let me know and it shall be done. With regard to the plan of the town of Tamworth, which you have sent to me, am I to assume that the old trial line may be taken as far as shown on the tracing, and that I may start my own work at the intersection of Marion-street with the town boundary, built up as that part of the town now is? I do not see how such a curve as shown on the plan could well be marked out *in situ*. Please instruct me in this matter. If the line could be taken up stream, so as to cross the river somewhere not far from Lewis Mill, it would be a great improvement over the crossing shown, and I wish to know whether I am tied to that crossing.

I have, &c.,  
R. F. STACK.

Instructions forwarded to Mr. Stack.—H.P., 27/9/75.

## No. 18.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

27 September, 1875.

THE trial line from Tamworth to Armidale must be a continuation of the permanently staked line from the point marked 182 miles.

I now enclose a tracing showing by dotted line what I consider will give the best line. The position of the line A B may be altered so as to interfere as little as possible with buildings, &c., but must be kept parallel to its present direction.

I

14

I wish you to send me a tracing of the section of the line through Tamworth as soon as you stake it, as I am anxious to compare this portion with the proposed site for station purposes on the company's side of the river.

As the elevation of the gap at the back at Tamworth is so great it will not be necessary to make a survey in that direction.

HERBERT PALMER.

No. 19.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

28 September, 1875.

ENCLOSED is a tracing of the town of Tamworth, showing the end of the permanently staked line at 182 miles, with the trial line towards Inverell, and the old trial line in the direction of Armidale. I send you this to enable you to transfer the plan of the township on your first length of the trial line, Tamworth to Armidale.

HERBERT PALMER.

No. 20.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

30 September, 1875.

I AM anxious to have a continuous plan and section of the trial line, Inverell to Tenterfield, as early as possible. Be good enough to complete the plan and section of your last length on that line before proceeding further with the Armidale line.

HERBERT PALMER.

No. 21.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

2 October, 1875.

I SHOULD like to have tracings of the sections of all experimental lines between Moonbi and the head of Surveyor's Creek before you survey in detail and stake out; so be good enough to take up the length between the head of Jamieson's Creek and the head of Surveyor's Creek as you propose.

HERBERT PALMER.

No. 22.

MR. R. F. STACK to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Tamworth to Armidale.

Camp at Six-mile Bridge, near Tamworth,  
7 October, 1875.

SIR,

I have the honor to report for your information that the trial survey from Inverell to Tenterfield is now complete, and Messrs. Fitzgerald and Vine are at present (according to their letters to me) on their road to Armidale to take up lengths on this survey. Mr. Fitzgerald has finished the experimental line connecting the Wellington Vale line with Mr. Vine's experimental line down Bolivia Hill; it is  $8\frac{3}{4}$  miles long, and Mr. Fitzgerald says it is good. As soon as I meet him I will forward the plan and section of it to Sydney. I wrote to Mr. Vine to send the plan and section of his length on the Tenterfield survey direct to Sydney, and it ought to be on the way down now, as he said he would be able to start for Armidale in the latter part of this week. Mr. Vine informs me that he has been delayed by having a whitlow on his finger, which caused him much suffering, and for six days prevented him from using a pen; but even allowing for this drawback he appears to have taken a long time in getting ready his plan and section.

Mr. Herbert is now camped near the head of Jamieson's Creek, and is working a trial section down from the top towards Moonbi; he says he thinks he can get a grade down, but expects to have a great number of crossings of the creek on the lower part below the confluence of Butcher's Creek.

I have been running experimental levels and traverse on each side of my present camp, and have about 6 miles done; there is no difficulty on this part, and the alignment is generally good; the most objectionable thing about it is having to hug the Main Northern Road very closely in some places, but I am trying to avoid crossings of it as much as possible, even at the sacrifice of some earthwork. I start after two days to ride through the proposed route to Armidale, where I expect to meet Messrs. Fitzgerald and Vine, and to go over with them the ground on which they will have to work; when I return I will do the work in the town of Tamworth, and on this side of it to join the work which I have already done.

I have, &c.,  
R. F. STACK.

No. 23.

THE ENGINEER FOR TRIAL SURVEYS to MR. R. F. STACK.

12 October, 1875.

It will be well to examine the country by Uralla as well as by Salisbury, and to report upon both routes.

Your plan, section, and books of the length from Bolivia to the Bluff reached this office yesterday.

HERBERT PALMER.

No. 24.

No. 24.

MR. R. F. STACK to THE ENGINEER FOR TRIAL SURVEYS.

Tamworth, 4 November, 1875.

SIR,

I have the honor of submitting to you herewith a trial section through the town of Tamworth, as desired by you. The crossing of the Peel is almost the same as that shown by the dotted red line put on by you on the tracing and is an excellent one, the best which can be got within our limits; the line also is a good one as regards injury to existing buildings, and I think does the least possible amount of damage. The rising gradient out from where I suppose the station might be is objectionable, but might be lowered by heavier cutting. I have not as yet, however, got the section further than the portion which I send extends.

I also send by coach Mr. Fitzgerald's plan and section of his experimental line connecting the Wellington Vale line with Mr. Vine's line down Bolivia Hill. It is good and will compare favourably with the corresponding portion of the Wellington Vale line.

Mr. Fitzgerald's plan has, I am sorry to see, been somewhat crushed during its transmission from Armidale to this place.

The level-book, containing the levels of the section and checks, goes by same post.

Mr. Vine's plan and section were forwarded by me from Armidale on the 25th ultimo. I hope they reached Sydney in good condition.

I have, &c.,  
R. F. STACK.

No. 25.

MR. R. F. STACK to THE ENGINEER FOR TRIAL SURVEYS.

Armidale, 24 October, 1875.

SIR,

I have the honor to inform you that I forward from Armidale by next coach the plans of the lengths surveyed on the Tenterfield line by Messrs. Herbert and Vine.

I have, &c.,  
R. F. STACK.

No. 27.

MR. R. F. STACK to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Tamworth to Armidale.

Tamworth, 6 November, 1875.

SIR,

I have the honor to report, for your information, on the progress of the survey during the past month.

I have examined the country between the point to which Mr. Palmer carried his exploration and Armidale, and I believe that a good line can be had from Congi by way of Terrible Vale, Salisbury, and Gostwyck, going into Armidale at the south end of the town, near the Racecourse, from which point it will be quite practicable to extend the line towards Glen Innes if required at any future time. There is a desire on the part of some residents of Uralla that the line should be carried near that township. I rode a portion of that route, and my impression is that such a line would be longer and more difficult than the one we are surveying. However, the Uralla route might subsequently be tried from Congi, where it would diverge from the other.

I have nearly completed the experimental work of 10 miles of the line from the 182nd mile, and am about to move up after two days to Swamp Oak Creek, to connect my work with Mr. Herbert's, a distance of some 4½ miles, after which I will run experimental work between the head of Jamieson's Creek and the head of Surveyor's Creek. Mr. Herbert has completed the experimental line down Jamieson's Creek for a distance of about 12 miles, and he says it gives a very good line—of course considerably broken, but on the whole very good, and only crossing the Jamieson Creek in three places. The upper 6 miles above the confluence of Butcher's Creek, which I feared might be too steep for us, has turned out very well, and is under our maximum gradient.

I have put Mr. Vine to work at the head of Surveyor's Creek, on towards Congi and Terrible Vale. There is a summit to be crossed beyond Congi, and some troublesome ground there; after that easy running to Terrible Vale, where we get on the creek and run it down to Salisbury; there get on open country to Gostwyck. Mr. Fitzgerald is at Armidale, and is working to meet Mr. Vine, according to Mr. Palmer's instructions.

I have, &c.,  
R. F. STACK.

No. 28.

MR. R. F. STACK to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Tamworth to Armidale.

Camp on Maluerinde River,  
6 December, 1875.

SIR,

I have the honor of reporting, for your information, the progress of this trial survey during the past month.

I have completed a preliminary line from Tamworth (182 miles) to a point on Swamp Oak Creek, ½ a mile above Gill's, Oakly Creek, a distance of 16 miles. This is all pretty good, the last 7 miles being very light work, and the total rise made in that distance is 212 feet. I have not crossed the Cockburn River at all. After leaving Tamworth I cross the portion of the new coach road now being made once, and the old road once. There is a good site for a station for Moonbi, distant 2 miles from that township. I submitted

submitted the section through Tamworth to Mr. Palmer, and I presume I am to stake out that section as I have not had instructions to the contrary. I am now engaged in running a preliminary line between the summit at the head of Jameson's Creek and the head of Surveyor's Creek. I have got one line, and do not know as yet that I can get anything better. Though I do not like this one, there are three consecutive miles of 1 in 40 on it and several 12-chain curves. The rise from the point where I have crossed the Maluerinde River to the summit at the head of Surveyor's Creek is 645 feet, and the distance is cramped.

However, in a few days I will forward the plan and section of this line to Sydney for approval, and will then proceed to stake out the line from Tamworth through. Mr. Herbert has run preliminary lines from the head of Jamieson's Creek downwards for about 12 miles, and has now shifted his camp to the confluence of that creek with Swamp Oak Creek, and he will work down to the point I have reached near Gill's, Oaky Creek, which will make his length about 20 miles. I fear I spoke too favourably of this length in my last report, guided by what Mr. Herbert told me, but he had not the traverse of his line at that time. I have since seen it, and have also examined the creek carefully more than once, and I think the line along it will be very tortuous, with heavy work, in fact a succession of 12-chain curves, and where so it will not be possible to avoid many crossings of the creek. The only good feature about it is that parts of the gradient will be comparatively good from the summit to the confluence of Butcher's Creek,  $5\frac{1}{2}$  miles; the gradient will be 1 in 40, or nearly; from that down for 6 miles the creek falls only 561 feet, or about 93 feet per mile; below that it will probably prove flatter. Mr. Herbert has had very troublesome ground to work over, and has had the disadvantage of having great distances to go to his work, owing to not being able to get camping ground for a reach of 13 miles along the creek. Mr. Vine has run preliminary lines from  $1\frac{1}{2}$  mile south of the summit at Surveyors' Creek to the summit beyond Congi. Mr. Vine tells me that he can get a tolerably good gradient from Congi up to the tableland:

I expect to receive the plan and section of this portion of the line in the course of this week, and will forward them at once for your consideration.

Mr. Fitzgerald has staked out 5 miles of the line from Armidale southwards, and in working in the direction of Salisbury by Gostwyck the site selected for the station at Armidale, while in other respects good, has the disadvantage of having a heavy gradient falling into it from the south side, viz., 1 in 71, and Mr. Fitzgerald appears to think that better cannot be got. However, I will examine it again, and also forward the section we have at present got.

I have, &c.,  
R. F. STACK.

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#### No. 29.

MR. R. F. STACK TO THE ENGINEER FOR TRIAL SURVEYS.

Tamworth, 15 January, 1876.

SIR,

I have the honor to submit to you by same mail, but separate parcel, Mr. Vine's preliminary survey from the summit above Congi to a point near Gostwyck. You did not order me to send this to you, but as I have it I think you might perhaps like to see it.

I consider the section very good, and also the alignment, and have desired Mr. Vine to stake it out, subject of course to any counter orders which you may see fit to give. I do not think it will be easy to get a better section than this by any other route. The dotted lines are those which will be staked out.

I will be glad to have the tracing back when you have done with it.

I have, &c.,  
R. F. STACK.

Tracing received.—H.P., 31/1/76.

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#### No. 30.

THE ENGINEER FOR TRIAL SURVEYS TO MR. VINE.

2 February, 1876.

SIR,

Under separate cover I forward to you plan and section of the preliminary trial line surveyed by Mr. Stack, from his junction with Mr. Herbert's work, at the head of Jamieson's Creek, to his junction with your work, at the head of Surveyor's Creek. I wish you to stake this length in addition to your own.

HERBERT PALMER.

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#### No. 31.

THE ENGINEER FOR TRIAL SURVEYS TO MR. FITZGERALD.

8 February, 1876.

SIR,

By same mail I forward to you, per Cobb & Co., to Tamworth, a parcel containing a roll of plan paper, on which I require you to plot the first length of the trial survey, Tamworth to Armidale, from the end of the permanently staked line Murrurundi to Tamworth, at 182 miles, to a junction with Mr. Herbert's work at Swanip Oak. On this paper I have had plotted the township of Tamworth and the position of the staked lines. I also forward plan and section of Mr. Stack's preliminary lines on the length you have to complete, a portion of which is already staked.

The levels of this work to be carried forward from the B.M. at 182 miles, the reduced level of which is 1294.02.

HERBERT PALMER.

Mr. Stack's field and level book of this preliminary trial line also forwarded to you by same post.—  
H.P., 8/2/76.

No. 32.

No. 32.

THE ENGINEER FOR TRIAL SURVEYS to MR. HERBERT.

Moonbi, near Tamworth,

8 February, 1876.

I HAVE instructed Mr. Vine to complete the staking of the length surveyed by Mr. Stack from the head of Jamieson Creek to the head of Surveyors' Creek, and Mr. Fitzgerald to stake the line from Tamworth to join your length. I expect Mr. Fitzgerald to commence this length immediately, and it will be well for you to see him and fix upon a common point.

HERBERT PALMER.

No. 32A.

THE MINISTER FOR WORKS to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

DEPUTATION—Messrs. Hoskins, Forster, Terry, and others, asking that extension to Armidale be not decided on without a survey by way of Walcha.

I informed deputation that it was very unlikely that any route would be decided upon without considering that by Walcha. That the application of the deputation should be submitted to the Engineer-in-Chief, who would no doubt see that the route referred to should be considered.

J.L., 1/12/75.

A trial survey *vid* Walcha will be made on the completion of the through survey by Gostwyck.—H.P., 4/2/76.

Sydney to Newcastle.

No. 33.

THE ENGINEER-IN-CHIEF FOR RAILWAYS to THE ENGINEER FOR TRIAL SURVEYS.

Department of Public Works,

Railway Branch, Engineer's Office,

Sydney, 17 December, 1875.

Minute Paper.

Subject:—Trial Survey from Sydney to Newcastle.

THE Minister for Works having given me verbal instructions to have trial surveys made between Sydney and Newcastle, I have to request Mr. Palmer to make arrangements at once for the exploration of this line.

JOHN WHITTON.

Mr. Stephens has left for Windsor, and I have instructed him to examine the river Hawkesbury from Windsor downwards to ascertain the most favourable crossing-places, after which he will explore a route throughout, between Sydney and Newcastle, and then commence trial surveys.—H.P., 18/12/75.

What is the amount at the credit of the vote for trial surveys?—J.L., 21/1/76. Accountant.—C.A.G., Urgent, B.C., 21/1/76. £14,198.—F. J. WICKHAM. Secretary, B.C., 21/1/76.

The survey of the line from Sydney on towards Newcastle had better be continued, and I would desire to call the Engineer-in-Chief's attention to the desirability of acquainting himself with the practicality of the route by way of the Lake Macquarie coal fields.—J.L., 27/1/76. Mr. Whitton, 27/1/76.—J.R.

The line laid down for survey is close to the western boundary of Lake Macquarie.—J.W., 1/2/76.

The Commissioner. Seen.—J.L., 9/2/76.

No. 34.

THE ENGINEER FOR TRIAL SURVEYS to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Sydney, 13 January, 1876.

SIR,

In accordance with your instructions I have examined the river Hawkesbury from Broken Bay to the Colo, with a view of ascertaining the most favourable point of crossing for the proposed line of Railway between Sydney and Newcastle.

In commencing a trial survey I would suggest that Dalgetty's Creek on the southern and Myrtle Creek on the northern side of the Hawkesbury should at once be surveyed and levels taken, as I think those creeks will afford the best approaches to a crossing of the river, and I propose to send Mr. Stephens to make this survey with Mr. Mason to assist, if it has been decided that the through trial survey from Sydney to Newcastle is to be carried out.

I have, &c.,

HERBERT PALMER.

The Commissioner.—Will the Commissioner please ascertain if it is the wish of the Government to have this survey at once proceeded with?—J.W., 13/1/76.

## No. 35.

THE ENGINEER FOR TRIAL SURVEYS TO MR. STEPHENS.

4 February, 1876.

Mr. J. Rose, formerly of the Hawkesbury River, has called here and recommends the following as a good locality for crossing the river.

After leaving the 5-mile house on the Moonoota Road, bear off gradually to the right towards Lawton's, and thence bear left and cross the river at the upper end of Smith's farm, over to Welsh's Bight on the opposite side; thence up Rose's run for about 2 miles on the right-hand side; thence across the flat to the left side 2 miles; and thence direct to the fifth mile-post on Wollombi Road.

I fear the country on the southern bank of the river abovementioned is very precipitous, but I wish you to examine it, also the approaches to the high land by way of Rose's run.

HERBERT PALMER.

## No. 36.

THE ENGINEER FOR TRIAL SURVEYS TO MR. R. D. STEPHENS.

10 February, 1876.

ENCLOSED is a tracing of the portion of the Hawkesbury plan that you asked for. Your own rough copy of this plan and the country maps showing Sydney and Newcastle, were forwarded to you on the 4th instant, the same date on which I wrote to you about Mr. Rose's suggestion.

Tracing-paper and earthwork quantity forms will be forwarded to you to-day.

HERBERT PALMER.

## No. 37.

MR. R. D. STEPHENS TO THE ENGINEER FOR TRIAL SURVEYS.

Sydney and Newcastle Railway—Progress Report No. 1.

Wiseman's Ferry, Hawkesbury River,  
5 March, 1876.

SIR,

We arrived here on the 23rd of January. I allotted to Mr. Mason the northern side of the river and myself took the southern bank.

I append rough sketch (*Appendix A*) to better enable you to understand the work done and the purport of it.

1. Surveyed and levelled Dalgetty's Creek to its crossing of the Parramatta Road.
2. Surveyed the Parramatta Road from this point down to Wiseman's Ferry. This road as a rule follows the crown ridge. I also levelled over this road from the crossing of Dalgetty's Creek to the point marked G.
3. Surveyed and levelled Laughton's track; this track as a rule follows the ridge dividing Laughton's Creek from Dalgetty's Creek.
4. Also surveyed the Hawkesbury River from Dalgetty's Creek to Wiseman's Ferry, mostly with a view of showing the extensive flats which would have to be bridged over at the various proposed crossings of the River.
5. Surveyed creek marked A B. I thought there might be a possibility of crossing over into Laughton's Creek through gap at B.
6. Cleared, but not surveyed, Laughton's Creek, and creek marked C D; also a long line D E, *i.e.*, the dividing ridge between Dalgetty's Creek and Mason's Creek.

From what I have seen of it I believe that we shall be able to get a line through, though until I have surveyed and levelled a little more I do not like to speak too definitely. My present idea is to follow up Dalgetty's Creek, to point marked H; then follow up creek marked H 1, and through a comparatively narrow gap; cross over into the Mason's Creek watershed, which is the largest creek about here. At the latter end of this week I purpose to commence setting out the centre line—roughly of course.

With regard to Mr. Rose's suggestion I am inclined to think that something might be made of the Rose's Creek watershed, but I fear that the southern bank is impracticable. You will perceive by the appended sketch that the starting point (the 5-mile post) is 739 feet, *i.e.*, 159 feet higher than the Dalgetty's Creek crossing, and in addition to this the distance to get down in is shorter.

However, I shall send you in final and definite report when I have surveyed Laughton's Creek and Rose's Creek. I prefer to actually survey these creeks to simply walk over them; it is impossible to correctly estimate distances in this scrubby and rocky country.

Mr. Mason, on his side of the river, has been pushing on as fast as the precipitous and heavily timbered nature of the country will admit of. I know that he has reached the tableland, besides surveying several of the branches to Myrtle Creek. As soon as I can find time I shall go over and have a thorough examination of the country and report to you.

I have, &c.,  
R. D. STEPHENS.

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## No. 37A.

MR. C. T. MASON to THE ENGINEER FOR TRIAL SURVEYS.

Camp near Wiseman's Ferry,  
4 May, 1876.

SIR,

I beg to inform you that together with this I forward through Mr. Stephens tracing of my work to date.

As I have now nearly completed the necessary survey and levels for determining the best general direction of the line, I hope to be able to push rapidly forward with this work. It must however of necessity be comparatively slow as almost every foot of the ground has to be surveyed and levelled before the best section can be determined on.

I have, &c.,  
CLAYTON T. MASON.

## No. 37B.

MR. R. D. STEPHENS to THE ENGINEER OF TRIAL SURVEYS.

Sydney and Newcastle Trial Survey.

Wiseman's Ferry, 5 May, 1876.

SIR,

By even post I forward progress tracing showing my own work and that of Mr. Mason; you should have had it before this but that there is considerably more work on it than at first sight would appear; besides it was only on the 24th ultimo that I received the paper.

The tracing will, I think, sufficiently explain itself; the strong red line shows the line as actually set out, the proposed line being indicated by dotted red lines. I have also run a preliminary rough trial line, but this I have omitted on the tracing to avoid complication.

I had originally intended to follow up Dalgetty's Creek to its source, or nearly so, but on the completion of the creek traverse I found that I had over-estimated the distance when walking up the creek for the first time. Instead of allowing  $1\frac{1}{2}$  mile per hour I ought to have allowed only 1 mile per hour; hence I was forced to partially retrace my steps to obtain distance and follow up a branch creek, which fortunately takes its rise in a very low gap (570 feet above sea level). This will enable me, with a formation height of 540 feet, to get into the Mason's Creek watershed, from which point my course is pretty clear. On the tracing I have shown the heights on all the main dividing ridges, so that you can at once perceive the difficulties attendant on the choice of other routes.

The Rose's Creek route, although apparently very feasible on the north side of the river (though even in this case you have to rise 767 feet in 6 miles), is all but impracticable on the south side, and a very sharp and awkward curve would be required to cross the river on the square.

In fact if the idea of that route is entertained the line *via* Nagly's Creek is the most feasible, not the one *via* Laughton's Creek. You will also perceive that although at this point the main body of the river is very narrow yet the width liable to floods, and consequently to be bridged over, is very considerable.

I shift camp on Wednesday next, and as now all the preliminary work is completed I shall be enabled to push on rapidly with the centre line.

I have, &c.,  
R. D. STEPHENS.

P.S.—I enclose Mr. Mason's report.

## No. 37c.

CROSSING OF THE HAWKESBURY RIVER.—SUGGESTED BY MR. J. J. ROSE, GEORGE-STREET, REDFERN.

AFTER leaving "Five-mile House" on the Mooroota Road, bear off gradually to the right towards Lorton's, and thence bear left, and cross the river Hawkesbury at the upper end of Smith's farm on to Welsh's, Bight Hill, on the opposite side of the River. Thence up Rose's run for about 2 miles on the right-hand side; thence across the flat to the left side 2 miles; and thence direct to the 5th-mile post on Wollombi Road.

W.H.Q., 27th January, 1876.

Mr. Stephens instructed to examine this route.—H.P., 4/2/76.

## Trial Surveys in direction of the River Darling.

## No. 38.

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

8 February, 1876.

LINES have been explored from Cootamundra, *via* Booligal, to Pooncaira, and from Orange, *via* Dubbo, to Bourke.

The latter line has been surveyed to Narromine, a few miles beyond Dubbo, but the survey had to be abandoned in consequence of the total absence of water along the route. It will, however, be resumed as early as practicable.

For the Engineer-in-Chief,  
W. H. QUODLING.

Orange

## Orange to Wellington, Dubbo, and Bourke.

No. 39.

MEMORANDUM FROM MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Great Western Railway—Extension beyond Orange.

27 February, 1874.

MR. DONKIN has laid out curves on the first 7 miles from Orange towards Ironbarks, and got the work on that length complete; he has also laid out a traverse for 7 miles further, over very good country. This 14 miles will be little more than surface work. This brings the line to the allotments marked M'Kennon on the county map; and from there to Shepherd's Creek, about 8 miles in a direct line, there is a difficult piece of country. I was under the impression that the dotted line on the county map showed the present road, but I find it is not so; the road makes a detour westerly, lengthening the route 2 miles, and over bad country. A railway line in the same direction would be an additional mile at least. The straight line is over bad country, but it is so much shorter that I have decided to try it first. I think this is the worst place we shall have to deal with between Orange and Wellington. As this was such an awkward place, and took so much time to examine, I did not go any further this trip, for we must get this length satisfactorily settled before going further.

W. B. WADE.

No. 40.

MEMORANDUM FROM MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Surveys beyond Orange.

Bathurst, 13 April, 1874.

DONKIN has been engaged lately on a length between the summit of the Mullion Range and Shepherd's Creek. The road at this place makes a detour of some 2 miles. I am trying a short cut, and it promises to turn out tolerable country. I hope to get up there this week, and as you do not object to Donkin remaining a little longer it will be advisable to complete the survey to Shepherd's Creek before suspending it. If that portion turns out well I think it may be assumed that a favorable line to Wellington can be got by way of Ironbarks.

W. B. WADE.

No. 41.

MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Great Western Railway—Extensions beyond Orange—Trial Surveys.

I HAVE been up with Mr. Donkin since my last report. The line is very good for about 12 miles, then there is a stretch of hilly country, but quite practicable. The difficulty has been in making a descent from the Mullion Range to Shepherd's Creek. I think the route Mr. Donkin is now trying will turn out tolerably easy. When that is settled the survey can be suspended with every prospect of obtaining a good line to Wellington.

W. B. WADE.

No. 42.

MEMORANDUM FROM MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Great Western Railway—Trial Survey beyond Orange.

Bathurst, 15 June, 1874.

I HAVE a report from Mr. Donkin, stating that he has nearly finished the work to Shepherd's Creek. I shall go up to him on Monday next, and, if possible close the work, and send him to Sydney in accordance with your instructions.

W. B. WADE.

No. 43.

MEMORANDUM FROM MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Great Western Railway—Trial Surveys beyond Orange.

Bathurst, 29 June, 1874.

I HAVE been up to Mr. Donkin last week; he has finished the section to a point near the Wellington Road, about 27 miles from Orange, which will be a favourable place for picking up the work at any future time.

I have the section and books with me for the purpose of checking the work. Mr. Donkin is completing the survey, &c., and will be down in a few days, when I will send the plans to Sydney with him. Will you please send passes, him, and his equipment, &c., to Sydney.

W. B. WADE.

Pass may be sent.—J.W., 30/6/74.

No. 44.

No. 44.

MEMORANDUM FROM MR. W. B. WADE to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway—Trial Survey towards Wellington.

Bathurst, 28 July, 1874.

I HAVE left at the Sydney office the plan and section of the line as surveyed by Mr. Donkin to a point about 27 miles from Orange. The first length of 11 miles from Orange is very good both in section and direction; beyond that there is a difficult country for about 10 miles. Before adopting this portion it will be necessary to take cross sections throughout, and to endeavour to improve the line in detail. I believe the general direction to be right, though there is a possible alternative by keeping more to the present road. The worst portion of this alternative line should be levelled to see what is in it. The last 4 or 5 miles of the section are good, and the survey stops at a point near to the main road, beyond which I expect a good piece of country to Stony Creek. There will be probably only two more places presenting any difficulty between the present survey and Wellington. The survey terminates about 750 feet below Orange, the total fall to Wellington being about 1,800 feet.

In addition to the plan and section I left the County map of Wellington, and two tracings (mounted) from the Road Department. I have not yet got Mr. Donkin's books since I returned them to him, after checking them.

W. B. WADE.

No. 45.

MEMORANDUM FROM MR. W. B. WADE to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway—Trial Surveys.

Bathurst, 19 October, 1874.

I HAVE been through the proposed line from Orange to Wellington with Mr. Mann, from the point where Mr. Donkin surveyed to Wellington; the country is generally favourable. There are two places that will give steep gradients, and perhaps rather heavy work—the first at Stony Creek, the second at a place called the Red Hill. I have no doubt a line can be got at the place we examined, and of course Mr. Mann will become more acquainted with the country as the survey proceeds, and will probably improve upon what we laid out. With these two exceptions the country is perfect—a regular descent over smooth country, and no watercourses of any importance. We did not go beyond Wellington on this occasion, as I understood you to say you wished to complete a section to Wellington as early as possible.

Respecting extension beyond Wellington, I take this opportunity of reminding you that the Darling is navigable to Walgett *only in the highest floods*; the limit to navigation in the usual annual freshes is "Brewarrina, about 60 or 70 miles below Walgett," the river being obstructed at that place by a bar of rock, so that a line from Wellington to Walgett would to a certain extent be leaving navigable waters behind. In addition to this I learn from persons well acquainted with that country that the whole extent of plains north of the Macquarie, including all the Castlereagh country and the tributaries, is subject to floods for a distance of nearly 100 miles from the Darling. This district is said to be completely cut up by a network of flood channels, and branches and lagoons, and would be very unfavourable for railway construction. It appears to me that the natural and most obvious way of reaching the Upper Darling or Barwon will be by way of the Namoi. If, as may be fairly anticipated, the next scheme of railway extensions includes a line from the Great Western Railway to Narrabri, the distance from there to Walgett is only about 110 miles, over a perfectly level and dry country, without a watercourse beyond the capacity of a timber bridge, while a line from Wellington to Walgett will be some 200 miles of country partly flooded. If the Upper Darling is tapped from the Namoi country it will obviously be advisable to tap the Lower Darling by a line considerably south of the Walgett line.

I am informed that the Bogan country is the best way to reach the Darling at Bourke, being free from floods, and difficult only from want of water. I would suggest a line from Forbes through Currajong, then across to the Bogan, and down the Bogan to Fort Bourke. Forbes could be reached by way of the Lachlan, either from Orange over a rough country, or from the line you have spoken about, connecting the western country near Blaney with the southern country through Young to Cootamundry.

W. B. WADE.

No. 46.

MR. G. K. MANN to MR. W. B. WADE.

Camp, Ironbarks, 30 October, 1874.

SIR,

I have the honor to inform you, that during the month I have examined the country as far as Wellington, and have traversed and levelled to a point 7 miles beyond the end of Mr. Donkin's work. The proposed centre line is staked to within a mile of Stony Creek. I expect to have this work, together with 7 miles of section, completed next week.

I have, &c.,  
GOTHER K. MANN.

The Engineer-in-Chief.—W.B.W., 2/11/74.

## No. 46A.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Line—Orange to Wellington.

Ironbarks, 31 December, 1874.

SIR,

I have the honor to report to you that since my arrival I have rough traversed and levelled 6 miles of the above line, and staked 4 miles of same.

The gradients will be heavy, but the works rather light for this portion.

I trust to make a better show next month, when I will report to you more fully.

I have, &amp;c.,

GEORGE COWDERY.

## No. 47.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Wellington.

Camp, Red Hill, 30 January, 1875.

SIR,

I have the honor to report to you that I have now completed nearly 10 miles of the above survey, and levelled same.

There are no curves on this portion less than 40 chains radii, but there will be a good deal of 1 in 40 gradients, with works tolerably light.

I have now between 2 and 3 miles of rather awkward ground passing the Red Hill, over which the road to Wellington runs. I have traversed and levelled two lines over it, and find it just possible to get down with a 1 in 40 gradient, and one of the curves will not be greater than 20 chains radius.

The general fall of the country in the direction of Wellington is very considerable; in about 12 miles the levels show a difference of 600 feet, so that where the country is rough it is the more difficult to get down.

I hope to be completed to Wellington in six weeks, or two months at most.

I have, &amp;c.,

GEORGE COWDERY.

## No. 48.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Wellington.

Camp, Gaden's Paddock, 1 March, 1875.

SIR,

I have the honor to report to you that I have just completed 16 miles of the above survey.

There has been a good deal of work on the last 6 miles, and for the last  $5\frac{1}{2}$  miles the fall is over 400 feet. The works will be somewhat heavier over this portion, and there will be five curves of 20 chains radii—one of 25, three of 30, one of 40, and one of 80 chains radii; there will be only two of the cuttings that will approach 30 feet in depth, and they are not very long.

The remainder of the line to Wellington will be tolerably good, as there is only one small range to cross.

I have, &amp;c.,

GEORGE COWDERY.

## No. 49.

MEMORANDUM FROM MR. W. B. WADE to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Bathurst, 20 March, 1875.

Great Western Railway—Extension beyond Orange.

I HAVE been over the country as far as Dubbo during the week. I found Mr. Cowdery had run a traverse into Wellington but had not levelled the last few miles. The section from Ironbarks was not so good as I had anticipated. This is owing to the general fall of the country being so rapid that it is impossible to get away from the range on to the level flats below, but on the whole the section is very fair, and the unlevelled portion will certainly be good. There is a very good station site in Wellington, also a favourable place for crossing the Macquarie with a bridge about 600 feet long, and very little flooded bank. The distance from Orange to Wellington is 55 miles by the line, being nearly 6 miles shorter than the main road, and more than 10 miles shorter than any possible line by way of Molong.

I went with Mr. Cowdery over the country from Wellington to Dubbo; the road keeps near to the river, and is about 35 miles. On our return we came very nearly in a straight line between the two places over a country from 200 to 300 feet above the river, and with the exception of one rough piece about 2 miles long, an excellent piece of country for a railway, good gradients and very light earthworks, with no stream beyond the capacity of a culvert. The distance by that route will probably be about 30 miles.

On my way back to Orange I carefully examined the Molong road. There is only one moderate range between Wellington and Molong, and three inevitable bridges.

Molong is 1,700 feet above the sea level. In the first 6 miles towards Orange the country only rises 200 feet; then there is a steep ascent of 230 feet; then broken country, slightly descending for some distance; then a rough rise to a level of 2,300 feet at Broken-shaft Creek; and from there to Orange, in a distance of only 3 miles, there is a rise of 500 feet, which I think renders any line approximating the road impracticable.

cable. The probable route towards Molong is keeping a range about 2 miles west of the road, but when once on that, the obvious question occurs: "Why go into Molong at all?"—but, rather keep the same range in the most direct line to the Bogan, probably going through Currajong.

There will probably be three routes to the Darling to choose from:—

1st. From Orange to Wellington and Dubbo, and by the mail route to Bourke. Of this route you soon have a section to Dubbo, and the remaining portion of 280 miles is known to be level, but is exposed to extensive floods.

2nd. From Orange, through or near Currajong, to the Bogan, the first 15 or 20 miles are, I am informed, very rough, but I propose to examine it soon.

3rd. In connection with the proposed line from the G.W.R. through Young to G.S.Ry., to leave this line where it crosses the Lachlan, then follow the Lachlan to Forbes, and cross over to the Bogan. It is generally allowed that the west bank of the Bogan is the best route for the long-level portion of any line to the Darling.

W. B. WADE.

No. 50.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Wellington.

Camp, near Wellington, 1 April, 1875.

SIR,

I have the honor to report to you that I have now completed the survey (about  $21\frac{1}{2}$  miles) into Wellington, the last  $5\frac{1}{2}$  miles being nearly all surfacing, with easy gradients, with the exception of about  $\frac{1}{2}$  a mile in two pieces of 1 in 40.

The total distance from Orange to Wellington will be about fifty-five (55) miles, some five (5) miles shorter than it is considered by the road. The line between Wellington and Dubbo I think will be very easy and direct. I am now camped on the Macquarie River about 3 miles N.W. of Wellington; after this I am afraid we shall be badly off for water, unless we get rain soon.

I have, &c.,

GEORGE COWDERY.

Exd.—W.B.W.

No. 51.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Wellington and Dubbo.

Camp, near Genvie Bald Hills,  
1 May, 1875.

SIR,

I have the honor to report to you that since my last I have completed  $8\frac{1}{4}$  miles towards Dubbo from the proposed site of the Wellington station. The earthworks will be very light, but there will be some rather long 1 in 40 gradients; the ground is tolerably smooth but in long undulations; the curves are all easy.

There is a considerable quantity of scrub and timber through where I am going now. The direction to Dubbo I think will be very good.

I am now camped at a well on Brok's selection—no other water available:

I have, &c.,

GEORGE COWDERY.

Exd.—W.B.W. J.W., 7/5/75.

No. 52.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Wellington and Dubbo.

Camp, Furlong's dam, 9 miles from Dubbo,  
9 June, 1875.

SIR,

I have the honor to report to you that I have now completed  $17\frac{1}{4}$  miles of the above survey from Wellington towards Dubbo. The earthworks will be light for the portion completed last month, not much more than forming, except in one place, where six or seven thousand yards cutting will be required.

The gradients are rather heavy, considering the lightness of the works, there being a good deal of 1 in 40. The remaining portion to Dubbo—13 to 14 miles—I think will be considerably easier.

I am sorry to inform you that we have great trouble in keeping our horses; one of my men has lost two, and I have lost one, all of them disappearing the morning of shifting camp at two different times. They were all in hobbles and all seen the day before, and I am afraid they have been stolen.

I have, &c.,

GEORGE COWDERY.

No. 53.

## No. 53.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Wellington to Dubbo.

1 July, 1875.

SIR,

I have the honor to inform you that I have now completed the above survey to within about 5 miles of Dubbo, and hope to get the whole of it finished and plotted up in eight or ten days.

The gradients are rather heavy all the way, but the ground is smooth and even; the earthworks consequently will be very light; the drainage also will be light, the line being so near the watershed.

As soon as I have completed to Dubbo I shall be waiting your instructions. If you intend me to continue this survey towards Bourke I shall be glad if you will allow me to bring the plans and sections down to Sydney, as I should have to make some different arrangements for going on. The squatters inform me that it would be impossible to carry on the survey in the summer.

I have now been from home about seven months, and with your permission should like to visit my family.

I have, &amp;c.,

GEORGE COWDERY.

## No. 54.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Line—Wellington to Dubbo and Bourke.

Camp, near Dubbo,

1 August, 1875.

SIR,

I have the honor to report to you that I have now completed the survey, plotted and finished the plan and section to Dubbo, and surveyed and levelled 3 miles beyond Dubbo towards Bourke, and purpose shifting camp on Monday to a point about 8 miles down the river; at this point I am keeping as far from the river as the nature of the ground (which is ridgey) will admit. The camp will be rather far from the work, but there is no water back from the river.

The gradients on the last 3 miles will be rather steep, but no excavations of any consequence.

I make the distance from the crossing of the river at Wellington to the crossing at Dubbo 30 miles and 12 chains, some 5 miles shorter than the main road.

I have, &amp;c.,

GEORGE COWDERY.

## No. 55.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Line—Dubbo to Bourke.

Camp, near Dubbo,

1 September, 1875.

SIR,

I have the honor to report to you that during the last month I have done very little besides rough traversing and exploring between Dubbo and Narromine. I traversed about 8 miles in the direction shown on county maps after shifting camp on to the river at the mouth of Woolandra Creek; this direction I have abandoned in consequence of the ground being too tortuous and rough above flood level. I have now shifted camp up Woolandra Creek, on the direct line between Dubbo and Narromine. I have rough traversed about 10 miles and find the ground better than it is nearer the river, besides being 4 to 6 miles shorter; the only drawback will be in the surveying, the scrub being so thick for miles that you cannot see more than 2 or 3 chains in any direction. I should have made more progress but have been unwell with, I think, a light attack of low fever. I am quite recovered now, and hope to get on better this month before the creek runs dry.

I have, &amp;c.,

GEORGE COWDERY.

## No. 56.

MR. G. COWDERY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Dubbo to Bourke.

1 October, 1875.

SIR,

I have the honor to report to you that I have completed the survey for 10 miles beyond Dubbo, in nearly a direct line to Narromine.

There will be two small cuttings about 10 ft. deep, several short gradients of 1 in 40, and no curves less than 30 chains radius; most of this was very scrubby. I shifted camp on the 22nd September to Brummagem Creek, near Narromine, and have since rough traversed the line through, and expect to have the whole completed to Narromine before the end of the month. This is all more or less scrubby, but the ground is tolerably good. I am now fairly down on the flat country, and the next thing to do will be to direct a line to the Bogan. The distance from where the line leaves the Macquarie to the crossing of the Bogan is about 70 miles, and in this direction (from all that I can learn from the squatters and others who know the district) there is no water during the summer months, and the heat, I understand, is intense; they say it will be impossible to

to work across except in the winter. There has been but little rain all last winter in this district, so that all the waterholes and watercourses will be dried up sooner than usual; the creeks I have crossed have all stopped running, and are nearly dry, except Brummagem Creek, which is running a little, but decreasing perceptibly every day.

Under the circumstances I should suggest that the survey be discontinued until next winter, when a strong party should be sent to rush it through, that is if it is necessary to run a trial line at all over such a level country; would it not be as well to put in the permanent pegs at once?

I believe there will be some long stretches even in winter without water, and provisions will be difficult to get; in such case each man should be provided with a horse to go to and from work.

Trusting to receive your instructions as soon as convenient,—

I have, &c.,  
GEORGE COWDERY.

The arrangement I made verbally at Dubbo, when Mr. Wade and Mr. Cowdery were present, to be carried out, viz., for Mr. Cowdery to stop the survey beyond Dubbo and return to Orange to improve the line between that town and Wellington.—J.W., 19/10/75.

### No. 57.

MEMORANDUM from MR. W. B. WADE to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway—Trial Survey, Orange to Wellington, Molong Route.

Bathurst, 27 November, 1875.

PREVIOUSLY to my report to you in September, 1873, and on several subsequent occasions, I have examined the country on the Orange, Molong, and Wellington line of road. The country adjoining the present road appears to me impracticable for a railway of moderate cost, and if a survey is made a route must be sought more to the westward, and consequently longer than the present road.

After leaving Orange the road rapidly descends 500 feet into Broken-shaft Creek in a distance of less than 3 miles, and follows a difficult and broken country to within 6 miles of Molong. A section of the portion between Orange and Broken-shaft Creek was levelled by Mr. Donkin, and is now in the Sydney office; the obvious way of avoiding this steep descent is to keep considerably to the westward and go round the head of Broken-shaft Creek, and probably of Molong Creek also. I have not sufficient information to say if there is practicable country in this direction, but under any circumstances there would be an increase of length of  $1\frac{1}{2}$  to 2 miles more than the present road. If a route should be found on the west bank of Molong Creek it would then be a deviation from a direct line to go into the township of Molong, as immediately after passing Molong the road crosses the Bell River four times through a difficult country, and the way to avoid these crossings is to keep still more to the westward, and try the route sometimes used when the Bell River is flooded, and which is, I am informed, 2 miles longer than the road over the river; about 8 miles from the Black Rock, a heavy spur of the Catombal Mountains is crossed by the road. The deviation above alluded to for avoiding the river crossing would cross this spur nearer to the range and increase its already formidable proportions. After passing Black Rock the road passes over flooded river banks before reaching Wellington; to avoid this source of expense the line would have to bear to the east, and enter Wellington on the line surveyed *via* Ironbarks.

The present road between Orange, Molong, and Wellington is shown by a section in the Roads Department to be  $63\frac{1}{2}$  miles the deviation between Orange and Molong will add (say)  $1\frac{1}{2}$  mile, that round the rivers 2 miles, and to avoid floods  $\frac{1}{2}$  mile, or 4 miles in all, making the distance from Orange to Wellington by way of Molong 67 miles, it would cross two considerable streams, the Bell River and Molong Creek, and as it would be a long way from the watershed on either side, all the streams crossed would require large culverts; the above estimate is based on the assumption that a practicable route can be found in the country to the west of the present road. The route by Ironbarks is a little less than 56 miles in length or 11 miles shorter, crosses no streams of any importance, and being close to the watershed throughout its whole length, would in most cases require only earthenware pipes and small culverts; on this route there is no difficulty of the magnitude of the Catombal spur on the Molong route.

W. B. WADE.

Deputation consisting of Mr. J. S. Smith, M.L.A., Sir George Innes, Mr. Smith of Gamboola, Mr. Lee, and several others called on me to-day to urge that no line of railway between Orange and Wellington be decided upon until a complete survey of the country *via* Molong be made. I informed deputation that a thorough survey was now being made, and that no route would be finally determined upon until the surveyor's report is received. I also stated that the surveyors would be instructed to intimate to the residents there, and that Dr. Ross of Molong would be communicated with on their behalf when the survey was being made.—J.L., 18/1/76.

The present road from Wellington to Orange by way of Molong, is  $63\frac{1}{2}$  miles; the detour now being laid out by the Road Department, to avoid the "three rivers," is 2 miles additional, making  $65\frac{1}{2}$ , and any line with gradients of 1:40 would be at least 2 miles longer than the present road between Orange and Molong, making at the least 67 miles; the line now being surveyed by way of Ironbarks will be 55 or 56 miles from Orange to Wellington.

The Molong line involves at least one crossing of the Bell River, and one or three crossings of Molong Creek, both streams liable to considerable floods; the Molong line is generally from 5 to 15 miles distant from the watershed, so that all the streams crossed would require considerable outlay in culverts or bridges.

The Ironbarks line is within 1 mile of the watershed for nearly its whole length; the streams to be crossed are all small.

The Molong line must enter Wellington either by the present road which is under flood level for several miles, or it must be directed into the Ironbarks line, causing further extension of distance. The last paragraph of the letter by "Beta," deserves consideration, viz., the whole question of the extension to Dubbo should soon be considered, for if it is decided to make this line means of reaching Forbes, the Lachlan, Curra-jong, &c., the Molong line, or even a still more circuitous line may be advisable, but unless branches are constructed to those places it is pretty evident from the map that they will join the Railway at Orange; on the other hand, if it is decided to reach Forbes, the Lachlan, &c., by a more south-westerly route, the Wellington and Dubbo line will stand on its own merits as a direct line to the Macquarie and Castlereagh country, and should, I think, be laid out on the shortest route, which is by way of Ironbarks.

I should mention that from my present rather limited examination of the country I see no way of getting down the heavy descent from Orange to Molong; probably a line can be got, but I am quite confident it will be a very expensive one.—W.B.W., 2/11/75.

The Commissioner for Railways, 74/5,787.

Engineer-in-Chief, 74/3,241.

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No. 58.

MR. G. COWDERY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, near M'Kinnon's Hotel,

Caloola Creek, *via* Orange, 30 November, 1875.

SIR,

I have the honor to report that I have been engaged during the month trying a deviation of between 5 and 6 miles in length between Orange and the Ironbarks, on between the 201 and 208 miles. I have rough traversed and levelled the whole, and staked out about half.

I think it will be a better line than the other, but a portion of it is rather tortuous—that from the head of Caloola Creek down the side of the range—a distance of about  $3\frac{1}{4}$  miles of 1 in 40 gradient; none of the curves will be less than 30 chains radius, but there will be a good many of them; in fact the whole length will be nearly all curves, about fifteen in number, but the distance will be shortened about 22 chains. There is a good deal of work on it, but I hope to complete it before Christmas.

I have, &c.,

GEORGE COWDERY.

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No. 59.

MEMORANDUM FROM THE ENGINEER-IN-CHIEF TO MR. W. B. WADE.

Government Railways, Engineer-in-Chief's Branch,  
16 December, 1875.

As it will be impossible to convince the advocates of the Molong line of the superiority of the line *via* Ironbarks, without some more information than we are at present in possession of, and as a Committee will most probably be appointed to investigate this matter, it will certainly be more satisfactory to the Department, to be able to show by sections and estimates that the opinions we have expressed are correct. Will you therefore, as early as practicable, give instructions for a rough trial survey, as far (at any rate) as Molong. Cowdery will be absent on leave until the end of the month, and I fear I shall not be able to send you any assistance from here.

JOHN WHITTON.

I have obtained from Cowdery Donkin's level-book, and will plot the section from Orange to Broken-shaft Creek, and forward it. I shall probably see you here this week and receive your instructions as to what part of survey should be pushed. I saw a letter in an Orange paper from an advocate of Molong route, who evidently knows the country well; he admits the difficulties of Molong line to Wellington, and proposes to leave out Wellington. To carry out his views fully we should have to try the country I mentioned in one of my reports as a possible route to the Darling, viz., to take the shortest line from Orange to the head of the Bogan; this would of course omit both Wellington and Dubbo. It would be well to have definite instructions from the Government or the Legislature, whether an extension is to be made through Wellington and Dubbo, or simply the nearest route to Bourke: if the former, we shall have no difficulty, I think, in proving the superiority of the route *via* Ironbarks; if the latter, although Molong might be left to the right, it is possible a line might be got that would satisfy the arguments used by the advocates of Molong route in giving communication to the good country extending from Molong towards Parkes.—W.B.W., 19/12/75.

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No. 60.

MR. W. B. WADE TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway—Trial Survey, Orange to Wellington.

Bathurst, 21 February, 1876.

I ENCLOSE a section made by Mr. Cowdery from the table-land near Orange to Bell River, at Kangasooli. This route was pointed out as the line Mr. Lord used to travel. If compared with the section from "Star Inn" to Broken-shaft Creek the cuttings will be found very similar, the greater fall in the Kangasooli section being due to the lower level at which the Bell River is reached. It would no doubt be possible to run a sideling line down the terrace, but it would be very indirect and the works would be enormous.

I

I think these two sections show that any route to the north of Molong road is quite impracticable. I also enclose a note from Dr. Ross. Cowdery and I went with the Mr. Murray alluded to and examined the line he proposed; it is nearly parallel to the line we had selected, but going more to the south and west would be from 2 to 3 miles longer; it ascends and descends an additional 90 feet, and the works would be no lighter. Cowdery is now on the second length of the line we selected, and which I am confident is the best towards Molong.

W. B. WADE.

[Enclosure.]

The Honorary Secretary, Railway League, to Mr. Cowdery.

Molong, 8 February, 1876.

Dear Sir,

I have just seen Mr. Adam Murray, of the Meadows, near Orange, and he is quite prepared to point out a most excellent and cheap line of railway from Orange to Molong, totally different from the one you are now surveying. He desired me to write, informing you that if you call on him at the Meadows he will be happy to walk over the ground and point it out to you, or if you let Mr. Murray know he will meet you any day in Orange that would be most convenient for you to look at the line. Mr. Murray resides only a few miles from where you are now camping. The line that Mr. Murray knows leaves Orange behind Dalton's store and out by the race-course, and from what I can learn the most preferable route to adopt. Murray will take you as far as Boree Nore, and at this point Mr. Beadle will then pilot you on the rest of a suitable line into Molong. The most difficult part of the line is to get out of Orange, and Mr. Murray is evidently in a position to obviate this part of the difficulty.

You will therefore I hope endeavour to make arrangements with Mr. Murray when to meet, and when his part of the line is finished Mr. Beadle (on writing to me) will bring you the rest of the way to Molong.

Yours, &c.,

DR. ROSS,

Hon. Secretary, Railway League.

No. 61.

MR. G. COWDERY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Molong.

Camp, Molong Creek,  
9 March, 1876.

SIR,

I have the honor to report that since my last I have traversed and levelled a portion of the route through Kangarooobie and forwarded plan and section of same to Mr. Wade. I have also completed the survey I was previously on to 204 miles 12 chains. I cross the Molong Creek at 199 miles 15 chains, with an embankment about 30 chains long and 55 feet in the deepest place. This is the heaviest work on the line. There will be three 40 feet cuttings 12 or 14 chains long, and the remainder more or less rough. On the whole line surveyed from Orange there will be about  $5\frac{1}{2}$  miles of 1 in 40 gradient, the longest continuous length being  $1\frac{1}{4}$  mile.

The line is not quite so bad as I expected, and the total distance to Molong I think will be about the same as the road.

Yesterday I rode over the remainder of the ground to Molong with one of the guides sent by the Railway League. To-morrow I shift camp to Coal Alley Gully and spring. It is not a convenient place, and water brackish; neither has the one been I am now at, as we have had to walk at least 2 miles to the nearest part of the line, but the water is getting very scarce everywhere.

I hope to complete the survey to Molong by about the end of this month, if I am not detained for water.

I have, &c.,

GEORGE COWDERY.

Do you wish Mr. Cowdery to continue the survey from Molong towards Wellington?—W.B.W., 11/3/76. To Engineer-in-Chief.

I do not understand this report. Is this survey an entirely new one from Orange, or is it a continuation of the line with the 1 in 10 gradient? I presume it is a new line, as Mr. Cowdery says there is no incline from Orange more than one in 40. I have not received the plan alluded to by Mr. Cowdery. The survey should be continued to Wellington so as to make a comparison with the other line by Ironbanks.—J. WHITTON.

Immediately after receiving your instructions to survey a line from Orange to Molong, Mr. Cowdery and I examined the country and fixed on a route, starting from the north end of the town of Orange, crossing Molong Road near to Ploughman's Creek, crossing Broken-shaft Creek close to the Forbes Road, going close to Heifer Station Inn on Forbes Road, and then down Molong and Boree-Noir Creeks to Molong. This is the line Mr. Cowdery is now engaged on. A short time after this survey was commenced I received your instructions to survey the Kangarooobie route recommended by Mr. Lord. This was traversed and levelled, and plan and section forwarded to you, the section being quite impracticable. Mr. Cowdery returned to the first line as described above.

I will endeavour to get the section from Mr. Cowdery to show to you when you are up here in April. The main question to decide is whether the survey from Molong should go through Wellington or go direct to Dubbo.—W. B. WADE.

No. 62.

## No. 62.

MR. G. COWDERY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Trial Survey—Orange to Molong and Wellington.

Molong, 29 April, 1876.

SIR,

I have the honor to inform you that I have now completed a little over 8 miles of the survey beyond Molong, in a direction to miss the three crossings of the Bell River. The ground is good so far, there being no cutting over 10 feet deep, and only four or five of them. For the next 6 or 7 miles I think it will be equally good, except perhaps a short piece between two hills just beyond where I have surveyed to; but I have very little hopes of making the whole distance to Wellington shorter than the road, if so short.

I shift camp on Monday to Smith's paddock, on a bend of the Bell River, about 12 miles from Molong.

I have, &amp;c.,

GEORGE COWDERY.

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## Wallerawang to Mudgee.

## No. 63.

MR. G. W. TOWNSEND TO THE ENGINEER FOR TRIAL SURVEYS.

Trial Survey—Wallerawang to Mudgee.

Camp near Wallerawang,

22 August, 1875.

SIR,

I have the honor to inform you that I have surveyed 10 miles of the line from Wallerawang. There has been no difficulty so far, but in places that admitted of more than one route being chosen, I have made several traverses; there still remains the staking and levelling to do, so that it will be about ten days before I remove to Jew's Creek, which will be my next camping-place.

20 chains is the smallest radius and 1 in 40 the steepest gradient, so far as I can judge from the vertical angles taken in traversing.

Grey is able to traverse creeks, roads, &c., so I should be glad if he were supplied with an instrument. I would arrange that he should tie into the line frequently to prevent errors; and as I wish to plot both plan and section before leaving each camp, he could take two men, while other two were painting and numbering, and make the necessary surveys for filling in properly, &c.

I have, &amp;c.,

G. W. TOWNSEND.

Mr. Townsend informed that there are no instruments at present in the office available.—H.P., 15/9/75.

## No. 64.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp near Wallerawang,

2 September, 1875.

SIR,

I have the honor to report that I have 11 miles of line staked and marked. As the weather has been too stormy to attempt levelling for the last three days, I have employed my time in carefully examining the country that I shall go over from my next camp. The men have been marking the line; although I have only staked 11 miles I have traversed in all 23 miles 30 chains as of course I could not at first decide upon the best line.

I have so far no curve of less radius than 20 chains, and so far as I can judge from taking the vertical angles in traversing, no gradient will exceed 1 in 40, and that only for a short distance, the ruling gradients being from 1 in 100 to 1 in 60.

We are having very stormy weather with alternate sleet and frost, but so far I have only lost three days since I have been up.

I am glad to be able to report well of young Grey. I have recommended to Mr. Palmer that he should be supplied with a theodolite (5 in.) so that I can set him to traverse creeks and roads when I am employed plotting. It will be good practice for him, for by tying into the line frequently he will be able to detect errors and he will soon become of great assistance to me.

I have, &amp;c.,

GEO. W. TOWNSEND.

## No. 65.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Ben Bullen,

2 October, 1875.

SIR,

I have the honor to inform you that I have 16½ miles of line staked and measured, and 9½ levelled; I go on with the levelling on Monday. The last 5 miles are pretty rough, but do not present any difficulty of construction.

I have carried the line in such a position over Jew's Creek, that a short viaduct will be needed about 200 feet in length; the centre arch will be about 80 feet high, while the side one will be much less, owing to the rapid rise of the banks on each side. The foundations are sound rock; there is good granite within half-a-mile, and excellent limestone within 2 miles of the site of the viaduct. There will be a heavy cutting through the ridge, Spring Gap, 2 miles back from Jew's Creek, and from the gap to the creek the fall is very heavy; therefore, I have taken advantage of two rocky bluffs, between which the creek forms a tolerably narrow

narrow gorge, to save some of the fall, for we have to rise again on crossing the creek. I have endeavoured to obtain as uniform a gradient as possible throughout the distance from ridge, Spring Gap, to Jew's Creek, and I do not think any portion will exceed 1-40; no curves so far will be of smaller radius than 20 chains. After crossing Jew's Creek there is no difficulty as I have carried the line along a sideling which affords a gradual rise to the highest point between Jew's Creek and the Crown Ridge, about 2 miles from the creek; here I propose to cross under the main road for which the position is favourable, so avoiding gates. This is as far as I have gone.

The only other road of importance that I cross, viz., the old Mudgee Road, near to where it leaves Wallerawang, can be carried under the line, as I cross it near a creek, where there will be a considerable bank needed.

Good ballast can be obtained anywhere along the line, excepting on the first 7 miles.

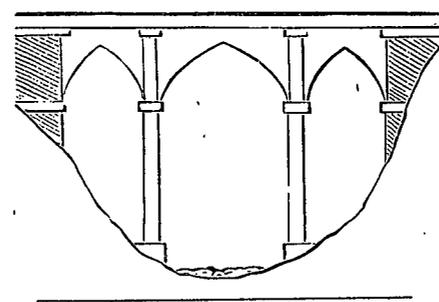
There is good granite at Jew's Creek, where a large quarry can be easily opened from the hill side.

There is said to be good freestone about 2 miles from the line, at about 9 miles from Wallerawang.

There is excellent limestone close to the line, about 7 miles from Wallerawang; and about 2 miles from the line at Jew's Creek a large quarry can be easily opened, as the limestone occurs on a hill side and would only need the surface soil removing.

I have seen no good timber, but I am informed that excellent ironbark can be had in Capertee Hollow; this I will seek from my next camp. I have seen no sand or clay, but I think both may be obtained along Dulhunty's Creek.

I have, &c.,  
G. W. TOWNSEND.



No. 66.

THE ENGINEER FOR TRIAL SURVEYS to MR. G. JAMIESON.

15 October, 1875.

It appears that Mr. Kennedy finds considerable difficulty in making the descent from the point fixed as the crossing of the Cherry-tree Hill.

As soon as you establish the practicability of the descent on your side of the hill I wish you to proceed to assist on Mr. Kennedy's side. You may probably have to alter your starting point farther still to the left of the main road to obtain a greater length to make the descent.

HERBERT PALMER.

No. 67.

THE ENGINEER FOR TRIAL SURVEYS to MR. T. KENNEDY.

15 October, 1875.

It will be well for you to try to descend from the Cherry-tree Hill at some point further to the left of the main road than where the old road crosses the hill, and so endeavour to obtain a greater length to make the fall in. I write by same mail to Mr. Jamieson on this subject.

HERBERT PALMER.

No. 68.

THE ENGINEER FOR TRIAL SURVEYS to MR. T. KENNEDY.

18 October, 1875.

TAKE cross-levels over the whole of the ground shown by your traverse between the summit of Cherry-tree Hill and Zeighlon's, and then stake out the best line you can obtain, using no curves of a less radius than 20 chains.

Your cross-sections should however be taken sufficiently long and be plotted in figures as your finished plan, so that I may judge what would be gained by using curves of a smaller radius, say 15 chains.

HERBERT PALMER.

No. 69.

THE ENGINEER FOR TRIAL SURVEYS to MR. G. JAMIESON.

18 October, 1875.

MR. Kennedy reports that he does not now see so much difficulty in making the descent on his side of Cherry-tree Hill as he at first anticipated; so it will probably be unnecessary for you to go over to assist him.

HERBERT PALMER.

## No. 70.

MR. H. HARDY TO THE ENGINEER FOR TRIAL SURVEYS.

Mudgee Survey,  
Camp, Mullamuddy Creek,  
near Mudgee, 19 October, 1875.

DEAR SIR,

I beg herewith to transmit you a progress report of my work since arrival here and getting camp pitched. I have thoroughly explored the country in the vicinity of the Queen's Pinch Gap, both on foot and horseback, guided by a man named Raynor, put at my service by the Railway League.

First: I rough staked a contour line (by eye) down the ranges west side "Queen's Pinch" for about 2 miles. This I afterwards traversed and levelled for a mile, finding the country extremely broken and very rapid in its fall. The total fall in 81 chains was 335 feet. I could not improve this.

Secondly: I tried another gap about  $\frac{1}{2}$  a mile west of the Queen's Pinch Gap. This I also rough staked (by eye) for direction about 3 miles. The course after  $\frac{1}{2}$  a mile runs along the sides of precipitous ranges, crossing deep gullies. I have levelled  $\frac{3}{4}$  of a mile of this line. I find the fall 1 in 53 for 43 chains; then comes a rapid fall, which cannot be avoided, and creeping along the sides of wall-like hills (along which I could barely walk) is blocked by an immense ravine, to cross which seems impracticable. The ravine runs west and by north for a considerable distance, bounded by high steep mountains.

From what I have now seen of the Queen's Pinch country (which is considerable), I am of opinion that a practicable direction and grade for Railway purposes will hardly be found; the dip of the country towards Mudgee is very great, and while keeping a reasonable grade you would attain a high altitude and be unable to get down to Mudgee Plains, besides bad gorges to cross.

I have explored country to the east of the Queen's Pinch, and find it just as rough as the west side. Any line here would have to cross the head waters of the Mullamuddy, an immense mountain ravine. The work on the whole is most trying and disheartening. I still go on trying what can be done; and trusting I have done right in sending you without delay these particulars,

I remain, &amp;c.,

HENRY HARDY.

Mr. Jamieson instructed to assist Mr. Hardy as early as practicable.—H.P., 21/10/75.

## No. 71.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. JAMIESON.

21 October, 1875.

I HEAR from Mr. Hardy that, he finds much difficulty in making the descent from the neighbourhood of the Queen's Pinch towards Mudgee.

As you have now established the feasibility of procuring a line over the Cherry-tree Hill. I wish you as early as practicable to join Mr. Hardy and help him to work up his line.

All work done to be plotted and forwarded to this office as soon as completed.

HERBERT PALMER.

## No. 72.

MR. G. JAMIESON TO THE ENGINEER FOR TRIAL SURVEYS.

Camp, Mudgee,  
30 October, 1875.

SIR,

I have the honor to forward herewith a rough tracing of plan and section of about 5 miles of the line from the neighbourhood of Ilford towards Aaron's Pass.

I have marked out the line roughly to Aaron's Pass, a distance of about 17 miles from top of Cherry-tree Hill, and rough staked 12 miles and levelled same.

From the township of Ilford to Aaron's Pass I have followed pretty much in the direction of the line as shown on small map, and I think a very fair line, in that direction can be got. It was my intention to have rough levelled and taken section of line as far as marked out before I shifted my camp to Mullamuddy, but I am sorry to have to inform you that about eight or nine days ago my ankle and foot began to swell, showing every sign of having been poisoned by the bite of some insect, in consequence of which I have not been able to get my boot on, nor yet able to walk; however, in the meantime I have managed to get my camp removed from Cherry-tree Hill to Mullamuddy Creek, and yesterday I went into Mudgee to see a doctor, who informed me that his impression was that I had been bitten by some venomous insect (probably a black spider) as I found two in my bedding, and that I must be careful and lie up for a time until swelling goes down. I here enclose certificate.

With reference to the line over Cherry-tree Hill, I beg to inform you that I have examined that range very carefully with a view of fixing our starting point more to the left of main road, as mentioned by you in your letter of the 15th, to allow Mr. Kennedy a greater distance to make the descent, but I found the point as fixed upon the lowest, and I consider the best adapted for making the descent on both sides. If our present starting point were shifted to left, say a mile or even two, there would be several very nasty ridges and deep gullies to cross, but as the rough line over Cherry-tree is capable of considerable improvement, I do not consider it so very bad, seeing there is such a fall on both sides.

I examined a line from foot of Cherry-tree, following a leading ridge to near Ilford, passing west of township to Cunningham's Creek, and crossing same at or near Brown's; thence crossing main road up Beck-hall's Flat to main line or line before mentioned. This of course would be a much shorter line; the only difficulty would be in crossing Cunningham Creek, which is very low. It would probably be the better plan to get one line through first, as some data to work upon, and when you visit the district it might be well for you to look at this.

I have, &amp;c.,

GEO. JAMIESON.

Tracing received.—H.P., 11/11/75.

No. 73.

No. 73.

MR. H. HARDY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS

Railway Survey Camp,  
Mullamuddy, Mudgee,  
30 October, 1875.

SIR,

I have the honor herewith to transmit you a tracing showing the sections as they stand of the descent from the Queen's Pinch, or as they are entitled Nos. 1 and 2 lines.

I have given the work my closest attention, and regret I cannot show better success, but am sanguine that perhaps I may be able to improve the general run. The country about here is so mountainous and the ranges of such a broken nature that to find a practicable route for railway purposes is very hard indeed.

The general fall as you see is very great, although I have kept well up in altitude, and can still go very much higher if necessary, but do not know how I shall succeed in getting down to the Mudgee Plain.

I purpose still proceeding with the levels of No. 2 line, and will forward the result when completed; the country being rough the work of the leveller is slow.

I have still one or two bad ravines to cross, that is if I run by what is called the Round Hill Gap (which I must if I attain a higher altitude), though if I could only get sufficient fall where I now am (that is, at 4 miles 53 chains from the west summit) I can in less than a mile attain comparatively level country and avoid any more obstacles. I regret I have not the traverse complete to send you (the contour of ranges requiring so many stations), but when the curves are fitted in as the line stands now a worse section will be shown. I will see what I can do to lessen the heavy gap at those two ravines shown on the section, by keeping further up the gorges; this would necessitate sharper curves and a vast amount of side cutting. There is still another route to follow, by keeping to the ranges east of the "pinch," but the course from exploration is as bad if not worse than the foregoing.

I have, &c.,  
HENRY HARDY.

No. 74.

MR. T. KENNEDY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Ilford, 31 October, 1875.

SIR,

I have the honor to inform you that I have rough staked and levelled a line from summit of Cherry-tree Hill to Hall's Creek, a distance of 7 miles—the fall is 836 feet. I have cross-levelled a good deal of the range with a view to get better ground, but the section will be very heavy. I am using nothing less than 20-chain curves, but if 15-chain curves will be sanctioned when I forward my plan with cross-levels shown on it, the cuttings will be very much reduced.

I expect to have the line staked out on the 1st (to-morrow) and ready for levelling.

I have, &c.,  
THOMAS KENNEDY.

No. 75.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Crown Ridge, Mudgee Road,  
1 November, 1875.

SIR,

I have the honor to report that I have surveyed (21½) twenty-one and a-half miles of line from Wallerawang; 15 miles of this is levelled.

I send herewith tracings of plan and section by Mr. Palmer's request. I will send tracing of the section so far as the plan goes in a few days. There will be about a mile of heavy section passing the crown rock. I have tried three lines and have chosen the shortest and lightest as to work. The gradients will generally be light, and the curves from 100 to 20 chains radius. I have been into Capertee; there is plenty of ironbark, but I saw very little good timber, but I believe there is better more towards the Capertee River than what I saw. I shall shift camp to near Mansfield's in a few days.

I have, &c.,  
GEO. W. TOWNSEND.

The trees though small are sound and would average about three sleepers to the cut; few of the trees would give more than one cut of 10 feet.—G.W.T.

Tracings received.—H.P., 10/11/75.

No. 76.

MR. H. HARDY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Mudgee Survey,  
Camp, Mullamuddy Creek, near Mudgee.  
9 November, 1875.

SIR,

I have the honor to forward you two tracings in connection with the above survey,—one being the levels of No. 2 line continued, and the other showing particulars of traverse.

I have, &c.,  
HENRY HARDY.

Tracings received.—H.P., 11/11/75.

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No. 77.

MR. T. KENNEDY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Ilford,  
11 November, 1875.

SIR,

Will you be good enough to send me instructions as to what portion of work I am to take up next. I expect to complete the work I have in hand on Saturday next.

Mr. Townsend has taken up the last portion of work which will connect with the end of my length at Hall's Creek, and my present length is almost completed from Hall's Creek to summit of Cherry-tree Hill. From summit of Cherry-tree Hill, towards Mudgee, Mr. Jamieson has rough-staked a line to Ilford, but has been ordered to Mudgee to assist Mr. Hardy. Will I continue the staking of the line from summit of Cherry-tree Hill to Ilford over the rough-staked line done by Mr. Jamieson, or take up a new portion of work?

I have, &amp;c.,

THOMAS KENNEDY.

Instructions forwarded to Mr. Kennedy.—H.P., 12/11/75.

No. 78.

THE ENGINEER FOR TRIAL SURVEYS TO MR. T. KENNEDY.

12 November, 1875.

ON completing your present length you may continue the staking over Mr. Jameson's rough staked line, and plot the same in continuation of your own plan and section, so that there may be as few breaks as possible in the through plan and section.

HERBERT PALMER.

No. 79.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. W. TOWNSEND.

Crown Ridge, Mudgee Road,  
15 November, 1875.

I SHALL require you to show on your through plan, as alternative lines, the one you mentioned by which the tunnel could be avoided; also, the line on the Capertee side of the crown ridge, and section of these lines must be plotted, as I wish to have the particulars of all trial work.

HERBERT PALMER.

No. 80.

MR. T. KENNEDY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Ilford,  
30 November, 1875.

SIR,

I have the honor to inform you that I have completed  $7\frac{1}{4}$  miles of trial-work from summit of Cherry-tree Hill to Hall's Creek, and plan of same, showing cross levels, &c.

From the summit of Cherry-tree Hill, in the direction of Mudgee, I have staked and ready for levelling between 8 and 9 miles. There will be a deviation of about 4 miles, which I intend to take a section of.

I have, &amp;c.,

THOMAS KENNEDY.

No. 81.

MR. G. JAMIESON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Apple-tree Flat,  
Mudgee Road, 30 November, 1875.

SIR,

I have the honor to inform you that I have traced and levelled two different lines from the Queen's Pinch towards Mudgee, for a distance of about  $6\frac{1}{2}$  miles each. I beg to inform you that I have not as yet succeeded in getting a practicable line from Queen's Pinch towards Mudgee. I find this a very difficult place to make the descent, as the fall is about 800 feet in 3 miles, and I am jammed in between two high barrier ranges, and no room to make distance to get away. I have tried back nearer to Bocoble, to get down by way of Stony Pinch, near main road, but that I consider would be, even worse than the Queen's Pinch.

I am now trying another line, and have yet two other places to try, and will have them tried in about three weeks or perhaps less, and will immediately I have them completed send the information to the office.

I

I may add that in the event of getting a line, which I think I will, it will be pretty heavy for some 3 or 4 miles from summit towards Mudjee; the sidelying ground on this portion is so very steep, the slopes will run a long way before they run out, and the cuttings will be mostly through strata similar to Tarrana Mountain, on the Western Line, and will not stand well.

I think it would be better for me not to send down my rough plottings until I have the work I am at present engaged upon completed, which will be shortly, and will send them all down together; you will then be in a better position to decide.

If there is any possibility of getting off from the Queen's Pinch I will find it before reporting to you that it is impracticable.

Mr. Hardy is working away on the western range, with what success I do not know, but I have little hope. However it would be better that both should be worked up.

I have, &c.,  
GEO. JAMIESON.

No. 82.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Round Swamp, Mudjee Road,  
1 December, 1875.

SIR,

I have the honor to inform you that I have closed with Mr. Kennedy's work at 29 miles, 6,800 chains, from Wallerawang. The last 5½ miles, though a workable line, can be much improved, but I do not think the distance can be shortened. I will send tracing of final survey with section in about a week.

There is not anywhere, so far, a length of more than 6 miles on which fair stone for ballast cannot be obtained adjacent to the line. Ballast.

From 25 miles the timber along the line is much better than it has yet been; there are now a few good stringy-bark and blue-gum trees. Timber

To the eastward a few miles excellent timber can be had in quantity, with a fair road on to the line.

There is neither building stone, clay, sand, or limestone anywhere about here that I can learn. Building Material

With the exception of Jews' Creek, I do not think any watercourse crossed by the line will need a larger opening than 28 feet; of about this size there will be three; all others will be small. Bridge.

I have, &c.,  
GEO. W. TOWNSEND.

No. 83.

THE ENGINEER FOR TRIAL SURVEYS TO MR. H. HARDY.

3 December, 1875.

As you describe the country through which you are now staking a trial line to be totally unfit for railway purposes it will be only waste of time to continue setting out curves, &c. I shall require you to be in a position to plot the traverse of your present work in connection with Mr. Jamieson's surveys, and to show the levels, so that I may have a general plan showing all lines run from the Queen's Pinch towards Mudjee. You may then join Mr. Jamieson and assist in trying the descent by the eastern ranges, taking care that all lines tried are to be so connected that everything may be plotted on one general plan, even if it may be found necessary to plot to a reduced scale.

HERBERT PALMER.

No. 84.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. W. TOWNSEND.

7 December, 1875.

On completing the plan and section of your present length I wish you to start a trial survey (from a point on Mr. Kennedy's length in the neighbourhood of Ilford) through Rylestone to Mudjee.

The first trial line may be taken through the Brombee Gap and across the Cudgegong to join the trial line *via* Queen's Pinch, near Mudjee. A second line may be taken to a point above flood level on the north side of the Cudgegong, opposite to Mudjee.

HERBERT PALMER.

No. 85.

THE ENGINEER FOR TRIAL SURVEYS TO MR. T. KENNEDY.

15 December, 1875.

HEREWITH I forward a tracing of the plan of Ilford, to enable you to plot the same on the 10-chain plan of the trial survey, Wallerawang to Mudjee. I wish you to return this tracing when your plan is plotted.

HERBERT PALMER.

## No. 86.

THE ENGINEER FOR TRIAL SURVEYS to MR. T. KENNEDY.

18 December, 1875.

It will be well to take cross levels of the Mudjee side of the Cherry-tree Hill Range and to plot the same on the 10-chain plan.

The tracing of the plan of Ilford was forwarded to you on the 15th instant.

HERBERT PALMER.

## No. 87.

MR. H. HARDY to THE ENGINEER FOR TRIAL SURVEYS.

Mudjee Railway Survey Camp,  
Mullamuddy, Apple-tree Flat,  
Mudjee Road, 16 December, 1875.

SIR,

I have the honor to inform you that I this day post addressed to the Engineer-in-Chief a plan showing the traverse lines on the western ranges, "Queen's Pinch"—are now abandoned in favour of lines on the eastern ranges.

A section of the traverse is delineated on red and blue on plan accompanying the plan.

The green line represents a line staked out, but not levelled, having on receipt of your memorandum, dated December 3rd, given my assistance to Mr. Jamieson.

The traverses on the eastern ranges have been connected with those on the western range in two places, which connection is plotted on Mr. Jamieson's 10-chain traverse plan, to be forwarded, I believe, to the office in a few days.

I have, &c.,  
HENRY HARDY.

Plan and section received.—H.P., 20/12/75.

## No. 88.

MR. G. JAMIESON to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Apple-tree Flat, Mudjee Road,  
18 December, 1875.

SIR,

I have the honor to forward herewith, under separate cover, rough plottings of trial lines from Queen's Pinch descent towards Mudjee; these lines are only roughly staked out.

With reference to this work I beg to inform you that I have now tried every place where I thought there was any chance of getting a practicable line, and have done all in my power to make the descent from Queen's Pinch, and I am sorry I have not been able to get a better line, but it is certainly a very bad country for railway purposes, being rough, rocky, and broken, intersected in all quarters by very deep ravines running out of the mountains in all directions.

The first line I tried was the red traverse line; that proved a failure—the fall was too much for the distance. I then tried  $\Delta$  No. 18 to No. 60 blue traverse line, this line using a 12-chain curve across the head of the Mullamuddy Creek, and putting in a short tunnel through the spur range at  $\Delta$  No. 14, coming out into another leading valley; thence crossing several deep ravines or gullies, and skirting the west side of a steep range, crossing same in low saddle, and then keeping on east side of same range until the Mullamuddy Creek is crossed a second time, after which the country onwards, towards Mudjee, is favourable for railway construction.

If you do not object to my using 12-chain curves in very bad places I think this line could be worked up; heavy, though it appears at present, it is capable of much improvement, and I think it would be the better line to adopt in the event of coming in this direction, but, as I mentioned before, any line in this direction will be very heavy for some 5 miles.

I then tried the green line. I thought it just possible to get a line by keeping round the top of the range and tunnel through into the opposite valley, and get out in that direction, but the tunnel, I fear, will be too long, and the sidelying ground in places is very steep. I then tried how a zig-zag would answer; that, I think, could be made available as a last resource.

I beg most respectfully to inform you that all these lines are in very crude state, and to work any one of them up properly would take a long time; but I think I have shown sufficient information to enable you to decide. Please return me the rough plottings with instructions as soon as convenient.

I had not sufficient time at my disposal to make tracings.

I have, &c.,  
GEORGE JAMIESON.

Rough plottings received and returned to Mr. Jamieson with instructions.—H.P., 20/12/75.

## No. 89.

THE ENGINEER FOR TRIAL SURVEYS to MR. G. JAMIESON.

20 December, 1875.

UNDER separate cover I return the rough plotting of your trial surveys from the Queen's Pinch towards Mudjee.

I

35

I wish you now to work up and stake the line shown in black on the 4-chain plotting. You may use curves of 12-chain radius, and show cross levels on your finished plan, so that I may form an idea of the extent to which the earthworks would be increased by using curves of a greater radius.

Mr. Hardy to continue to assist you in working up this survey.

HERBERT PALMER.

No. 90.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. W. TOWNSEND.

28 December, 1875.

You may survey the trial line to Rylstone, leaving the through line (Wallerawang to Mudgee), at the point you suggest. This junction to be shown clearly on the through plan. I wish you to send to this office the plan and section (to your junction with Mr. Kennedy) as soon as it is completed. The plan and section of the line, *vid* Rylstone, may be commenced from its junction with the through line, carrying the Sydney mileage throughout.

HERBERT PALMER.

No. 91.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Round Swamp,  
3 January, 1876.

SIR,

I have the honor to inform you that I have completed the field work of my length, so far as closing with Mr. Kennedy. The work is all plotted, and I am now engaged on finishing the plan and section.

I hope to forward these in a few days. I was glad to receive instructions from Mr. Palmer to survey a line towards Rylstone from my present camp, as I am sure Mudgee can be reached by this route in less distance than by Bocable and Queen's Pinch.

Mr. Grey has purchased an instrument, and while I am at work on the plans I am employing him in practising tracing, work that I have been over for a day or two; then I shall start him on some boundaries that I have not yet run.

I have, &c.,  
G. W. TOWNSEND.

No. 92.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. W. TOWNSEND.

3 January, 1876.

UNDER separate cover I forward to you tracing of the plan of the township of Rylstone, to enable you to plot the same on your 10-chain plan of the trial survey. When this is plotted I wish you to return the tracing to this office.

HERBERT PALMER.

No. 93.

MR. G. JAMIESON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Mudgee, 14 January, 1876.

SIR,

I have the honor to inform you that I have now shifted my camp from Mullamuddy Creek to within about 3 miles from Mudgee. I beg to inform you that I have set out the black curvy line, as shown on 4-chain rough plotting, and taken extra cross levels over rough portion where necessary. The line as now staked out from Queen's Pinch has been wonderfully improved, and since taking the cross levels I find it is capable of still further improvement. I am now engaged upon the last 8 miles into Mudgee.

I beg to ask your permission to be allowed, while at this camp, to employ an extra man. I have to cart my water for use of camp a considerable distance, and my horses will not stop here although fed; and as there is neither grass nor water I lose a good deal of time in hunting up and looking for my horses, and getting in water and rations, &c. All the creeks and waterholes between Mullamuddy Creek and Mudgee are now dry, the grass all burnt up, and the country around looks miserable. Please send me 50 feet plan-paper and 50 feet of section-paper, pencil line along centre of plan, datum ruled on section paper. Send me also half a roll of tracing-paper (good) and six level-books.

I have, &c.,  
GEORGE JAMIESON.

No. 94.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Round Swamp,  
1 February, 1876.

SIR,

I have the honor to inform you that I have roughly surveyed about  $6\frac{1}{2}$  miles of line towards Rylstone, making nearly 35 miles from Wallerawang. I forward \*tracing of plan herewith. About \*Appendix B. 2 miles more will put me into the level country, and the remaining portion of the hills, though rough to survey, offer but little difficulty to constructing a line. I reckon the distance to Rylstone from Wallerawang by this route will be about 49 miles.

Mr. Grey was so unfortunate as to throw his instrument down; it has sustained so much injury as to be for the present useless, so rather than keep the men idle I sent him to finish the plan and section, while I went on with the survey. He is doing the work well, though slowly. I

I am running the line with a view of keeping as much as possible in cutting on the steep sidelings which are entirely composed of soft sedimentary rocks, so as to only have filling where the slope is easy enough to give a good hold for the bank.

There will be three tunnels—one of about 4 chains, one about 13 chains, and one about 96 chains; the two small ones are certainly entirely in conglomerate and sandstone; the long one I am not sure about, for though the sedimentary beds extend considerably above the point of ingress and egress of the tunnel, and the plane of bedding are horizontal, and in an undisturbed state, the whole top of the hill is covered with trap rock and soil evidently formed from the decomposition of that rock, and there may be a dyke of trap through some portion of the hill. Annexed section shows relative position of sandstone and trap rock.

From the undisturbed appearance of the beds of sedimentary rock for several miles on both sides of rock end of the tunnel I do not think there can be any dyke running downwards; for had any large mass been intruded, in so narrow a space as that which the tunnel crosses, the usual signs of disturbance would surely have been present, in tilted up beds and an altered state of the rock.

Timber.

There is good timber to be had in quantity along the line—blue-gum, yellow-box, stringy-bark, and ironbark—by going a few miles down the Capertee Valley.

Freestone.

I have been shown some good freestone obtained near the line, but I have not seen the quarry.

Limestone.

Limestone of excellent quality can be had in several places within a few miles of the line, but the road, though practicable, is rough.

Coal,

There are indications of coal in the Capertee Valley, and I am informed that good coal is to be had there.

Clay.

I have seen no clay, and I do not think any quantity is to be had about here.

Sand.

There is no quantity of sand, but the coarse sandstone could be easily crushed in the same way that the burnt ballast is in India, where it is used under the name of soortee, instead of sand; the crushing is cheap; a 10-horse engine should crush about 100 c. yds. a week.

The plan and section will not be ready to send by to-night's mail, but I think they will be ready to-morrow.

I have, &c.,

G. W. TOWNSEND.

#### No. 95.

THE ENGINEER FOR TRIAL SURVEYS TO MR. G. W. TOWNSEND.

3 February, 1876.

THE tunnels shown on the tracing accompanying your report of the 1st instant are almost sufficient to condemn the practicability of the route by which you are now making a trial survey. I wish you to stake out all curves on this route in long chords, so that as little time as possible may be taken up. It will also be necessary to connect your trial survey from some suitable point, before reaching Rylstone, with Mr. Kennedy's trial line in the neighbourhood of Ilford. I shall require tracings of both plans and sections of all these preliminary trial lines before I can determine whether it will be necessary to stake out a through line *viâ* Rylstone.

HERBERT PALMER.

#### No. 96.

MR. G. JAMIESON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Mudgee,

5 February, 1876.

SIR,

I have the honor to inform you that the work upon which Mr. Hardy and self are now engaged upon, viz; from top of Queen's Pinch into Mudgee, will be completed in about from eight to ten days from date.

Mr. Hardy is encamped at Mullamuddy Creek, near foot of Queen's Pinch, and I am camped near Mudgee.

If you approve, Mr. Hardy could run the line back from top of Queen's Pinch to Bocoble to meet Mr. Kennedy, as the work on that portion is very easy.

I could run back the Rylstone deviation to Broomby Gap. From my present camp I think the Rylstone line will have to join my present line some place near the new hospital, for to take it on east side of Cudgegong River to Mudgee would probably save a crossing of Cudgegong, but from what I can see, if taken in that direction, it would cross some very low and swampy ground subject to floods.

There is no situation in or around Mudgee more favourable nor better adapted for a terminus than the one proposed by Mr. Palmer, being on Government land; besides there is a considerable amount of land in proximity to the line still in the hands of the Government.

Please forward me instructions as to my future employment; also eight reference sheets for plan.

I have, &c.,

GEORGE JAMIESON.

Instructions forwarded to Mr. Jamieson and Mr. Hardy.—H.P., 7/2/76.

#### No. 97.

THE ENGINEER FOR TRIAL SURVEYS TO MR. H. HARDY.

7 February, 1876.

ON completing the length upon which you are now engaged, I wish you to assist Mr. Jamieson in working up the intervening length between the Queen's Pinch and Aaron's Pass *viâ* Bocoble till you meet Mr. Kennedy.

HERBERT PALMER.

No. 98.

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## No. 98.

THE ENGINEER FOR TRIAL SURVEYS to MR. G. JAMIESON.

7 February, 1876.

ON completing the length from the Queen's Pinch into Mudgee I wish you to forward the plan and section of the same to this office. You may then take up the length from the Queen's Pinch *via* Bocoble to join Mr. Kennedy. A through plan and section is urgently required, and I want to have this trial survey completed before you start work on the Rylstone line. The reference sheets that you require will be posted by same mail; also instructions to Mr. Hardy to assist you on the Bocoble lengths.

HERBERT PALMER.

## No. 99.

MR. H. HARDY to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Mullamuddy Creek,  
15 February, 1876.

SIR,

Under separate cover I transmit you the section of the staked line Queen's Pinch to Mudgee, being a distance of 16 miles. 103 links. I trust my work will meet your approval.

I have, &amp;c.,

HENRY HARDY.

Section received.—H.P., 17/2/76.

## No. 100.

MR. G. JAMIESON to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Mudgee,  
16 February, 1876.

SIR,

I have the honor to forward under separate cover a 10-chain plan and section from top of the Queen's Pinch into Mudgee, also a 4-chain plotting of Queen's Pinch descent and reference sheets of same, with rough plottings of the above descent. You will observe that the section of a portion of this work is very heavy, but from the cross levels which I have shown on 4-chain plotting the line is capable of improvement.

I found a good deal of difficulty in getting a practicable line from Queen's Pinch to second crossing of the Mullamuddy Creek, but although heavy it is the only way of getting down off the ranges, as you will see by the levels. The country falls so rapidly, and being hemmed in on all sides by high ranges, I found this just as difficult a piece of work as I have had to contend with. I think I have shown sufficient information for present requirements.

I shift camp to-morrow to Bocoble, and my address will be P.O., Cudgegong, Mudgee Road.

I have, &amp;c.,

GEORGE JAMIESON.

## No. 101.

THE ENGINEER FOR TRIAL SURVEYS to MR. T. KENNEDY.

19 February, 1876.

I HAVE received the tracings of plan and section of the traverse from Aaron's Pass towards Bocoble, and approve of your suggestions as to the staking and cross-levelling of this length. Messrs. Jamieson and Hardy will take up the next length from Bocoble to Queen's Pinch. The height of your B.M. No. 12, where your work joins Mr. Townsend's at the crossing of the Main Road at Round Swamp, is 2,767-37.

HERBERT PALMER.

## No. 102.

MR. G. W. TOWNSEND to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Round Swamp,  
Mudgee Road, 1 March, 1876.

SIR,

I have the honor to inform you that I have roughly surveyed another line through the hills to 40 miles from Wallerawang; this carries me a mile and a half into the flat country approaching Rylstone.

I enclose tracing herewith; there will be one tunnel of about 36 chains entirely in sandstone. The highest point on the line will be about 2,900 feet above datum; 1.40 will be the steepest gradient, and there will be few heavy banks or cuttings. I will forward section shortly. Owing to the roughness of the country I have had to establish a detached camp, so that we could move all needed on pack-horse; we had no convenience for cooking, so I had to employ an extra man to carry provisions, &c., daily. The timber and scrub being very heavy I could spare none from the party. There is excellent stringy-bark, blue-gum, and yellow-box on some of the sidelings.

I have, &amp;c.,

GEO. W. TOWNSEND.

P.S.—The end of my survey is, I believe, between 9 and 10 miles from Rylstone; the intervening country is easy.—G.W.T.

No. 103.

## No. 103.

MR. G. JAMIESON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

SIR,

I have the honor to forward herewith, under separate cover, plan and section of the work from Mr. Kennedy's point, near Bocoble, to Queen's Pinch.

I found it necessary to run a deviation line, shown on plan in blue, and which will, I think, be the better line to adopt, and in doing this extra work it has taken me longer than I stated in my last letter.

I visited Mr. Kennedy on Sunday last, and found his plan and section in a very forward state, and will be forwarded to the office in a few days; consequently I did not consider it necessary to shift over to assist him with his length.

I shift camp to-morrow to some place between Broomby and Mudgee, and my address from this date will be Mudgee.

I have, &amp;c.,

GEO. JAMIESON.

Plan and section received.—H.P., 27/3/76.

## No. 104.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Round Swamp,

1 April, 1876.

SIR,

I have the honor to inform you that I have 6 miles of the line I showed on tracing staked and marked, three of which are levelled.

I should have had more done this month but for being laid up early in the month by having been stung by some insect—I think a spider. I was unable to move for two days, my loins and thighs being as if paralysed, accompanied by severe pain in my limbs.

I was three days laid up, but for several days after I got to work I was too weak to do much on these hills. I did not send the section of the rough line, as I have considerably altered it in staking, and I shall soon have the section plotted now. I hope to be near Rylstone this month.

I have, &amp;c.,

G. W. TOWNSEND.

## No. 105.

MR. G. W. TOWNSEND TO THE ENGINEER FOR TRIAL SURVEYS.

Camp, Round Swamp, Mudgee Road,

1 April, 1876.

SIR,

I have the honor to inform you that, in accordance with your instructions to survey a line connecting my work with Mr. Kennedy's, I have examined the country through which such line will pass, and I think there is no better route than to follow nearly the line of the Rylstone and Ilford Road; this will give about 9 miles of rather difficult country. So as Mr. Kennedy consulted me as to fixing a common point for me to finish and him to commence at, I handed him the plan of Rylstone you sent to me, and he is going to commence at Rylstone.

I have, &amp;c.,

GEORGE W. TOWNSEND.

## No. 106.

MR. T. KENNEDY TO THE ENGINEER FOR TRIAL SURVEYS.

Rylstone, 30 April, 1876.

SIR,

I beg to inform you that I have staked out and levelled 8 miles from Rylstone towards Mudgee, made the necessary surveys in township of Rylstone, and expect to be ready to shift camp on towards Mudgee in about seven or eight days. I am following generally the direction the road takes, passing through Tongbong Gap.

The section is very good, long straights, and not many curves, all of large radii. It has been represented to me by Mr. Cox that a line can be got from Rylstone to Dungaree, in the direction indicated on accompanying tracing from county map, but people who know the country well say it is rough and very broken.

The advantages said to be gained are shortening the distance, and going through a good deal of Crown land; but shortening the distance is very questionable, as there would be a great deal of curving required. I can learn from other people that Mr. Cox has a great objection to the line going through his purchased land, and that is his motive for wishing to get the line through Crown lands. I mention this matter lest there may be any representation made to the office on the subject.

The 8 miles I have levelled will be nearly a surface line, with a few exceptions of 15 feet cuttings, one or two gradients of 1 in 40, the remaining grades very good, and some considerable parts of the line level.

I have, &amp;c.,

THOMAS KENNEDY.

## No. 107.

MR. G. W. TOWNSEND TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, near Ilford, 2 May, 1876.

SIR,

I have the honor to inform you that I have staked and levelled to 139 miles from Wallerawang If orward herewith tracing of section of the portion staked, and of that roughly surveyed.

From 134 in 2,400 to 138 in 6,000 the section is very heavy as to work, but the gradients are generally good and no smaller curves than 15 chains have been used; by using two of 10 chains and several 12 chain curves the work could be much lessened, and the steepest gradient 1 in 40 could be reduced to about 1 in 50.

All the cutting and tunnelling will apparently be through coarse sandstone, with beds of conglomerate. All through this formation you occasionally find patches of good fine freestone; doubtless if a regular quarry were opened a quantity might be obtained. I am at present using a grindstone for axes made from this stone, and it is a very good one, so I have no doubt that good building stone can be obtained; but for crossing the deep gullies I should be inclined to use the rubble from the cuttings and tunnel indiscriminately in the form of rubble retaining walls and concrete fillings, for there is an unlimited quantity of excellent blue limestone about half a mile from the line at 139 in 6,000, in a position from which it can be easily put upon the line; enough freestone for what few culverts and bridges are needed can easily be obtained; the sand necessary can be obtained by screening the stuff from the cuttings, for some of the stone is of a very friable nature. Considering the above, although the section is a heavy one for the  $4\frac{1}{2}$  miles mentioned, I do not think it will be an inordinately expensive one.

The general run of the stone is far too weak to attempt decreasing the filling by relieving arches, and to bring stone for the purpose would increase instead of decreasing the expense.

I would have sent tracing of plan, but the section has used up all my paper. I am sorry to be so long over this work, but I can get on no faster; we have had latterly to cut and burn the scrub before we could get about, and sometimes had to work hard to get 10 chains done in a day.

My main camp is now half-way between Rylstone and Ilford.

I have, &amp;c.,

GEORGE W. TOWNSEND.

Tracing received. Mr. Townsend instructed to show cross sections on his plan in all places where the earthwork quantities would be materially lessened by using 10 and 12 chains curves in place of curves of 15 chains radii.—H.P., 3/5/76.

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## Liverpool to Wollongong.

## No. 108.

MR. R. D. STEPHENS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Currant-tree Forest Camp,  
Liverpool, 10 June, 1875.

Illawarra Railway, Liverpool to Wollongong—Trial Survey—Progress Report.

SIR,

I have the honor to report that on the 19th of April last I left Sydney with my camp, and that during the ensuing week I was engaged in accompanying Mr. Palmër, Engineer in charge of Surveys, when he was reconnoitering the country. I actually commenced work on April the 26th, but I am sorry to say that owing to my not having completed the plotting of the first Wollongong survey previous to my departure from Sydney, I had to devote twelve days to the finishing off of same. Since then I have pushed on as fast as I have been able; there are no very formidable obstacles to encounter, the only work of any magnitude being the bridge over the George's River, at the commencement; this certainly is in itself a work of some consequence.

By even post<sup>s</sup> I forward rough tracing of the first 11 miles of section; this I think will give all the information requisite. You will notice that the provision for waterways is very small; this is owing to my having followed the summit of the dividing ridge as nearly as I conveniently could.

I have roughly preliminarily traversed some distance further, and I am afraid from what I have seen that we shall have some length of level, or nearly so.

What I dread, and have to guard against, is a sudden rise at the latter end of the incline to the summit. We have now risen 700 feet above sea level, and we have to rise another 550 feet (*about*) before we reach the summit. We have more than ample distance to do it in; in fact the average gradient ought to be considerably easier than what we have already done, but I would like to see the rise more uniform from where we left off. The weather has, as of course you know, been very much against us, but our worst drawback has been the continuous heavy clearing; out of the 11 miles only  $1\frac{1}{2}$  mile was at all clear; all the rest had to be cut through, foot by foot, thick scrubby, prickly stuff, interspersed with stunted timber.

To-morrow I shift to our next camp, some  $7\frac{1}{2}$  miles distant. There is no difficulty in reaching this camp by dray, but from thence on to Darke's Forest, which must of necessity be our next camping place. After to-morrow's shift I shall be compelled to cut my way for the whole distance, some 6 or 7 miles. If I do this with my present staff of men I shall be very much delayed, and I was thinking that if you would kindly allow me to engage three more men for two or three weeks I would be able to leave these to do this work, and I would be enabled to push on my own work without hinderance.

I would feel obliged by your allowing me to do so.

I have, &amp;c.,

R. D. STEPHENS.

Employment of extra men approved by Engineer-in-Chief.—W.H.Q., 16/6/75.

Mr. Stephens informed that he may engage three extra men.—H.P., 16/6/75.

## No. 109.

MR. R. D. STEPHENS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Liverpool to Wollongong—Railway Progress Report No. 2.

Bulli, 26 July, 1875.

SIR,

I have the honor to inform you that last week I completed up to 22 miles, and since then have roughly tied on to Mr. Carver's line. Point of junction will be about  $25\frac{1}{2}$  miles from my starting point at Liverpool, and 20 miles from Campbelltown.

I have plotted the section (complete) up to 22 miles, and when I shall have finished my length (which I expect to do by the end of this week) I will forward you tracing. We had considerable trouble with the clearing, both for the line and for the road, as I had to cut a cart track for upwards of 8 miles, but thanks to your having allowed me extra men for this work I was not very much hindered owing to this cause.

Should the weather hold up I intend to shift camp this day week, and I think that the best course to pursue would be to allow Mr. Carver to continue his section from the pass towards Wollongong, and for me to go, say half way between Wollongong and Bulli, and work up the mountain to meet him; this I can easily do, knowing the distance, the gradients, and the height at starting.

I would feel obliged by your informing me whether this proposal meets with your approval; should it do so would you please give instructions to have forwarded to me my level-book No. 8, and also a tracing of my Wollongong plan from 44 miles to 49 miles.

I have, &amp;c.,

R. D. STEPHENS.

Level-book and tracing forwarded with memo. of this date.—J.W.D., 2/8/75.

## No. 110.

MR. R. D. STEPHENS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Liverpool to Wollongong Railway.

Bulli, 21 August, 1875.

SIR,

As advised in my report dated July 26th, I now forward tracing of my section from 11 miles to 25 miles—25.85 (point of junction with Mr. Carver's, Liverpool line): I have attached, in blue ink, some explanatory remarks, pointing out where the line can be improved.

On the 4th instant I shifted camp to Rickson's Pass (between Bulli and Wollongong), having completed my portion of the line. Since then I have been engaged in running a trial line up the side of the mountain to meet Mr. Carver's line.

Some unavoidable delay occurred at first through my not being able to procure the formation height at the crossing of the summit of the mountain, as Mr. Carver had not finished up to his point, but since I obtained the necessary information I have pushed on as well as the rugged nature of the country and the dense undergrowth would permit; the clearing in some places is really frightfully heavy.

I have some particular business in Sydney and would feel much obliged by your granting me leave of absence from the 4th to the 6th proximo, *i.e.*, being on a Saturday and returning on a Monday.

I have, &amp;c.,

R. D. STEPHENS.

Leave granted by the Engineer-in-Chief.—W.H.Q., 27/8/75.

## No. 111.

MR. R. D. STEPHENS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Illawarra Railway—Liverpool to Wollongong—Progress Report.

Wollongong, 16 October, 1875.

SIR,

I beg to inform you that in another two days I shall have finished the field work into Wollongong.

I believe that Mr. Carver, who is working on the Sydney side of me, will have finished about the same time.

I shall feel obliged by your forwarding me my instructions.

I have not, as yet, had the time to plot my last section, the weather being so continuously fine, but I believe that on the whole the result will be considerably better than I had anticipated.

I have joined on to my old line at the Mount Pleasant tramway.

I have, &amp;c.,

R. D. STEPHENS.

Mr. Stephens instructed to return to the Sydney office to complete plan and sections, &c.—H.P., 16/10/75.

## No. 112.

THE ENGINEER FOR TRIAL SURVEYS TO MR. R. D. STEPHENS.

16 October, 1875.

On completing the field work into Wollongong I wish you to return to this office without delay to work up the plans and sections of the trial lines from Liverpool and Campbelltown to Wollongong. Mr. Carver may in the meantime continue the survey to Kiama, and I should be glad if you will transfer Mr. Thompson to Mr. Carver's staff until you are ready to return to the field.

HERBERT PALMER.

No. 113.

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## No. 113.

MR. R. D. STEPHENS to MR. W. H. QUODLING.

Wollongong, Tuesday, 19 October, 1875.

SIR,

I have received instructions, which are equivalent to the discharge of my chainmen. Would you oblige me by passing the enclosed vouchers without delay, and letting me have the money by Friday afternoon's post, so that I can pay off the men on Saturday next?

I have, &amp;c.,

R. D. STEPHENS.

P.S.—Would you please forward me a pass from Liverpool to Sydney—leaving the date open—*i.e.* leaving me to fill in the date, as I do not know the precise day that I shall go up?—R.D.S.

Mr. Stephen's note received. Pass forwarded.—W.H.Q., 20/10/75. The money has been placed to your credit at the Commercial Bank.—W.H.Q.

## No. 114.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Trial Railway Survey—Campbelltown to Illawarra.

Appin, 31 May, 1875.

SIR,

I have the honor to report in regard to the above survey that I found it advisable to fix approximately the points of primary importance ahead; and for that purpose I made a traverse of the road to Appin, to which place, a distance of 9 miles 60 chains, I have, with the exception of inking in plan and section, in every respect completed the work; having also made a traverse of the road nearly to the Loddon River; and have selected and blazed the route to the important points in that direction, the exploration of which caused me considerable trouble, but became necessary in order to fix the point to cross the King's Falls Creek here, the selection of which into a rapidly rising country very materially affects the onward work, which must of necessity ascend to cross the lowest passes at the rate of from 1 in 50 to 60; in other respects I have not discovered any difficulty of importance.

I have, &amp;c.,

N. P. CARVER.

## No. 115.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Railway Trial Survey—Campbelltown to Wollongong.

Appin, 30 June, 1875.

SIR,

I have the honor to report for your information that I have completed 8 miles of the above survey during this month—total distance completed, 17 miles 60 chains. The portion completed this month includes the most difficult country on the route to the Bulli Pass. It is represented on the Wollongong coach road by the rapidly ascending country between Appin and the summit of the hill, descending to the Loddon River. It is formed of a main range (the road following the summit) with numerous spurs and gullies on either side. After a careful exploration I concluded the easterly side of the range to be the less abrupt, which I consequently selected for the survey, with the following general results regarding the gradients:  $2\frac{1}{2}$  miles, 1 in 50, an equal distance 1 in 40, and 3 miles nearly level. The above figures represent evenly ascending gradients; but in order to avoid the thicker scrub and timber my section will not show evenly ascending gradients for any great distances. I have obtained the means of showing on plan how the distance may be increased to ease the gradients; as it is but a short distance from the line surveyed to the only possible route on the westerly side of the range I would ask your permission to run a few cross sections in order to show it on plan also. The remainder of the distance to the Bulli Pass is about 6 miles, in which there will be a fall of 450 feet to cut the mountain 1,000 feet above sea level.

I have, &amp;c.,

N. P. CARVER.

Instructions forwarded to Mr. Carver.—H.P., 13/7/75.

## No. 116.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Railway Trial Survey—Campbelltown to Wollongong.

Appin, 31 July, 1875.

SIR,

I have the honor to report, for your information, that I have completed 6 miles of the above survey during the month. Total distance completed, 23 miles 60 chains. A further distance of half a mile will complete to the Bulli Pass.

The country from 23 miles 13 chains to the Bulli Pass, or that portion forming the approach to the pass, on the N.E. side of the gully containing the Cataract Creek, is a very broken country, requiring a trial plan and section to be made before it was possible to lay out the line. The undergrowth on this portion is very dense. I found it would not be advisable to go into cutting at the Bulli Pass at a lower level than 1,040 feet, in consequence of bed of Knight's Creek, at its junction with the Cataract, having a level of 1,020 feet, and no means of getting away from the creek. During the coming week I shall have completed to the Bulli Pass; I then purpose forwarding the through section for your further information.

I have, &amp;c.,

N. P. CARVER.

## No. 117.

MR. N. P. CARVER TO THE ENGINEER FOR TRIAL SURVEYS.

Appin, 4 September, 1875.

SIR,  
I have the honor to inform you that I forward to you by this day's post my section, completed up to the 31st August.

I have, &c.,  
N. P. CARVER.

Section seen by Engineer and Chief, and then return to Mr. Stephens.—W.H.Q., 8/7/75.

## No. 118.

MR. N. P. CARVER TO THE CHIEF CLERK.

Wollongong, 5 November, 1875.

SIR,  
I have the honor to inform you that I have this day posted and registered a packet addressed to Mr. Palmer, containing my finished plan of the trial railway survey, Campbelltown to Wollongong.

I have, &c.,  
N. P. CARVER.

Mr. Palmer.—W.H.Q., 10/11/75. Plan received.—H.P., 10/11/75.

## Wollongong to Kiama.

## No. 119.

MR. S. CHARLES TO THE COLONIAL SECRETARY.

Kiama, 11 February, 1875.

DEAR SIR,

On my way home yesterday I was much pleased to find the trial survey of the Metropolitan and Illawarra Railway has been finished as far as Wollongong. On behalf of the inhabitants of the Kiama District I most respectfully request that you will give the officer in charge of the survey immediate orders to proceed with the survey as far as Kiama; by doing so before his camp and party are broken up a considerable saving would be effected, and a more full report of the practicability of the line can be given.

I remain, &c.,  
SAMUEL CHARLES.

The Secretary for Public Works—conference.—JOHN R. After conference I think the Minister for Works had better ascertain the cost.—JOHN R., 12/2/75. The consideration at the Cabinet yesterday upon this matter ended in it being determined to carry on the survey as asked. May now go on to Minister for Works.—JOHN R. Immediate. The Under Secretary for Public Works, B.C., 2 March, /75.—H.H. Inform.—2/3/75. Mr. Charles, 2 March, 1875. Mr. Whitton to carry out.—J.R., B.C., 2/3/75. Mr. Palmer instructed verbally to complete survey as early as possible.—J.W., 5/3/75. Commissioner, 5/3/75.

## No. 120.

MR. R. D. STEPHENS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Illawarra Railway.

Wollongong, 28 October, 1875.

SIR,

Mr. Palmer, the Engineer in charge of Surveys, directed me to report on the feasibility of a route on the west side of the Illawarra Lake, and of Tom Thumb's Lagoon, at Wollongong. I intended to have gone over the entire length myself, but was unfortunately prevented from doing so owing to a slight accident that befell me. My horse fell with me when going over a slippery timber bridge, and my knee was slightly crushed. However I directed Mr. Carver to do so in my stead, and I herewith enclose his report.

I have myself been over a considerable portion of the country, and as far as I went I did not perceive any special difficulty, and, as stated in a previous letter, I believe that it would far better suit the local interests and the expected coal traffic, than a line immediately alongside the seashore would do. On the other hand it certainly would be considerably longer, and I believe decidedly more expensive. Mr. Carver has asked me to request you to forward him his instructions with regard to this matter as soon as you conveniently can, as he is now in a position to make an immediate start.

Mr. Carver and I are plotting on the same plan and on the same section; the work which we did conjointly (*i.e.*, between the summit of the range and Wollongong), and I hope to be in Sydney on Monday night next.

I have, &c.,  
R. D. STEPHENS.

Both routes to be surveyed.—J.W., p. W.H.Q., 29/10/75.

No. 121.

## No. 121.

MR. N. P. CARVER to MR. R. D. STEPHENS.

Wollongong, 28 October, 1875.

SIR,

I have the honor to report that in accordance with your instructions I explored the country on the westerly side of Lake Illawarra to its extreme southerly point, with a view of ascertaining generally the practicability of that route for a line of railway from this place to Kiama. I was unable to discover any difficulty of importance that would interfere with the conditions of a good line being shown by that route to the point on the south of Lake Illawarra; that must in either case be reached were the route to lay east or west of the lake. In selecting the line the only thing I think necessary to mention is that it would be advisable to cross the Kiama Road in the vicinity of Dapto, and keep on the west of the road, to avoid some broken country extending between it and the margin of the lake; again crossing the road a short distance north of the Macquarie Rivulet; from thence rounding the south extremity of the lake. I would also draw your attention to the fact that the land required for the execution of the work by this route is for the most part valuable agricultural land.

I have, &c.,  
N. P. CARVER.

## No. 122.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Trial Railway Survey—Wollongong to Kiama.

Wollongong, 31 December, 1875.

SIR,

I have the honor to report that I have completed 6 miles of the above survey during the month, and have roughly set out a further distance of 2 miles 20 chains to the mouth of Lake Illawarra. In the early part of the month a succession of heavy gales interfered a good deal with instrumental work in the field, and so damaged my tents that I was obliged to shift camp for shelter. From Wollongong to the mouth of Lake Illawarra the country is nearly level, with the exception of a spur terminating at Red Point (or Five Island Point); which is crossed by the line on a low saddle 112 feet above sea level, but however the means of obtaining an easy gradient on either side. The crossing at the mouth of Tom Thumb's Lagoon presents very little difficulty. That at the mouth of Lake Illawarra is very limited in choice. The season is favourable for a survey being made of it with but little trouble.

I have, &c.,  
N. P. CARVER.

## No. 123.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Wollongong, 20 January, 1876.

SIR,

I have the honor to acknowledge the receipt of your memorandum, No. 76/20, and also the tracing mentioned therein.

In a few days the latter will be returned to you, showing the work required.  
I may mention that the tracing was a good deal crushed when delivered here.

I have, &c.,  
N. P. CARVER.

Mr. Palmer.—W.H.Q., 24/1/76. 31/1/76. Tracing received.—3/2/76.

## No. 124.

MR. N. P. CARVER to THE ENGINEER FOR TRIAL SURVEYS.

Trial Railway Survey—Wollongong to Kiama.

Camp, near Shellharbour,  
30 April, 1876.

SIR,

I have the honor to report having completed  $5\frac{1}{2}$  miles of the above survey during the month, which completes the trial line west of Lake Illawarra to its junction with the coast line.

For the first 6 miles of the route west of the lake I was enabled with a little extra labour to show two practicable lines—one from the terminus point of the Port Hacking line, passing west of Tom Thumb's Lagoon to the Village of Charcoal; the other line lays west of the Town of Wollongong, and also of the coach road to Kiama, and connects with the above line at Charcoal. From the junction of these lines the route continues to the west of the coach road as far as the bridge over the Macquarie Rivulet; to that point the selection of a final route could deviate but slightly from the trial lines, which appears equally true in an engineering point of view for the remaining  $4\frac{1}{2}$  miles of the line to its junction with the coast line. In that distance a high and broken range has to be crossed; to do so and avoid high levels and a probably expensive tunnel it is necessary to cross more to the eastward than would otherwise be desirable, to serve the wants of the Jamberoo District. As it is the range is crossed with but little difficulty at a level of 190 feet above sea.

Should I discover that the nature of the onward country (which I purpose at once surveying for the coast line) would counterbalance the objections stated, I will inform you of the fact. In any case a line better suited to serve the District of Jamberoo must of necessity compare unfavourably in point of levels and cost of construction with the line at present surveyed.

With regard to the curves and gradients throughout the trial line west of the lake, I have in two or three instances used 12-chain curves, and in two instances only gradients of 1 in 40 for short distances. Comparing the line by that route with the coast line from Wollongong to their junction their respective distances are 16 miles 60 chains and 12 miles 23 chains.

In

In one respect only can the former line compare favourably with the latter—in being far better adapted to serve the probable coal traffic of the lake district.

During the coming month I will be able to correctly inform you regarding the completion of my work to Kiama.

I have, &c.,  
N. P. CARVER.

No. 125.

ACCOUNTANT to CHIEF CLERK.

STATEMENT showing the total amount expended on trial surveys between Sydney and Illawarra to 30th November, 1875:—

Sydney to Illawarra (Wollongong) ... ..	£2,547	1	2
Liverpool to Illawarra ... ..	457	2	9
Campbelltown to Illawarra ... ..	490	2	0

J. VERNON, 22/12/75.

For Mr. Quodling's information.—F. W.

No. 126.

THE ENGINEER FOR TRIAL SURVEYS to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Report on Trial Surveys completed during the six months ending December 31st, 1875.

Railway Department,  
Sydney, 9 February, 1876.

SIR,

I have the honor to submit the following Report on the Railway Trial Surveys completed during the six months ending December 31st, 1875:—

GREAT SOUTHERN RAILWAY.

*Extension, Wagga Wagga to Albury.*

At the date of my last report the surveyors who had been engaged on the permanent staking of this extension were employed in this office in the preparation of the contract plans and sections. These plans, together with a Parliamentary plan and section, also Parliamentary plan and section of the proposed extension from the Hanging Rock to Denilquin, were completed on the 30th September, 1875.

*Cootamundra to Gundagai.*

The survey of an alternative line *via* Jones' Creek was commenced in June, and was completed on the 26th of August. The surveyor employed on this extension was then recalled to this office to prepare plans and sections, and to take out the earthwork quantities, &c. This work was completed on the 30th of November.

*Sydney and Illawarra.*

Trial surveys from Liverpool and from Campbelltown to Wollongong were in progress at the date of my last report. These surveys were completed on the 31st of October. One surveyor then returned to this office and was engaged until the end of the year in the preparation of plans, sections, and estimate of this extension, and one surveyor remained in the district, and has since been engaged in making a trial survey towards Kiama, in continuation of the lines surveyed to Wollongong. Two routes are being surveyed in this direction—one by the coast, crossing the entrance to the Illawarra Lake, and a second line passing to the westward of the lake.

*Extension from Redfern to the City.*

Another line has been surveyed since my last report from the Terminus at Redfern, crossing Devonshire-street and the corner of the Burial-ground by over-bridges, thence through Carter's Barracks, and by over-bridges across Belmore Road and Elizabeth-street, near its junction with Hay-street, also over John-street, Campbell-lane, Exeter-place, and Market-lane, across Goulburn-street, and thence under Liverpool-street and William-street, and through Hyde Park, parallel with Elizabeth-street, and terminating in the north-west corner of the Park, at the junction of St. James' Road and Elizabeth-street.

Plans and sections of the various lines proposed for the extension of the railway from Redfern into the city and to the Circular Quay are now completed.

GREAT NORTHERN RAILWAY.

*Inverell to Tenterfield.*

Since the date of my last report trial surveys between Inverell and Tenterfield have been completed, the plans and sections of which were sent to this office in October.

*Tamworth to Armidale.*

During the early part of September I carefully examined the country between Tamworth and Armidale, and came to the conclusion that the most favourable route for railway purposes would be from Tamworth to Moonbi, thence by Swamp Oak Creek and Jamieson's Creek to the summit of the range, thence by a short descent to the Macdonald, crossing the river about 4 miles below Scott's head station, thence by Surveyor's Creek to its head, thence by Congi, Salisbury Plains, and Gostwyck to Armidale.

The surveyors who had been employed on the Tamworth and Tenterfield trial surveys were removed to this district in October, and the through survey to Armidale is now well advanced throughout the route I have mentioned. When the survey by this route is completed the deviation by the township of Uralla will be surveyed.

Werris

*Werris Creek to Gunnedah.*

This trial survey was commenced at the end of July, and was completed to Gunnedah; and a further distance of  $2\frac{1}{2}$  miles beyond the township, in the direction of Narrabri (total,  $42\frac{1}{2}$  miles), by the end of January, 1876. This line has now to be altered from the point where it leaves the Main Northern line to the Werris Creek Gap, where improvements can be made. The extension from Werris Creek to Gunnedah is then to be permanently staked throughout for contract.

## CLARENCE AND NEW ENGLAND.

*Lawrence to Tenterfield.*

This trial survey mentioned in my last report was completed in September, and in consequence of portions of the section by the route surveyed being quite impracticable, the surveyors were instructed to survey another route between Tabulam and Tenterfield. The plans and sections of this amended survey should be completed during this month. The section will be a very heavy one, but by far the most practicable of any yet surveyed from the Clarence to New England. Surveyors have now been engaged for two and a half years in making trial surveys by various routes in this district. The sections in all instances show works of great magnitude, and the estimate of cost of the lightest of these sections will, I am confident, exceed that of any line of railway of an equivalent length hitherto constructed in this colony. The surveyors are to be withdrawn from the district on the completion of the abovenamed amended survey to Tenterfield.

*Wyon to Casino.*

A trial survey from Wyon (a point on the Lawrence and Tenterfield line, 37 miles distant from Lawrence) was commenced in October; the survey, together with plan and section, was completed to Casino (Richmond River) by the end of December; length, 19 miles.

*Iluka to Woodburn.*

A trial survey between the Richmond and Clarence Rivers was commenced at Iluka (North Head, Clarence River) in October, and will be completed to Woodburn (on the Richmond) during this month. The country throughout is extremely level, and I expect a very favourable section.

## GREAT WESTERN RAILWAY.

*Orange to Wellington, Dubbo, and Bourke.*

A trial survey was completed through Wellington, Dubbo, and as far as Narromine in October, at which date the survey to Bourke was discontinued, in consequence of the extreme scarcity of water along the route to be surveyed, but will be resumed during the winter months. The surveyor was then recalled from Narromine to make improvements on the original trial survey between Orange and Wellington, and to make further trial surveys *via* Molong, which surveys are still in hand.

## WALLERAWANG TO MUDGEES.

I proceeded to Wallerawang in July, and examined the country from there to Mudgee, and recommended that trial surveys should be made *via* Piper's Flat to the Crown Ridge, thence to Cherry-tree Hill, which I proposed should be crossed at a point considerably to the west of the main road; thence by a rather favourable descent to Ilford and to Aaron's Pass, and keeping the high ground, *via* Bocoble Mountain, to the Queen's Pinch, from which point I wished to make the descent, *via* Mullumuddy Creek, to Mudgee. Four surveyors were sent to this district in October to make a trial survey by the route mentioned above. Very good progress has been made to date, and the through survey will be shortly completed. An alternative route is also being surveyed *via* Rylstone, but is not yet in a sufficiently advanced state to enable me to make any comparison between this route and the more direct one *via* Aaron's Pass, Bocoble, and Queen's Pinch.

## SYDNEY TO NEWCASTLE.

Surveys for this proposed extension have just been commenced, a report on which will be included in my next half-yearly report.

## LENGTH OF LINES SURVEYED DURING THE YEAR 1875.

As my report on the trial surveys, made during the six months ending 30th June, 1875, did not contain a table showing the lengths of the lines surveyed during that period, I now append a table showing the lengths of the trial surveys, and the permanent staking for contract, completed from the 1st of January to 31st of December, 1875.

*Permanent Staking.*

Wagga Wagga to Albury (balance of staking on this extension completed between	} 30 miles.
January 1st and April 30th) . . . . .	

*Trial*

*Trial Surveys.*

Cootamundra to Gundagai, <i>via</i> Muttamah and Coolac	33 $\frac{1}{2}$ miles.
Do. <i>via</i> Jones' Creek	23 $\frac{1}{2}$ "
Liverpool to Wollongong	39 "
Campbelltown to junction with Liverpool and Wollongong line	20 "
Wollongong to Kiama (portion completed to date)	15 "
Redfern to the City and Circular Quay (various routes)	6 "
Inverell to Tenterfield	97 "
Do. (portions abandoned)	30 "
Lawrence to Tenterfield (balance of first route)	88 "
Do. (second route, to date)	40 "
Wyon to Casino	19 "
Iluka to Woodburn (portion completed to date)	15 "
Werris Creek to Gunnedah	42 $\frac{1}{2}$ "
Do. (portions abandoned)	6 $\frac{1}{2}$ "
Tamworth to Armidale (portion completed to date)	60 "
Wallerawang to Mudgee (do.)	55 "
Do. (portions abandoned)	22 "
Orange to Wellington, Dubbo, and Narromine	98 "
Total	710 miles.

I have, &c.,  
HERBERT PALMER.

## Junee to Narandera (South).

No. 127.

MINUTES.

Junee to Narandera.

HAS any survey been made of the proposed line of railway from Junee to Narandera?—J.L., 1/5/76.

Mr. Whitton.—J.R., 2/5/76.

No survey has been made, nor did I know of the intention of the Government to propose such a line until the Estimates were being proposed.—J.W., 2/5/76.

I shall be glad if the Engineer-in-Chief will take steps to have this survey made as early as possible.—J.L., 2/5/76.

Mr. Whitton to carry out.—J.R., B.C., 2/5/76. Two surveyors will be sent early next week.—J.W. The Commissioner.

## Werris Creek to Narrabri (North).

No. 128.

THE ENGINEER FOR TRIAL SURVEYS TO MR. MOUNTAIN.

15 July, 1875.

By same mail I forward, addressed to you at Cobb's office, Tamworth, a parcel containing plan and section paper for a trial survey from Werris Creek towards Narrabri, also a tracing on cloth of a map of that district, shewing the portions subject to floods from the Namoi River.

In staking this line you must be careful to avoid as much as possible the flooded lands. Enclosed is a tracing of the 10-chain plan showing Werris Creek, a point on the Northern Railway 26 miles south of Tamworth. I wish you to proceed without delay to Werris Creek for the purpose of commencing this trial survey. I have marked in pencil on the enclosed tracing two points of departure from the northern line, one at 154 miles and the other at about 126 miles 25 chains, and I wish you to survey both lines as far as the Gap. From the Gap you will make for the Square Bush, and thence across the plain to the Mooki and Breeza. Much of this portion is liable to be flooded and you must endeavour to cross this flooded land at the narrowest point.

From Breeza to Gunnedah you will, I think, be able to select sound ground free from floods. From Gunnedah to Narrabri the line should be kept wide of the river, avoiding Gulligal, and passing near Bogabri to Tullamuller Creek—thence to a point opposite Narrabri. I hope to be able to go over part of this country with you next month. On reaching Werris Creek call on Mr. Single, who will, I am sure, gladly furnish you with useful information concerning the district.

HERBERT PALMER.

No. 129.

THE ENGINEER FOR TRIAL SURVEYS REPORT ON COMPLETION OF SURVEY.

Werris Creek to Gunnedah—Trial Survey.

THIS trial survey, 42 miles in length, was commenced at the end of July, 1875, and was completed in January, 1876. The surveyor was employed on this work, and since the completion of the first through survey to Gunnedah he has been engaged in making amended surveys at the Werris Creek Gap, where the first surveyed line has been considerably improved; also in making additional trial surveys with a view of straightening the line, by keeping to the west of Breeza and Gunnedah.

HERBERT PALMER, 19/5/76.

No.

## No. 130A.

MR. A. DEWHURST TO THE ENGINEER FOR TRIAL SURVEYS.

Tamworth, 4 March, 1875.

SIR,

In transmitting to you the tracing you require of the country lying between Quirindi and Gunnedah *via* Breeza, and that between Tamworth and Gunnedah, I think it necessary to make a few remarks.

In the first place I cannot guarantee the positions of the various towns as absolutely correct, as this tracing consists of four distinct surveys, each on a meridian of its own. The four surveys referred to are—

Tamworth to Gunnedah.  
Gunnedah to Narrabri.  
Gunnedah to Breeza.  
Breeza to Quirindi.

Each however being to the best of my knowledge correct in itself.

Secondly,—regarding the country lying between these towns, I may inform you that diverging from Quirindi the works would be light and the country free from flood as far as Werris Creek.

Stone in abundance in proximity to the line that would be taken, and ironbark timber within 10 miles. But as it would be manifestly injudicious to run two lines of railway for 16 miles in proximity the one with the other, this route may, I think, be dismissed from consideration.

Should a divergence be made at Werris Creek, I suggest that it start about the locality noted on the plan. From this point the country falls gently to the Gap, where the creek might be crossed, and the line taken nearly along the road to the Square Bush, and thence across the plain to the Mooki and Breeza direct.

I may observe that the country between the Square Bush and Breeza consists of heavy black soil that in wet weather becomes absolutely impassable for the lightest vehicle—that it receives the full force of inundations from the River Mooki, which spreading across the plain remains upon it long after the cessation of rainfall. This plain is the absolute *bar* to traffic along this route, and to avoid it teams go round *via* Tamworth to Gunnedah in wet seasons.

From Breeza to Gunnedah my surveyed road would, with slight modifications, be adopted. It is free from flood, the soil is generally hard and gravelly, stone of good quality could be obtained near the line, and ironbark within 15 miles.

Should it be considered expedient to diverge from the Great Northern Line at Tamworth, a line could be laid out as far as Carroll, presenting fewer difficulties than would be met with perhaps in the same length in any other part of the district. That section would be free from flood, have easy gradients and abundance of stone for works. But from Carroll to Gunnedah the country is liable to inundation caused by the joint overflow of the Rivers Mooki and Namoi.

Although I have tinted the plan blue, I ought to state that a flood has not covered this country since the year 1864, and even that flood did little damage to fences and improvements as its current was slight.

The distance from Werris Creek to Gunnedah is about equal to that from Tamworth to Gunnedah. The first-named route passes only through pastoral lands totally unfit for agricultural pursuits, and bound ever to exist as grass paddocks for the fattening of stock. The village of Breeza is unimportant, no roads lead into it except that from Currabubula (which was little more than a station track till the law threw open the land west of Currabubula), and the through road from Gunnedah to Quirindi. All the country to the right and left of the route consists of estates in the hands of one or two persons, which must be used for grazing purposes only.

The second route described, that from Tamworth to Gunnedah, passes through an agricultural district well populated and most productive. At Somerton branch roads diverge to Manilla and Barraba, and between that town and Carroll at the Gap the main stock road from the north junctions with that from Tamworth to Gunnedah. This line would take all the passenger traffic from New England to the west and all the local produce raised along the line from Gunnedah to Narrabri. This line might I think with advantage be taken wide of the river, avoiding Gulligal (a flooded village of no importance, without inhabitants), and passing through Bogabri (a rising town with a good agricultural district adjacent) a good line free from flood can be got nearly to Tullamullen Creek; thence to a point opposite Narrabri a route could be selected free from flood and on good sound soil.

A station opposite the bridge and a terminus at Cooma would answer the requirements of Narrabri, and at the same time those of an extension of the line westward to Walgett, without involving two crossings of the River Namoi.

In making these few remarks I have endeavoured to facilitate reference to the plans, but I must try distinctly to disclaim any attempt at advice as to which route would be the least expensive, of more advantage to the public, or one that would best open out the country or return the largest revenue.

I have, &c.,

ARTHUR DEWHURST.

## No. 131B.

MR. A. DEWHURST TO THE ENGINEER FOR TRIAL SURVEYS.

Tamworth, 18 October, 1875.

SIR,

Allow me to inform you that I have just carefully inspected the country from Narrabri to Walgett, and am in a position to report that from a point opposite Narrabri a line could be got by almost following the survey I am now directing clear of floods or water to within 20 miles of Walgett ("Goangera"). The last 20 miles is slightly flooded, but little or no current would be found.

I am, &c.,

ARTHUR DEWHURST.

Cootamundra

## Cootamundra to Gundagai.

No. 130.

MINUTE OF THE ENGINEER-IN-CHIEF FOR RAILWAYS—EMPLOYMENT OF MR. BARKER.

Extract from M.P. 74/3,056.

Mr. Barker may be employed to make a trial survey for railway purposes from Cootamundra to Gundagai. Mr. Palmer will give all necessary instructions.—J.W., 9/10/74.

Mr. Barker instructed—memo. 74/557.

Instructions countermanded. See memo. 74/ of Oct., 1874.

To proceed to the Albury line for the present.—W.H.Q., 15/10/74.

No. 131.

MEMORANDUM FROM MR. J. USHER TO THE ENGINEER FOR TRIAL SURVEYS.

Railway Survey Camp, near Cootamundry,  
6 February, 1875.

WILL you be good enough to inform me whether the following are the scales to which I have to plot my work, viz.:—

Plan, 10 chains per inch?

Section, horizontal, 10 chains per inch?

Do., vertical, 100 feet per inch?

JOHN USHER, JUNR.

All trial plans and sections to be plotted to the scale you mention.—HERBERT PALMER, 8/2/75.

No. 132.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, near Gundagai,  
1 May, 1875.

SIR,

I have the honor to inform you that if the weather continues fine I shall have finished my work here, and have the plan, section, and reference sheets prepared by the 14th or 15th instant.

From inquiries I have made since arriving here, and from personal inspection for a distance of 3 or 4 miles from Gundagai, I am strongly of opinion that a much better line from Cootamundra might be obtained by the valley of Jones' Creek.

My reasons for thinking so are as follows:—The through distance from Cootamundra would be shortened by some 5 or 6 miles (perhaps more); the fear of damage by extraordinary high floods is reduced to a minimum, whilst all the district between here and Coolac is more or less affected by the Murrumbidgee River.

The west side of Gundagai township presents unquestionably the best site for a terminus; and I understand a large proportion of the land by this route is Crown property. Formerly all the traffic from Tumut and the adjoining district to Goulburn went by way of Coolac, but since the Gundagai Bridge has been constructed it nearly all passes through this township.

I understand there are no serious difficulties in the way, but of course cannot say if the earthwork would be any lighter.

I consider it my duty before leaving the district to refer to this matter as I have done in case you may wish me to take three or four days in exploring this route.

I beg to enclose herewith my returns for April.

I have, &c.,  
CLAYTON T. MASON.

No. 133.

MR. J. USHER, JUN., TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Cootamundra and Gundagai Railway Survey.

Coolac, 15 May, 1875.

SIR,

Referring to my report of the 1st instant, and Mr. Palmer's memo. of the 3rd instant, 75-271, I regret to have to state that in consequence of the almost incessant rains and wind since the 2nd instant I have not been able to effect more than about three days' work in the field; the weather is such that I cannot work to day.

Should it clear up by Monday, and keep fine for three or four days, I shall have completed the survey and will then return to Sydney as directed.

Will you be good enough to have forwarded to me, in care of the Station-master, Goulburn, the following:—Free pass for self, free passes for three men, three horses, one waggon, and other equipment.

I have, &c.,

JOHN USHER, JUN.

Passes forwarded.—W.H.Q., 18/5/75.

No. 134.

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## No. 134.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Gundagai,  
22 May, 1875.

SIR,

By same mail I beg to forward plan, section, and reference sheets of my last length to Gundagai. My work has been greatly retarded by the late wet and squally weather; otherwise I should have finished a week sooner.

On Monday I start for Cootamundra, exploring the country *via* Jones' Creek, and hope to be able to send you my report thereon at the end of the week.

I have, &c.,  
CLAYTON T. MASON.

Plan, section, and reference received.—H.P., 25/5/75.

## No. 135.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, Gundagai,  
29 May, 1875.

SIR,

I have the honor to report that in accordance with Mr. Palmer's instructions I started, on Monday, the 24th instant, to explore the country between Gundagai and Cootamundra, by way of Jones' Creek.

I enclose with this a portion of the county maps, the full red lines thereon passing through the country best adapted for a line of railway.

Starting from Mr. Usher's line at a point between the Cungegong and Brauline Creeks the country is open forest of an undulating character for about 5 miles; the cuttings and embankments required would be few and insignificant; 3 or 4 feet culverts at the Native Dog Gully and Sheep Station Creek would be sufficient to carry off all water in any season; from here the line runs up a saddle, thickly timbered with stringy-bark, box, gum, &c., passing over a gap and descending to the valley near the junction of the Bongongolong and Burra Creeks, the fall from the top of the gap to the bottom being, by barometrical observation, 210 feet; the slope on each side of this gap is comparatively uniform, and a gradient of at least 1 in 50 might be obtained with light earthwork. For the next 2 miles the ground is very broken, with numerous ridges; there would not, however, require to be any very heavy earthwork, and the cuttings would about equalize the embankments. Two small bridges would be needed over the Burra Burra and Bongongolong Creeks.  $2\frac{1}{2}$  miles further on is the gap at the head of Jones' Creek; a uniform gradient of about 1 in 40 or 50, or perhaps better might I think be obtained to here, the rise from the lowest point in the valley to the gap being 330 feet. Here begins the valley of Jones' Creek, which extends to Gundagai, a distance of about 8 miles. The ground is slightly undulating, and broken only at the crossing of four or five gullies. A small bridge would have to be constructed over Johnson's Creek or gully, which starts from the main range and runs into Jones' Creek; culverts would be quite sufficient for the other gullies. For the first 6 miles from the Gap the gradient is tolerably uniform, the last two into the town being more level; the total fall from the Gap to the flood level of the Murrumbidgee River is 620 feet. I think with a fair cutting at the Gap at the head of the creek no gradient worse than 1 in 40 would be required.

A good site for a terminus might be obtained before crossing Jones' Creek, but a still better one on the north side of Punch-street. The total length of the line from where it leaves Mr. Usher's would be about 22 miles.

In order to obtain the best ground a number of small curves would have to be employed, more particularly along the valley of Jones' Creek. The country map gives but a very imperfect idea of the country, especially as regards the ranges.

With reference to the ownership of the land I should say about two-thirds of that passed through is Crown property; no valuable homesteads or water rights would be interfered with, and there would be no fear of floods in any way ever damaging the line.

I am not in a position to say positively that this line will on the whole (even considering the distance saved) cost less than that already surveyed, but I am strongly inclined to think it would. I may mention that during this week I have gone over more than 140 miles, and thoroughly explored the country between Gundagai and Cootamundra. The route from Well's Flat to the 5 miles will bear no comparison with even the line already surveyed.

Awaiting your further instructions,

I have, &c.,  
CLAYTON T. MASON.

## No. 136.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Camp, near Gundagai,  
1 July, 1875.

SIR,

I beg to enclose herewith my monthly returns. My progress during the past month has been considerably retarded by wet weather; frosts have now set in, and there seems every prospect of fine weather.

I hope to move camp the early part of next week; Coolac will then be the nearest post office.

I have, &c.,  
C. T. MASON.

## No. 137.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.]

Camp, near Cootamundra,  
31 July, 1875.

SIR,

I have the honor to inform you that with fine weather I expect to close on Mr. Usher's line, and have the plan and section completed by Wednesday, 11th August.

I shall be glad therefore to receive instructions for future work.

I have, &c.,  
C. T. MASON.

Instructions forwarded to Mr. Mason.—H.P., 6/8/75.

## No. 138.

THE ENGINEER FOR TRIAL SURVEYS TO MR. C. T. MASON.

9 August, 1875.

ON completing the plan and section of the trial line *viâ* Jones' Creek to your junction with Mr. Usher's line, I wish you to forward them to this office with your field and level books; I wish you then to proceed to the neighbourhood of Coolac. I enclose two tracings, one showing the end of Mr. Usher's length, and the second showing the commencement of your length. Mr. Usher has failed to show how these lengths are connected, and I now require you to make a complete survey from the point I have marked A on Mr. Usher's length to the point B on your length,—this survey to include Mr. Usher's surveyed lines; also all detail as to fences, roads, &c. When you have completed this work you may return to this office for the purpose of working up the plan and section of the through line, Cootamundra to Gundagai.

HERBERT PALMER.

## No. 139.

MR. C. T. MASON TO THE ENGINEER-IN-CHIEF FOR RAILWAYS..

Camp, near Cootamundra,  
13 August, 1875.

SIR,

I beg to inform you that I have just completed the plan and section of the line from "Braulin" to Gundagai, *viâ* Jones' Creek, which together with my field and level-books I forward to you under three separate covers. The section will be somewhat improved by curves, as I have staked the line to fit them approximately; better ground might also be obtained in some few other places where more time spent over the work. With the exception of a few selections not highly improved, the country traversed is almost entirely through Crown property. The weather lately has been very unsettled, consequently all the creeks are now in flood; on Monday next, however, I hope to arrive at Coolac, and receive the instructions referred to in Mr. Palmer's telegram of 9th instant.

I have, &c.,  
CLAYTON T. MASON.

## No. 140.

MR. C. MASON TO THE ENGINEER FOR TRIAL SURVEYS.

Camp, Coolac, 17 August, 1875.

SIR,

I beg to acknowledge the receipt of your memorandum of 9th instant. To-morrow I shall commence the work referred to therein, having succeeded in getting here last night. From the tenor of your instructions I presume you wish me to break up my party and camp, after completing work here. I shall be very glad, however, to know if there is a probability of my being shortly in the field again, as if I could hold out any hope of speedy employment to my party I should be sorry to lose all sight or trace of them. Will you be good enough to forward me here railway passes for two men, Mr. Manning, self, and equipment.

I have, &c.,  
CLAYTON T. MASON.

Passes forwarded.—W.H.Q., 20/8/75.

## No. 141.

MR. J. USHER, JUN., TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Cootamundry and Gundagai Railway Survey.

Camp, near Cootamundry,  
22 January, 1875.

SIR,

Will you please furnish me with a tracing of the 10-chain plan of the Great Southern Railway, for a distance of about 10 chains on each side of the Muttama Creek, at Cootamundry, with the bearing at the line of section; also a tracing of the section of the same, and the reduced levels of the two nearest bench marks with their chainage.

I cannot commence plotting my work without the latter, and I want to transfer the former to my plan, &c.

Lithographs or tracings of the surveyed lands through which the line is likely to pass would be very serviceable to me.

I have examined a great portion of the proposed route on foot, and have fixed on some miles from the junction at Cootamundry.

Bush fires are raging in this valley. I was driven back to-day when rough staking a line near Cunjeong Creek.

I am, &c.,  
JOHN USHER, JUNR.

Tracings and instructions sent to Mr. Usher.

No. 142.

MR. J. USHER, JUNR., TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.  
Cootamundra and Gundagai Railway Survey.

Coolac, 1 May, 1875.

SIR,

Accompanying this are the undermentioned papers, viz. :—

1. Journal.
2. Salary and allowance account.
3. Men's wages sheet.
4. Contingent expenses sheet and voucher for paint.

I have the honor to report progress as follows :—

Owing to the vast extent of low swampy ground, gullies, &c., on the west side of the junction of the Bongongolong and Muttama Creeks, which are flooded to a depth of several feet in winter, I decided, after mature consideration, not to carry the line across the Bongongolong Creek, as originally proposed. When Mr. Palmer was up here we discussed the probable difficulties attending a crossing about this point. I then promised to give the matter my careful consideration; consequently I could not effect a junction with Mr. Mason's length at the bench mark agreed upon near Maken's residence.

I carried my straight line on, crossing Mr. Mason's 40-chain curve, and joined his length by a curve to the springing of his 20-chain curve, about 46 chains from his starting point; but as I could not recommend this portion of the line I continued my line to a point on Mr. Mason's length, near the post office, at the junction of the Cootamundra and Main Southern Road. This I believe to be a better route than the one carried on from the 20-chain curve.

Having ascertained that immense floods occasionally cover a very large extent of ground over which both lines traverse, coupled with the fact that costly bridges, deep side drains in rock, diversions of creek, &c., would be required between the 20-chain curve and post office, I determined on running a second alternative line, branching off at Spring Flat, on the east side of the Muttama Creek, near its junction with the Bongongolong, and afterwards crossing a small stream called the Mooney Mooney, thereby keeping quite clear of flood waters and joining Mr. Mason's length after running parallel with the Great Southern Road for about chains about the same point as my first alternative line; this line, although somewhat longer, is by far the best and least expensive of the three lines.

I have entered thus fully into this matter in consequence of Mr. Mason having come to me in a most rude manner and found fault with my attempting (as he said) "to improve his line," &c., &c.

The length of line staked out by me to near Mr. Mason's starting point is 20 miles. The two alternative lines measure together about 6 miles; total, 26 miles. The levels and painting will be completed, weather permitting, in about ten days.

Awaiting further instructions,

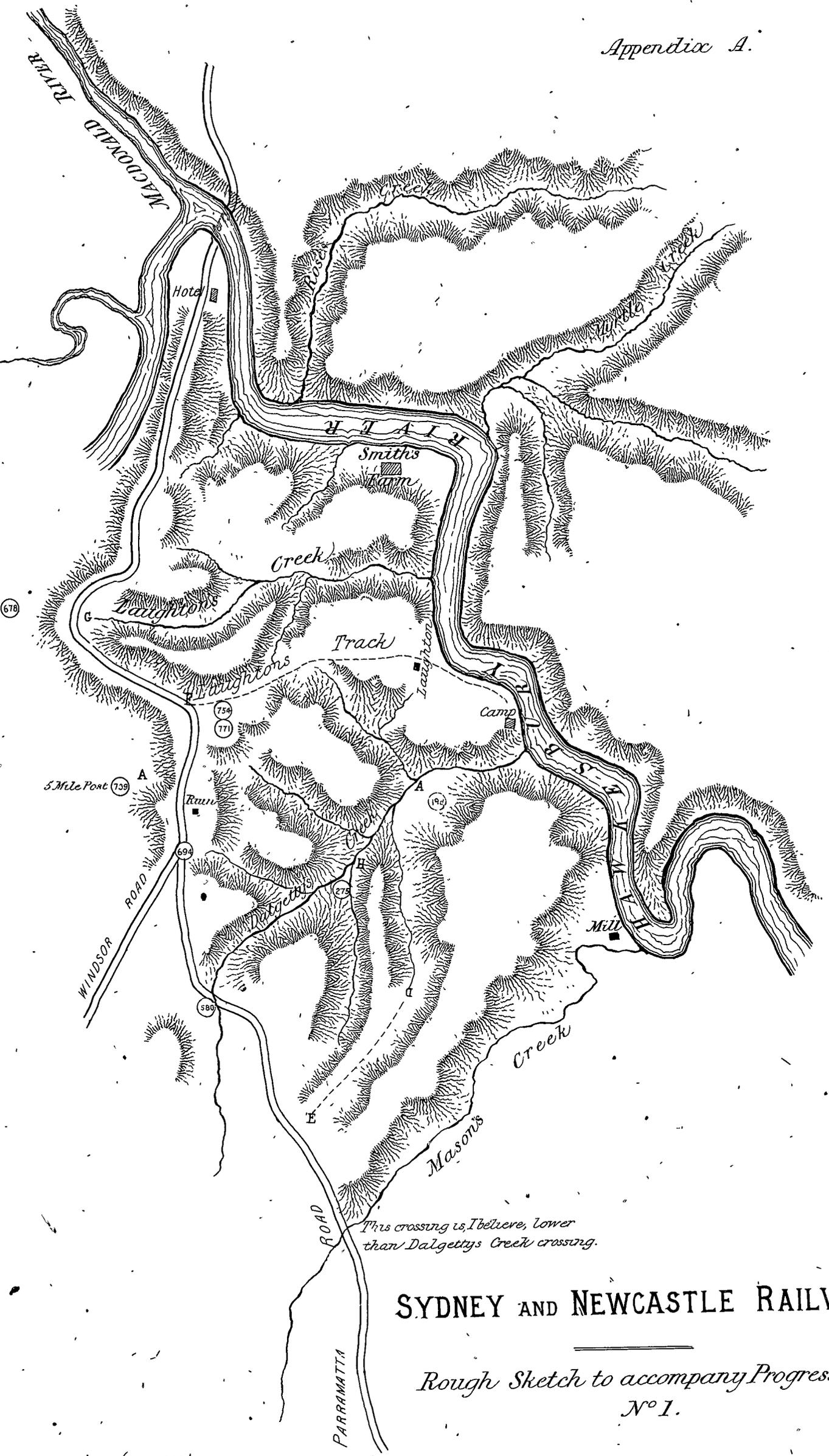
I am, &c.,  
JOHN USHER, JUNR.

TRIAL SURVEYS from 31st January, 1875, to 31st March, 1876.

	£	s.	d.
Generally	894	0	0
Sydney to Illawarra	2,037	0	0
Wagga to Albury and Deniliquin	2,516	0	0
Orange to Dubbo	1,174	0	0
Clarence to New England	5,581	0	0
Tamworth to Inverell	434	0	0
Wallerawang to Mudgee	2,062	0	0
Blaney to Murrumburrah	8	0	0
Cootamundra to South Australia	123	0	0
Do. to Gundagai	1,129	0	0
Inverell to Tenterfield	2,742	0	0
Petersham to Glebe Island	57	0	0
Extension into Sydney	147	0	0
Weriss Creek to Narrabri	673	0	0
Bourke towards Orange	253	0	0
Tamworth to Armidale	1,769	0	0
Wyon to Casino	241	0	0
Iluka to Woodburn	319	0	0
Sydney to Newcastle	340	0	0
	<u>£22,499</u>	<u>0</u>	<u>0</u>

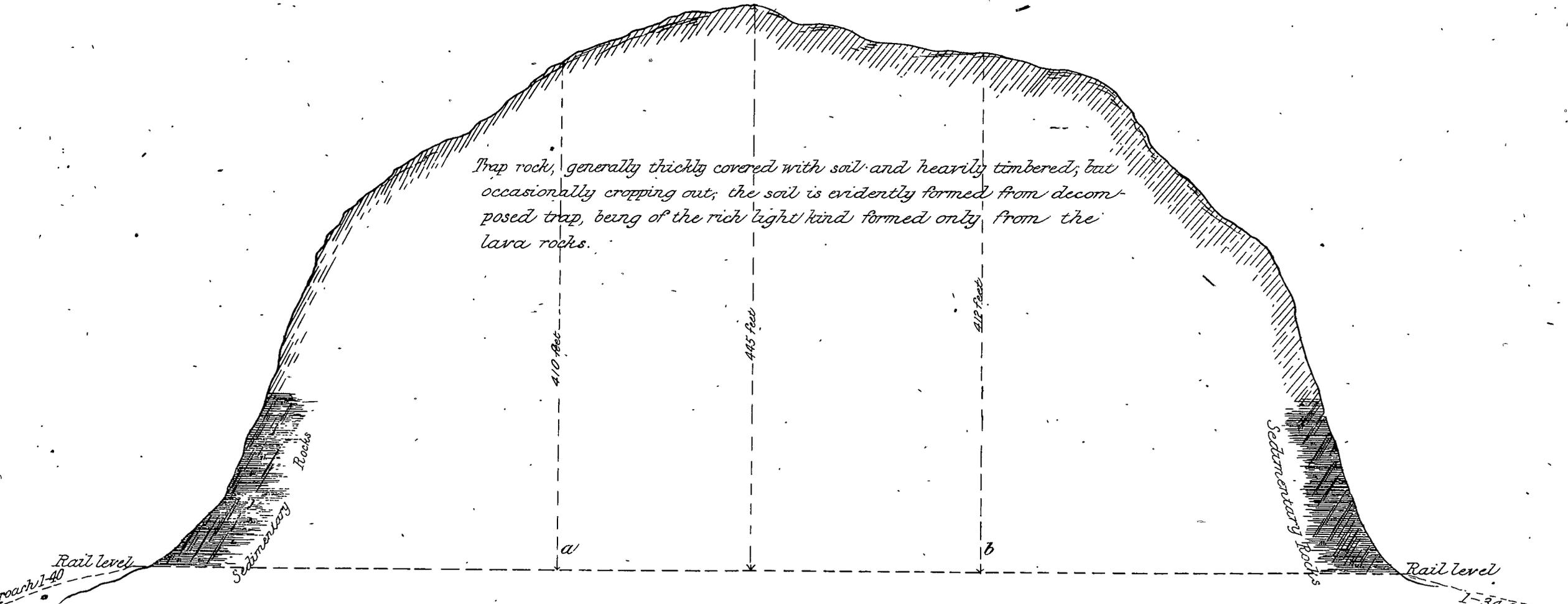
[2 Sketches.]





# SYDNEY AND NEWCASTLE RAILWAY.

*Rough Sketch to accompany Progress Report, No 1.*



Two shafts, a, b will leave six faces with 1056 feet to work from each face.

Scale.

100 feet to an inch vertical  
10 chains " " horizontal

1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

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**RAILWAY TRIAL SURVEY FROM TAMWORTH TO  
ARMIDALE.**

(PETITION FROM RESIDENTS OF BENDEMEER, WALCHA, &amp;c.)

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*Ordered by the Legislative Assembly to be printed, 18 January, 1876.*


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To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned residents of Bendemeer, Walcha, Uralla, Armidale, and others, in the District of New England,—

HUMBLY SHOWETH:—

1. That your Petitioners have heard with much satisfaction that the Government has directed a trial survey to be made of the route northwards from Tamworth, with a view to test the practicability of an extension of the Railway upon the Tableland *viâ* Uralla, Armidale, and other Northern towns towards the Queensland Border.

2. That your Petitioners are informed that a practicable route has been discovered, and that the engineering difficulties in the ascent of the Tableland can easily be surmounted.

3. That your Petitioners would point to the fact that the greater part of the country through which the line of Railway in its proposed extension on the Tableland would pass is admirably adapted for the settlement of a large population.

4. That your Petitioners regard the extension of the Railway as a work of great national importance, and a means of developing the agricultural, pastoral, and mining resources of New England, and the only scheme which would open the markets in the North and the South to the inhabitants of a very large and important district.

5. That many of your Petitioners have taken up, under the Conditional Purchase Clauses of the existing Land Acts, a large area of land, and that year by year the quantity which is being cleared and brought under cultivation is steadily increasing.

6. That your Petitioners, who, directly or indirectly, are contributing yearly large sums to the revenue of the Colony, believe that the want, which is daily becoming more strongly felt, of a market for surplus produce is one which has a strong claim upon the consideration of your Honorable House.

7. That your Petitioners have observed with much satisfaction the increasing revenue derived from the Northern and Western Railways, a result they believe obtained from the extension of these lines, and looking at these results as a precedent are of opinion that the further extension of the Northern line through an admittedly fertile district would produce equally satisfactory results.

8. That your Petitioners have reason to believe that the Queensland Government contemplate an immediate extension of the line of Railway to the New South Wales Border; and, with the precedent of a considerable amount of traffic having been diverted from Riverina to Melbourne by the energetic Railway policy of Victoria, they believe a similar diversion of the trade of Northern New England would be diverted to Queensland unless active steps are taken to extend the Northern Railway line towards the Queensland Border.

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 you in your wisdom may deem fit to comply with the prayer of this Petition.

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

[Here follow 2,189 signatures.]

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1875.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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**RAILWAYS.**

(PARTICULARS OF MORPETH LINE.)

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*Ordered by the Legislative Assembly to be printed, 18 November, 1875.*

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RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 18th November, 1874, That there be laid upon the Table of this House,—

“ A Return showing the actual cost of laying down the Morpeth Line of  
 “ Railway irrespective of Branch to Coal Staiths ; the yearly cost of working  
 “ such line for the last five years, and the annual return for the same period ;  
 “ together with the names of persons who have received compensation for  
 “ land resumed, and the respective sums paid.”

(*Mr. Hurley, Central Cumberland.*)

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## RAILWAYS.

## MR. HURLEY'S (C.C.) MOTION—MORPETH LINE.

No. 1.—Cost of line, exclusive of branch to coal staiths—Total cost to 1874 inclusive £54,751 15 2

No. 2.—Cost of working (5 years), viz.:—

1869 .....	£1,767
1870 .....	1,884
1871 .....	1,533
1872 .....	1,771
1873 .....	1,970

Total ..... £8,925 0 0

No. 3.—Annual earnings for same period, viz.:—

1869 .....	£956 5 10
1870 .....	1,095 3 10
1871 .....	1,232 14 2½
1872 .....	1,163 1 6½
1873 .....	1,559 16 7½

Total ..... £6,007 2 0

No. 4.—Compensation paid for land resumed, with names and respective amounts paid, as per detailed list attached.

Total to 1874 inclusive ..... £20,406 5 0

E. & O. E.,  
Sydney, N.S.W.,  
12th November, 1875.

NAMES of persons who have received compensation for land resumed for the Morpeth Line, and the respective sums paid.

Name.	Amount.	Name.	Amount.
	£ s. d.		£ s. d.
A.S.N. Compy. ....	1,599 12 0	Muir M. O., Miss .....	94 14 0
Arnold W. M. ....	291 10 0	Muir Mary Ann, Mrs. ....	630 0 0
Bullard Robert .....	1,465 4 0	Muir E., Mrs. ....	439 7 6
Butler A. J. ....	7 10 0	Margrave Sophia .....	98 18 7
Benbow G. F. ....	6 12 10	Moorehead & Young .....	899 1 2
Bennett Eliza Jane .....	117 17 6	Mullen & Gorrick .....	11 15 0
Close E. C. ....	355 0 0	Morrice Lucy E. A. & J. S. ....	117 17 6
Close R. Campbell .....	300 0 0	Mitchell & Allen (Mortgagees of Jas. Taylor)	300 0 0
Close R. C. & Campbell C. (Trustees for M. C. Campbell).	500 0 0	M'Faden Donald .....	15 0 0
Chambers Joseph .....	63 18 2	M'Carthy, Son, & Donovan .....	14 2 8
Cadell Thos. ....	11 11 0	Nainby F. ....	10 10 0
Canvin Maria .....	2,186 16 0	O'Meagher J. ....	3 13 4
Crown Solicitor .....	148 19 0	O'Keefe P. ....	615 0 0
Campbell Jas. ....	115 0 0	O'Keefe Thos. ....	58 6 8
Colquhoun & Colquhoun .....	13 10 0	O'Connor W. ....	40 0 0
Dixon F. W. & J. ....	477 17 7	O'Dell .....	133 16 3
Donnelly Jno. ....	30 0 0	Price Wm. ....	20 0 0
Dodds Alexr. ....	529 4 9	Peno J. ....	8 15 0
Daintrey & Chapman .....	17 4 10	Portus Jas. ....	14 14 0
Doyle R. & others .....	247 18 0	Pearce E. ....	385 0 0
Eckford Henry .....	846 17 4	Roxburgh, Slade, & Spain .....	8 8 0
Eckford Mary .....	520 16 1	Rundle J. B. ....	1,885 0 0
Fitzhardinge & Sons .....	28 14 6	Robertson J. B. R. ....	300 0 0
Greaves A. F. ....	250 0 0	Stapleford Jno. ....	1 0 0
Geering H. ....	75 0 0	Stephen & Stephen .....	10 10 0
Hall Thos. ....	981 10 0	Taylor Jas. ....	1,560 0 0
Holdsworth & Brown .....	10 1 4	Whitehead A. ....	40 0 0
Hannell J. ....	178 10 0	Wisdom R. ....	168 0 0
Iceton & Son .....	64 13 8	Young J. ....	5 10 0
Johnson Thos. ....	118 0 10		
Jaques C. E. ....	991 17 0		
Knox Jno. ....	7 0 0	Less by sale of old buildings, &c. ....	£ 20,715 6 1
Lackey Jno. ....	168 0 0		309 1 1
Logan Peter .....	100 0 0	Total to 1874 .....	£ 20,406 5 0

E. & O. E.,  
Sydney, N.S.W.,  
5th November, 1875.

1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(GOODS TRAFFIC—MORPETH AND NEWCASTLE)

*Ordered by the Legislative Assembly to be printed, 29 February, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 21st December, 1875, That there be laid upon the Table of this House,—

- “ (1.) A Return showing the quantity of Goods (exclusive of Coal) forwarded by the Great Northern Railway to and from Morpeth during the years 1874 and 1875, such Return to specify the number of tons of each particular class of goods, and the amount of freight paid on the same.
- “ (2.) A similar Return, having reference to the quantity of Goods (exclusive of Coal) forwarded by the Great Northern Railway to and from Newcastle during the same period.”

*(Mr. Davies, on behalf of Mr. Wisdom.)*

## GREAT NORTHERN

RETURN of the quantity of GOODS (exclusive of Coal), and the AMOUNT for same,

	Special Class—A, B, & C.		First Class.		Second Class.		Third
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.
	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.
Inwards to Newcastle .....	7,306 10 1 21	3,169 9 8	1,063 0 1 15	276 12 8	569 6 2 19	573 14 7	281 10 2 4
Outwards from Newcastle.	14,750 5 2 0	2,877 16 0	1,703 19 0 0	812 14 0	3,988 10 2 18	3,790 4 6	4,609 3 0 26
Total .....	22,056 15 3 21	6,047 5 8	2,766 19 1 15	1,089 6 8	4,557 17 1 9	4,363 19 1	4,890 13 3 2

RETURN of the quantity of GOODS (exclusive of Coal), and the AMOUNT for same,

	Special Class—A, B, & C.		First Class.		Second Class.		Third
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.
	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.
Inwards to Morpeth .....	3,205 11 2 1	2,977 15 5	11 12 1 0	7 0 3	369 3 1 2	738 3 7	56 17 1 19
Outwards from Morpeth...	1,120 3 0 22	973 9 5	1,006 10 3 19	1,640 14 11	2,151 8 0 8	4,079 18 10	2,862 11 1 6
Total .....	4,325 14 2 23	3,951 4 10	1,018 3 0 19	1,647 15 2	2,520 11 1 10	4,818 2 5	2,919 8 2 25

RETURN of the quantity of GOODS (exclusive of Coal), and the AMOUNT for same,

	Special Class—A, B, and C.		First Class.		Second Class.		Third
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.
	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.
Inwards to Newcastle .....	22,562 11 2 4	3,120 14 4	1,003 15 2 2	357 5 4	446 11 3 6	522 9 1	352 9 3 12
Outwards from Newcastle.	16,546 15 0 14	3,989 9 10	1,238 7 0 0	918 17 7	9,754 1 0 0	17,498 1 0	4,019 11 1 6
Total .....	39,109 6 2 18	7,110 4 2	2,242 2 2 2	1,276 2 11	10,200 12 3 6	18,012 10 1	4,372 1 0 18

RETURN of the quantity of GOODS (exclusive of Coal), and the AMOUNT for same,

	Special Class—A, B, and C.		First Class.		Second Class.		Third
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.
	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	Tons cwt. qrs. lbs.
Inwards to Morpeth .....	2,818 13 0 5	2,581 2 8	45 19 0 15	66 13 7	327 8 2 26	651 16 0	75 15 1 12
Outwards from Morpeth...	1,262 19 3 24	1,076 19 6	1,129 12 0 17	1,817 2 11	3,273 9 1 0	6,222 12 3	3,947 3 3 8
Total .....	4,081 13 0 1	3,658 2 2	1,175 11 1 4	1,883 16 6	3,600 17 3 26	6,874 8 3	4,022 19 0 20



[37.]

1875.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## RAILWAYS.

(STORAGE OF GOODS AT MURRURUNDI TERMINUS.)

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*Ordered by the Legislative Assembly to be printed, 7 December, 1875.*

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RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 9 July, 1875, That there be laid upon the Table of this House a Return showing,—

- “ (1.) The amount charged for Storage of Goods at Murrurundi Terminus  
“ and rate.
- “ (2.) The amount so collected since first charged, or since it has been the  
“ Terminus.
- “ (3.) The names of the parties who have paid same, specifying the name  
“ of the consignee on each particular lot.
- “ (4.) Also, the name of those to whom the amounts have afterwards been  
“ remitted, and the reason why remitted.
- “ (5.) The amount charged at all other Stations upon the Northern Line  
“ during the same period, with same particulars.
- “ (6.) Also, a like Return for the Western and Southern Lines, with the  
“ same particulars.”

(*Mr. T. G. Dangar.*)

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# RAILWAYS.

## No. 1.

THE Amount charged for storage of goods at Murrurundi terminus ... .. £559 8s. Od.

The rate is 1s. (one shilling) per ton per diem. Minimum charge for a consignment, 1d. (one penny) per diem.

## No. 2.

AMOUNT collected for storage of goods, from opening of Murrurundi station in April, 1872, to 30 June, 1875, was ... .. £559 8s. Od.

## No. 3.

RETURN of Consignees of goods on which store rent has been charged at Murrurundi station, from April, 1872, to 30 June, 1875.

Date.	Consignee.	Amount.	Total.	Date.	Consignee.	Amount.	Total.	
1872.		£ s. d.	£ s. d.	1872.		£ s. d.	£ s. d.	
May	Cross	0 8 0	0 8 0	June	Phillips	6 6 0	64 0 6	
June	Avery	0 6 0		June	Dunkin	0 18 0		
	Grehan	0 8 0		Starritt	0 9 0			
	Price	0 6 0		Little	0 11 9			
	Oelfe & Fox	0 15 0		Gill	4 0 0			
	do	0 9 0		Crouch & Co.	0 17 6			
	Kingscote	0 12 4		Ross	0 7 6			
	M'Carthy	1 12 9		Cheadle	0 15 0			
	Kingscote	0 5 9		Johnston	1 2 0			
	do	1 10 11		Waugh	1 7 0			
	Pringle	0 16 0		Reuben	0 3 0			
	Kingscote	0 9 0		Conway	1 1 0			
	Turner	0 2 0		Crain	0 7 6			
	Meares	0 17 6		July	Chan Sin	0 10 0		18 14 9
	Williams & Lloyd	0 6 6		Erratt	1 15 0			
	A. Loder	0 10 6		Newton	0 15 0			
	do	0 15 0		Cox	0 10 0			
	Dyter	0 2 0		Adams	0 5 0			
	do	0 3 6		Vickery	0 11 3			
	Goldman	2 8 0		Hunt	0 4 6			
	Daly	0 16 0		Guest	0 5 0			
	Ross	0 14 0		Simpson	0 5 0			
	Richardson	2 9 6		Jones	0 10 0			
	Wyndham	1 11 6		Kingsmill	1 13 9			
	Pendleton	1 4 9		Hutchinson	0 13 6			
	Drew	0 6 0		Mather	0 12 0			
	Mutlow	0 3 3		Mann	0 1 6			
	Wyndham	1 1 0		Ross	0 3 0			
	Moses	1 4 0		Duff	0 18 0			
	Ewen	0 14 0		Bench Magistrates	2 19 3			
	Wyndham	0 15 0		Police	3 6 0			
	Taylor	1 6 3		Sparke	0 3 0			
	Manch	1 15 0		To order	1 4 0			
	Fremlin	0 4 6		Eagles	1 10 0			
	Gardiner	1 0 0		August	Farnell	1 10 0	1 10 0	
	do	0 4 3		September	Delden	0 0 3		
	Cohen & Levy	0 3 0		Connell	0 1 2			
	Mackeston	2 0 0		Mills	0 1 0			
	do	0 17 0		Costin	0 7 0			
	do	0 3 6		Farnell	1 19 5			
	Ryan	0 3 0		Mills	0 1 1			
	Avery	0 5 0		K. T. M. Coy	0 3 9			
	Mitchell	3 6 0		Stevens	0 1 1			
	Fletcher	0 5 0		Ross	3 13 6			
	Williams	2 5 0		Bonarius	0 17 3			
	M'Lean	1 5 0		Tey's	0 3 0			
	Ah Long	0 10 0		Lewis Bros.	0 4 0			
	Chang Sin	0 10 0		Ross	0 6 0			
	Dwyer	0 10 0		Cohen & Levy	0 4 6			
	Darby	0 5 0		Jaques	2 6 6			
	Clark	0 15 0		Dixon	0 1 0			
	Cock	0 3 0		Manson	0 5 3			
	Clift	0 2 0		Hunt	0 4 3			
	Cobby	0 17 6		Swain	0 1 9			
	Gill	0 2 6		Denning	0 0 9			
	Cochrane	0 3 0		Doherty	0 10 6			
	Hayes	0 15 0						
	Mackeston	2 5 0						

Date.	Consignee.	Amount.	Total.	Date.	Consignee.	Amount.	Total.
1872.		£ s. d.	£ s. d.	1872.		£ s. d.	£ s. d.
September ...	Armstrong .....	0 3 6		October .....	Mackiston .....	1 10 8	
	Gaol .....	0 0 9			Lumley .....	1 1 5	
	do .....	0 0 9			Mitchbury .....	0 5 11	
	Richardson .....	0 9 0			Robke .....	1 5 0	
	Goldman .....	0 0 11			Sparke .....	0 19 6	
	Connay .....	0 18 0			Mackiston .....	9 17 0	
	Allen .....	0 0 0			Little .....	0 10 5	
	Clarke .....	0 2 3			M'Kenzie .....	0 9 4	
	Cohen & Levy .....	0 4 6			Lillyman .....	0 4 2	
	Potts .....	0 6 4			B. Newton .....	0 5 6	
	Police .....	0 2 6			do .....	0 1 8	
	Richardson .....	8 15 0			Lumley .....	0 14 5	
	do .....	0 17 3			Salter .....	0 10 10	
	Burdekin .....	0 3 9			Jaynes .....	0 3 8	
	Jamison .....	0 16 6			Potts .....	0 16 3	
	Mitchell .....	0 1 0			Dunkin .....	0 8 3	
	J. Ryan .....	0 16 0			Mills .....	0 15 6	
	Martin .....	0 14 0			M'Gregor .....	0 13 3	
	Trim .....	0 8 4			Mather .....	0 9 9	
	Cleghorn .....	0 2 1			M'Donald .....	0 2 6	
	Gill .....	0 3 0			Fremlow .....	1 6 0	
	Mitchell .....	0 1 1			Erratt .....	0 2 10	
	Richardson .....	0 16 6			Jaynes .....	0 5 8	
	do .....	2 2 1			M'Crossin .....	0 1 6	
	Hardaker .....	0 2 6			Dyter .....	0 6 0	
	Mair .....	0 1 3			O'Neill .....	0 0 6	
	Richardson .....	1 0 0			Negle .....	0 3 2	
	do .....	2 7 6			Price .....	0 0 10	
	do .....	0 6 9			Hutchins .....	0 8 0	
	Martin .....	0 3 0			Pcel R. Co. ....	0 3 8	
	do .....	0 1 0			Kingsmill .....	1 10 0	
	Jouthnard .....	0 5 3			Swanson .....	0 9 10	
	Coggan .....	1 7 1			Dean .....	0 1 0	
	Tin Mine .....	0 2 5			Dangar .....	1 15 0	
	Sankins .....	0 19 6			Ross .....	2 2 6	
	Walker .....	0 3 1			Mallam .....	0 3 6	
	Swain .....	0 0 10			Beard .....	0 13 9	
	S. Cohen .....	0 1 1			Denning .....	0 1 6	
	Lewis, Bros. ....	8 8 0			Kelly .....	0 10 4	
	Williams .....	0 9 8			Dunkin .....	1 12 0	
	Vickery .....	1 4 0			Jenkins .....	4 6 2	
	Richardson .....	0 7 0			Dunkin .....	0 10 10	
	Mount J. M. & Co. ....	0 4 4			Perrott .....	0 1 3	
	Wilson .....	0 1 6			Potts .....	1 2 2	
	Burke .....	0 5 9			Moore .....	1 14 9	
	Lambert .....	0 1 8			Bench of Magistrates ..	1 12 6	
	do .....	0 13 8			A. Tin Co. ....	0 2 9	
	Swain .....	0 19 10			Manson .....	1 3 2	
	Crouch & Co. ....	0 10 10			Doyle .....	0 1 0	
	Vickery .....	0 5 2			Cohen & Levy .....	1 13 2	
	Swanson .....	1 15 0			Vickery .....	0 3 6	
	Cavanagh .....	3 9 0			Mitchell .....	1 4 3	
	Cohen & Levy .....	0 13 6			Hardaker .....	1 10 0	
	Crouch .....	0 6 0			Russell .....	0 13 6	
	do .....	0 3 6			Wyndham .....	9 12 6	
	do .....	0 1 0					71 7 1
	Cohen & Levy .....	1 7 11		November ...	M'Intyre .....	0 13 6	
	Woods .....	0 12 6			Millington .....	0 6 7	
	Potts .....	0 3 3			Thomas .....	0 5 8	
	Regan .....	0 3 9			S. T. M'Coy .....	0 2 9	
	do .....	0 19 8			Grant .....	0 19 0	
	do .....	0 1 2					2 7 6
	do .....	0 0 6		1873.			
	do .....	0 1 0		June .....	Kingsmill .....	0 2 3	
	do .....	0 1 2			Clark .....	0 8 9	
	do .....	0 1 2			Kingsmill .....	0 15 2	
	Grant .....	0 18 3			Jaynes .....	0 0 3	
	Anderson .....	0 1 6			Mears .....	0 2 5	
	Leigh .....	1 16 0			Jaynes .....	0 4 2	
	Crouch .....	0 4 0			Watt .....	0 2 0	
	Ewen .....	1 7 0			Whittycomb .....	0 1 6	
	Clayton & P. ....	1 7 0			Cohen .....	0 0 6	
			66 4 2		do .....	0 0 8	
October .....	Clayton & P. ....	0 6 8			Perrif .....	0 3 0	
	Wetherell .....	0 19 10			Waddy .....	0 4 3	
	Crouch & Co. ....	1 7 0			Ingall .....	0 3 3	
	Richardson .....	0 3 0			Oelden .....	0 0 5	
	Martin .....	1 13 0			Cram .....	0 2 7	
	do .....	0 5 3			Grehan .....	0 5 6	
	Grehan .....	0 5 5			Selden .....	0 2 11	
	Martin .....	0 4 9			M'Donald .....	1 3 9	
	do .....	1 16 0			Warner .....	0 5 3	
	M'Crossin .....	0 5 9			Potts .....	0 1 4	
	Mackiston .....	3 2 5			Selden .....	0 0 4	
	do .....	0 2 0			Powell .....	0 0 6	
	do .....	0 9 0			Dixon .....	0 6 0	
	Wetherell .....	0 5 0			Baldwin .....	0 9 6	
	Potts .....	0 1 9			Campbell .....	0 0 6	
	Prisk .....	0 6 6			Thompson .....	0 2 0	
	do .....	0 1 8			Mackay .....	0 7 4	
	Mackiston .....	0 18 0			Burrell .....	0 1 6	

Date.	Consignee.	Amount.	Total.	Date.	Consignee.	Amount.	Total.
1873.		£ s. d.	£ s. d.	1873.		£ s. d.	£ s. d.
June .....	Clarke .....	0 1 7		July .....	Hartley .....	0 1 3	
	do .....	0 18 1			Bench of Magistrates...	0 1 9	
	do .....	0 9 6			Police .....	0 14 0	
	do .....	0 1 0			Whittaker .....	0 5 0	
	Ellicott .....	0 3 2			Wyndham .....	0 0 3	
	Clerk .....	0 1 0			Russell .....	0 6 2	
	Prisk .....	0 1 3			Wyndham .....	0 1 9	
	Kingsmill .....	0 9 8			Doyle .....	0 1 5	
	Mather .....	0 4 10			do .....	0 4 3	
	Hill .....	0 5 0			Williams .....	0 9 10	
	Crawford .....	0 14 1			do .....	0 1 1	
	Mitchell .....	0 4 6			Oevil .....	2 12 0	
	do .....	0 7 9			Macansh .....	0 7 2	
	do .....	0 8 1			Viver .....	0 11 6	
	Hoskins .....	0 6 3			M'Elhone .....	0 15 0	
			10 13 4		Vivers .....	1 19 10	
July .....	Little .....	0 12 9			M'Elhone .....	0 15 9	
	M'Kenzie .....	0 6 2			Vivers .....	0 6 9	
	Stitchbury .....	0 5 8			M'Elhone .....	0 3 0	
	Litchfield .....	0 6 6			Bridge .....	0 0 5	
	Honey .....	0 1 8			Sec .....	0 2 0	
	Jeans .....	0 3 10			Gouldman .....	0 3 1	
	Wyndham .....	0 2 4			Moore .....	0 0 6	
	Russell .....	0 2 6			West .....	0 1 5	
	Wyndham .....	0 1 11			Cohen .....	0 18 3	58 6 3
	Russell .....	0 13 9		August .....	Friend .....	0 6 9	
	Wyndham .....	0 4 2			M'Crossin .....	0 1 11	
	Russell .....	0 17 0			Caunny .....	0 7 0	
	Wyndham .....	0 18 0			Ralston .....	0 6 7	
	do .....	0 4 8			Fletcher .....	0 10 6	
	M'Crosam .....	0 4 11			Potts .....	0 1 4	
	Cohen .....	1 16 8			Cohen & Levy .....	0 2 2	
	Bridge .....	0 0 8			Geddes .....	0 4 5	
	Strong .....	0 0 6			Crane .....	0 2 8	
	Bridge .....	0 9 0			Geddes .....	0 11 7	
	Lyons .....	0 11 4			Aumueller .....	0 3 9	
	Lennon .....	0 1 4			Blaxland .....	0 2 6	
	Lyon .....	0 1 2			do .....	0 5 0	
	Cohen & Levy .....	0 3 5			Gibson .....	0 7 11	
	Lindsay .....	0 11 1			Jaynes .....	0 4 3	
	Pringle .....	0 5 0			Ross .....	0 6 0	
	do .....	0 2 3			Bowman .....	0 3 4	
	Hardaker .....	0 3 10			Willsallen .....	0 5 1	
	Mulligan .....	0 3 1			Kingsmill .....	0 15 4	
	M'Gregor .....	1 17 8			Willsallen .....	0 5 4	
	do .....	0 7 0			Weaver .....	1 0 9	
	Oevil .....	0 8 8			G. M. Coy .....	0 1 8	
	do .....	0 13 6			Lee .....	0 7 4	
	Hardaker .....	0 1 3			Clift .....	0 4 4	
	Sydney .....	0 0 9			do .....	0 5 9	
	Conway .....	0 0 11			do .....	0 13 6	8 6 9
	Miller .....	0 7 6		September .....	Kern .....	0 3 0	0 3 0
	Gill .....	5 3 8		December .....	Sumley .....	1 0 0	1 0 0
	do .....	2 19 4		1874.			
	do .....	1 4 0		March .....	Dean .....	0 1 8	
	Grover .....	0 2 3			Newton .....	0 1 8	
	M'Gregor .....	0 2 3			Hardaker .....	0 3 4	0 6 8
	Ross .....	0 7 11		April .....	Mack .....	0 13 8	0 13 8
	do .....	0 3 7		May .....			
	do .....	0 2 2			Cohen .....	0 1 4	
	do .....	0 2 2			Newton .....	0 7 0	
	M'Goven .....	0 17 6			Clieeseborough .....	0 1 2	
	Pearce .....	0 16 11			Potts .....	0 1 4	
	Salter .....	0 0 5			Rundle .....	1 3 3	
	Pearce .....	0 1 11			Munro .....	0 8 4	
	Cohen .....	0 2 6			do .....	0 11 6	
	Cohen and Levy .....	0 15 2			do .....	0 4 0	
	Wyndham .....	7 16 4			Sweetman .....	1 12 1	5 0 0
	Woods and M. .....	0 5 4		June .....	Myall .....	0 5 0	
	Murray .....	0 1 11			Ewing .....	0 11 3	
	Potts .....	0 5 0			Carroll .....	0 6 0	
	Boatright .....	0 4 3			Duncan .....	0 5 0	
	S. S. M. Coy .....	0 8 0			Doyle .....	1 5 2	
	Boatright .....	0 8 4			Rogerson .....	1 11 5	
	Doyle .....	0 12 10			Gibson .....	0 4 9	
	Lepervanche .....	0 0 9			Ross .....	1 13 0	
	Martin .....	0 9 6			M'Geo .....	0 7 3	
	Law .....	2 1 6			Hamilton .....	0 6 2	
	do .....	0 0 11			Ferrif .....	0 3 6	
	Marks .....	0 6 3			Cleghorn .....	0 3 0	
	Deans .....	0 5 0			M'Crossen .....	0 13 0	
	Cockburn .....	0 15 0			Woods & M. .....	1 9 9	
	Deans .....	2 17 5			Potts .....	0 12 0	
	Cockburn .....	0 8 3			Frasor & A. .....	0 6 7	
	Maloney .....	0 5 6			Connolly .....	1 2 0	11 4 10
	Reuben .....	0 5 11					
	Corps .....	1 0 7					
	Rogerson .....	1 2 0					
	Cunneen .....	0 4 3					
	Hardy .....	0 2 10					
	Farquharson .....	0 1 0					

Date.	Consignee.	Amount.	Total.	Date.	Consignee.	Amount.	Total.
1874.		£ s. d.	£ s. d.	1875.		£ s. d.	£ s. d.
July .....	Cohen .....	0 4 2		March .....	Oevil .....	1 14 1	
	O'Neill .....	0 6 9			do .....	0 6 11	
	Cohen .....	0 8 4	0 19 3		do .....	0 8 0	15 9 3
September .....	Cohen & L. ....	0 12 4	0 12 4	April .....	Bagot .....	0 19 6	
October .....	Ferrif .....	0 5 0			Clark .....	0 5 3	
	Brodie .....	0 3 0	0 8 0		Oeston .....	0 1 8	
November .....	Bellamy .....	1 4 9	1 4 9		Clark .....	0 11 8	
1875.					Corrigan .....	0 16 0	
January .....	Lewis Brs. ....	0 8 8	0 8 8		Gardiner .....	0 8 2	
February .....	England .....	0 2 1			Collins .....	0 6 0	
	Mitchell .....	0 2 8			Reardon .....	0 1 3	
	Nevison .....	0 8 10			West .....	0 1 9	
	Gordon .....	1 9 3			Cleghorn .....	0 2 3	
	Lumley .....	0 2 1			Doyle .....	1 13 4	
	Everett .....	0 4 10			Stevens .....	0 2 9	
	M'Cabe .....	0 13 0			S. S. Long .....	2 5 0	
	Dawson .....	0 3 9			Greenway .....	0 5 8	
	Ellis .....	1 5 11			George .....	0 4 9	
	Lillyman .....	0 8 3			Maxland .....	0 8 0	
	Cohen .....	0 7 11			Mulligan .....	0 2 10	
	Cowan .....	0 11 4			Tucker .....	0 4 5	
	Cohen .....	1 11 11			Parker .....	0 0 10	
	Large .....	0 5 0			Kingscote .....	0 3 0	
	Bowman .....	0 3 5			M'Carthy .....	0 0 10	
	Lambert .....	0 1 0			Cohen & L. ....	3 5 8	
	Little .....	0 11 9			Prior .....	0 15 0	
	Mackall .....	0 2 9			Goldman .....	0 3 0	
	Dixon .....	1 14 0			Ramsay .....	0 1 3	
	S. S. Long .....	0 1 11			Potts .....	0 2 3	
	Cohen & Levy .....	2 10 0			Geddes .....	0 5 9	
	Doyle .....	0 7 0			do .....	1 1 5	
	Collins .....	0 4 4			Mannix .....	0 14 6	
	do .....	0 5 6			Cohen .....	0 2 6	
	do .....	0 13 2			Mannix .....	0 11 0	
	Goldman .....	1 5 5			Milligan .....	0 15 2	
	Emblem .....	1 2 5			S. S. Long .....	1 2 6	
	Denshire .....	0 11 3			Dean .....	0 2 8	
	Vickery .....	8 5 8			S. S. War .....	0 6 7	
	Cleghorn & Co. ....	0 8 6			Newton .....	0 4 0	
	Collins .....	1 1 2			Lillyman .....	0 1 11	
	Goldman .....	0 5 9			Manson .....	1 19 1	
	Moore .....	0 9 0			Barton .....	0 0 8	
	White .....	0 7 6			Capel .....	0 5 8	
	Dight .....	0 6 5			Crawley .....	0 11 0	
	Lloyd .....	0 2 2			Pearce .....	0 7 2	
	Potts .....	4 7 11			M'Kay .....	0 3 0	
	Hamilton .....	0 5 1			B'Kay .....	0 7 9	
	Regan .....	0 8 6			Codrington .....	0 0 9	
	Vickery .....	2 2 0			Pearce .....	0 5 0	23 0 2
	Derra .....	0 7 6		May .....	Thurlow .....	0 2 6	
	Trim .....	0 12 0			Shanahan .....	0 1 9	
	do .....	0 19 0			Manson .....	4 16 9	
	R. Waugh .....	3 3 0			M'Kenzie .....	3 10 7	
	Williams .....	0 13 0			Pirie .....	0 6 9	
	do .....	0 3 3			Jaques .....	0 9 9	
	Wyndham .....	2 5 1			Pirie .....	0 18 5	
	Gilmore .....	1 0 3			M'Kenzie .....	1 16 9	
	Williams .....	0 3 3			Cohen .....	2 5 4	
	Vickery .....	2 10 2			Nowland .....	0 1 10	
	Worrell .....	1 1 0			do .....	3 15 6	
	Carroll .....	0 15 6			do .....	4 1 0	
	Thomson .....	0 6 0			Veness .....	1 12 3	
	Carroll .....	1 0 9			do .....	0 1 3	
	Dixon .....	0 2 9			Morse .....	0 4 7	
	Kingmill .....	0 6 0			do .....	0 3 3	
	Graystone .....	0 11 3			M'Lean .....	0 2 0	
	Winnell .....	1 10 9			Yetford .....	0 17 6	
	Marks .....	1 3 6			Doolan .....	0 6 0	
	Cohen & Levy .....	1 18 0			J. S. Kee .....	0 14 0	
	Murray .....	0 9 8			Goldman .....	1 14 0	
	do .....	0 16 3			Gordon .....	1 13 7	
	Cohen .....	0 12 6			Doyle .....	0 3 8	
	Bree .....	1 4 0	59 14 10		Paul .....	0 7 1	
March .....	Potts .....	0 12 9			Ewbank .....	0 11 4	
	Blaxland .....	1 5 0			Hays .....	0 10 2	
	Order .....	1 2 6			Falkner .....	0 9 3	
	Jaynes .....	0 6 0			Dobbie .....	5 1 6	
	Ah King .....	3 3 9			M'Kenzie .....	0 19 9	
	Lennon .....	0 13 7			Mannix .....	0 7 10	
	Cohen .....	2 11 0			Lennon .....	0 2 1	
	Potts .....	1 0 0			Winnell .....	0 1 6	
	Judd .....	0 11 3			Lennon .....	0 13 1	
	Cohen & L. ....	1 8 0			Winnell .....	0 18 8	
	Scanlon .....	0 6 5			do .....	0 4 11	
					M'Cabe .....	2 7 3	
					Lennon .....	0 3 9	
					Cobb .....	0 11 0	
					do .....	0 15 0	

Date.	Consignee.	Amount.	Total.	Date.	Consignee.	Amount.	Total.
1875.		£ s. d.	£ s. d.	1875.		£ s. d.	£ s. d.
May .....	Kingsmill .....	0 12 5		June .....	Jaques .....	0 19 6	
	M'Gee .....	2 1 9			Lloyd .....	1 1 11	
	Cross .....	0 12 5			Darby .....	0 7 11	
	Reims .....	0 16 4			Sun S. War .....	0 13 0	
	Campbell .....	2 14 3			M'Nair .....	0 3 0	
	do .....	0 6 0			Gardiner .....	0 16 11	
	Hays .....	1 0 3			Leggatt .....	0 8 6	
	Fugh .....	0 7 6			Sun Cheong .....	0 10 0	
	Hays .....	1 8 6			Cohen & Levy .....	2 0 7	
	Weaver .....	0 3 1			Goddard .....	0 7 8	
	Cameron .....	4 16 10			do .....	0 10 9	
	Taylor .....	2 0 6			Lillyman .....	1 1 9	
	Goldman .....	2 8 0			Newton .....	1 8 9	
	Bellfold .....	0 1 2			do .....	0 5 3	
	Perry .....	0 3 6			Lynch .....	0 1 9	
	Goldman .....	2 2 3			Slater .....	2 0 9	
	Mosely .....	1 1 10			Russell .....	0 5 2	
	Trin .....	1 2 9			Cohen & Levy .....	1 7 0	
	Allen .....	1 4 5			Goddard .....	0 12 0	
June .....	Cohen .....	6 18 0	69 6 11		Shanahan & Co. ....	3 5 8	
	do .....	2 3 4			Kelly .....	0 11 0	
	do .....	1 16 9			do .....	2 12 0	
	Judd .....	0 2 0			do .....	0 3 7	
	Willsallen .....	0 2 2			Honey .....	0 17 6	
	Williams .....	0 17 0			do .....	1 1 2	
	Mosely .....	0 9 6			Egan .....	0 10 3	
	Loder .....	0 5 3			do .....	0 2 9	
	Lennon .....	3 11 9			Ross .....	2 15 0	
	Leverett .....	0 4 4			Hays .....	0 13 3	
	Tourle .....	0 2 8			do .....	0 16 1	
	Veness .....	0 19 3			Doyle .....	0 2 0	
	Bridge .....	0 16 7			Pearce .....	0 4 0	
	Reuben .....	1 0 1			Baker .....	0 9 0	
	Cohen .....	0 2 10			Wetherall W. ....	1 0 10	
	Reuben .....	0 8 3			Davis .....	0 2 9	
	Cohen .....	0 1 7			Hunt .....	0 6 8	
	Reuben .....	0 3 6			Goldman .....	0 5 2	
	Conlon .....	0 15 3			Potts .....	0 7 6	
	Lee Sing .....	1 0 1			Staning .....	0 3 4	
	Greaves .....	0 5 0			Thompson & B. ....	0 2 6	
	Schofield .....	0 4 9			West .....	0 18 0	
	Clerk .....	0 10 1			Law .....	1 15 0	
	Clarke .....	0 9 7			Wauchope .....	0 17 11	
	Kingsmill .....	0 12 0			Cohen .....	2 10 8	
	Clark .....	3 7 6			Cock .....	0 8 3	
	Crawford .....	0 7 0					67 17 4
	Cohon .....	1 17 3			TOTAL .....	£ 559 8 0	

No. 4.

THE names of those to whom the amount for Storage have afterwards been remitted at Murrurundi Station, and the reason why remitted.

Date.	Name.	Amount.	Reason why remitted.
August, 1870	Potts & Co. ....	£ s. d. 9 19 6	Salt, in Sept., 1869.—Remitted under the advice of the Crown Solicitor, as no provision at that time had been made for charging Storage.
July, 1872	Potts & Co. ....	0 3 10	Two small packages.—Error of Assistant at Murrurundi Railway Station, charging 3d. instead of 2d. per diem.

No. 5.

THE amount charged for Storage at all other stations upon the Northern Line during the period April, 1872, and June, 1875.

Storage has not been charged at any other Railway Station on the Great Northern Line during the same period.

No. 6.

RAILWAYS—SOUTH AND WEST LINES.

RETURNS showing amounts paid at stations for Storage, from April, 1872, to June, 1875 (inclusive).

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					
Sydney, 1872				6 13 6	6 6 4	3 1 3	4 1 1	11 5 7	6 9 1	4 12 2	4 13 9	3 3 5	253 17 4
Sydney, 1873	2 12 2	13 0 3	2 7 10	8 3 5	3 9 1	4 15 4	5 14 2	8 16 10	7 18 9	9 19 8	8 3 2	2 10 6	
Macquarie Plains, 1873		0 6 0											
Sydney, 1874	3 7 7	6 10 5	6 6 6	6 6 2	8 14 0	11 11 10	3 16 6	7 0 7	12 17 3	6 17 7	11 5 9	9 7 9	
Raglan, 1874									4 13 4				
Sydney, 1875	7 13 2	3 4 4	2 13 9	14 7 4	2 3 6	1 16 8							

Rate.—One shilling (1s.) per ton per diem; minimum charge for a consignment, 1d.

RETURN of Consignees of Goods on which Store Rent has been charged at Stations on Southern and Western Lines.

Sydney Station.

	£ s. d.		£ s. d.		£ s. d.		£ s. d.
Clarke	0 0 4	Simpson	0 0 6	Prestley	0 0 6	M'Kenzie	0 1 3
Law	0 1 0	Biddell	0 0 2	Wright	0 2 8	Butler	0 13 6
Burt	0 3 0	Clarke	0 0 8	Williams	0 1 4	Lowther	0 0 6
Gerald	0 0 10	Butler & Co.	0 10 11	Cohen	0 0 2	Greville	0 0 4
Graham	0 0 2	Tait	0 2 0	Kavanah	0 0 4	Bond	0 0 4
Gibson	0 2 6	Riley	0 2 3	Jones	0 2 0	Gibson	0 11 6
Butler	0 6 0	Gerald	0 0 10	Graham	0 0 2	"	1 10 4
Hogg	0 0 2	Learmonth	0 8 0	Tidsley	0 0 2	Graham	0 0 6
Wright	0 0 2	Ball	0 2 6	"	0 0 10	"	0 0 6
Kemmer	0 0 2	Plummen	0 0 8	Kavanah	0 0 6	M'Arthur	0 0 4
Midde	0 5 0	Fryland	0 1 0	Butler	0 4 6	M'Ellone	0 1 3
Pratt	0 0 2	M'Kenzie	0 4 0	"	0 0 8		
Youngman	0 2 6	Barber	0 0 4	Graham	0 1 0	Total	£6 13 6
Moore	0 0 2	Lasseter	0 0 2	Elloit	0 0 2		
Barrett	0 0 8	Houston	0 1 2	Mitchell	0 0 2		

Storage for May, 1872, at Sydney Station.

	£ s. d.		£ s. d.		£ s. d.		£ s. d.
Sugar Co.	0 1 6	King	0 12 6	Ellis	0 0 6	Cock	0 4 6
Elloit	0 1 0	Bubb	0 1 0	Darc	0 4 0	Walsh	0 0 4
Law	0 1 0	Tamsott	0 0 10	Kildrake	0 10 0	Asher	0 2 0
Goddard	0 0 2	Tait & Smith	0 1 4	Ritchie	0 0 2	Butler	0 3 9
Murphy	0 0 2	Kavanagh	0 0 4	Moore	0 0 4	Barnard	2 0 3
Telegraph	0 0 2	Puckeridge	0 0 2	Brown & Co.	0 2 0	Tait	0 0 8
Clark	0 1 4	Blair	0 2 6	Row	0 0 4	Roberts	0 1 4
Priestly	0 3 4	Myers & Co.	0 2 0	"	0 0 6	Henfrey	0 0 2
Simpson	0 0 2	Kavanah	0 0 8	Myers	0 1 2	Nicholls	0 0 2
Henfrey	0 0 6	Peate	0 0 4	Fawkner	0 0 8	Bond	0 0 4
Vescys	0 0 4	Elloit	0 0 4	Evans	0 0 4	Burt	0 3 0
Barber	0 0 4	Sim	0 1 4	Law	0 2 0	Hogg	0 0 2
Blake & Co.	0 0 4	Whitten	0 0 8	Ah Foy	0 3 8	King	0 1 4
Reid	0 1 0	Tinsley	0 0 6	Ellis	0 4 0	Vickery	0 1 2
Conley	0 3 0	Horley	0 0 4	Butler	0 4 0	Wilson	0 0 4
Gerald	0 0 4	James	0 0 6	Foley	0 0 6		
Clarke	0 1 0	Toohy	0 0 2	Smithson	0 1 0	Total	£6 6 4

Storage for June, 1872, at Sydney Station.

	£ s. d.		£ s. d.		£ s. d.		£ s. d.
Webb	0 0 4	Ramsay	0 0 6	Priestley	0 3 0	Wilkinson	0 1 4
Hezlett	0 0 2	Ah Foy	0 0 8	Alderson	0 0 2	Graham	0 0 2
Mitchell	0 0 4	Blake & Co	0 0 4	Tait	0 1 0	York	0 0 4
Elloit	0 0 8	Russell	0 0 3	Foley	0 0 4	Hawkin	0 1 0
Butler	0 8 0	Gorman	0 0 6	Phillips	0 0 2	Foley	0 0 3
Barbery	0 1 0	Bright	0 1 0	Elloit	0 0 2	Tait	0 0 4
Bond	0 1 4	Zollner	0 5 0	Fitzgerald	0 0 8	Barber	0 0 6
Toohy	0 0 2	Aitkinson	0 0 6	Afford	0 1 0		
Shadler	0 12 0	Priestley	0 1 3	Wardsworth	0 0 2	Total	£3 1 3
Allen	0 0 3	Lee	0 0 4	Arnold	0 0 2		
Butler	0 4 6	King	0 2 5	Ellen	0 9 0		



Storage for November, 1872, at Sydney Station.

Table with columns for names and amounts in £ s. d. format, listing storage for November 1872 at Sydney Station.

Storage for December, 1872, at Sydney Station.

Table with columns for names and amounts in £ s. d. format, listing storage for December 1872 at Sydney Station.

Storage for month of January, 1873, at Sydney Station.

Table with columns for names and amounts in £ s. d. format, listing storage for January 1873 at Sydney Station.

Storage at Sydney Station, for month of February, 1873.

Table with columns for names and amounts in £ s. d. format, listing storage for February 1873 at Sydney Station.

Storage for the month of February, 1873, at Macquarie Plains Station.

Table with columns for names and amounts in £ s. d. format, listing storage for February 1873 at Macquarie Plains Station.



Storage at Sydney Station, for the month of July, 1873

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Jones	0	0	2	Fitzgerald	0	0	9	Toohy	0	0	1
Puckrige	0	0	2	"	0	0	6	Hopkins	0	0	1
Best	0	0	3	"	0	0	3	Myers	0	1	0
Nicholls	0	0	4	"	0	0	2	Lassetter	0	2	7
Bond	0	2	0	"	0	0	5	Keep	0	0	2
Paull	0	1	0	"	0	0	1	Wooster	0	0	2
Ritchie	0	0	1	Learmouth	0	0	8	Bond	0	0	2
Jones	0	0	1	Robinson	0	0	2	"	0	1	0
M'Ellone	0	0	3	Fowler	1	7	0	Fitzgerald	0	0	9
Murphy	0	0	4	Collis	0	1	7	Barker	0	0	1
Butler & Co.	1	4	6	Reynolds	0	2	2	M'Arthur	0	0	2
Elliott	0	0	2	Toohy	0	0	1	C.S.C. Society	0	0	1
Harris & Co.	0	0	1	"	0	0	6	M'Kenzie	0	0	8
Moore	0	1	0	"	0	0	4	Hassall	0	0	3
Farrell	0	1	3	"	0	0	5	Toohy	0	0	1
Fitzgerald	0	0	3	"	0	0	3	Bull	0	0	2
"	0	1	0	M'Lang	0	0	2	Plumer	0	0	2
"	0	0	6	Fitzgerald	0	0	1	Rothwell	0	0	8
Jacobs	0	0	8	M'Caffrey	0	0	9	Quinsey	0	1	8
Butler & Co.	0	16	0	Loader	0	2	5	Myers	0	0	2
"	0	1	0	Williams	0	1	2	Clark	0	0	6
Fitzgerald	0	2	0	Farrell	0	0	4	"	0	0	4

£5 14 2

Storage at Sydney Station, for the month of August, 1873.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Gardiner	0	0	5	Graham	0	0	4	Fitzgerald	0	0	3
Toohy	0	0	9	O'Connor	0	1	2	Newton	0	0	6
Lawlor	0	0	1	Wallwork	0	0	1	Lowther	0	0	1
Hall	0	0	1	Phillips	0	0	11	Bonner	0	8	0
Jones	0	0	1	Farrell	0	6	0	"	0	4	0
Freehill	0	0	2	Paul	0	0	3	Butler & Co.	0	1	1
Thomas	0	0	4	Cohen	0	0	6	Ellis & Co.	0	0	8
Shying	0	0	2	Bath	0	0	1	Raven	0	5	1
Baker	0	0	6	Fesq	0	0	1	Dare	0	2	7
A. Flaherty	0	0	4	Baker	0	3	2	Ellis	0	2	3
Brown	0	0	1	Moore	0	0	2	O'Keefe	0	0	1
Kelk	0	0	3	Croskey	0	0	2	Fitzgerald	0	0	4
Simpson	0	0	6	Smithyman	0	0	3	Dare	0	5	2
Davey	0	0	6	Myers	0	0	2	Wallace	0	0	6
Puckridge	0	0	2	Yeates	0	0	1	Elliott	0	0	1
Barker	0	0	6	Lumsdaine	0	0	4	"	0	0	1
Levick	0	0	1	Ellen	0	1	0	Boylson	0	1	4
Elliot	0	1	8	Cohen	0	2	0	Wearne	0	0	2
Toohy	0	0	2	Fletcher	0	0	10	Fitzgerald	0	4	3
"	0	0	4	Fairfax	0	0	1	Dare	0	16	6
Nipper	0	0	1	Isaacs	0	0	3	"	0	3	2
M'Carthy	0	0	3	Bell	0	0	2	"	0	1	11
Parish	0	0	4	Fitzgerald	0	0	8	Nutter	0	2	4
Toohy	0	0	8	"	0	0	8	Palmer	0	2	0
"	0	0	1	"	0	0	3	Fitzgerald	0	0	3

£8 16 10

Storage at Sydney Station, for the month of September, 1873.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Bennett	0	0	1	Toohy	0	0	2	Walker	0	0	2
Mitchell	0	1	2	Freehill	0	0	9	Butler & Co.	0	9	9
Jones	0	0	1	Clark	0	0	5	Ellis & Co.	0	5	9
Ellis & Co.	0	15	0	Tait	0	0	1	Christy	0	0	7
"	0	13	11	Barker	0	0	3	Elliott	0	0	2
"	0	15	0	Quinsey	0	1	2	Row	0	0	4
"	0	3	0	Freehill	0	1	3	Friend	0	0	1
Saxby	0	0	1	Fitzgerald	0	0	2	M'Arthur	0	0	2
Barber	0	19	9	"	0	0	2	Proctor	0	5	0
Clark	0	1	8	"	0	0	2	"	0	3	0
Lovett	0	14	7	"	0	0	10	Myers	0	0	8
Muir	0	0	9	Ellis & Co.	0	1	11	"	0	0	2
Rashley	0	1	0	"	0	1	10	Row	0	0	5
Plumer	0	0	1	Butler & Co.	0	2	4	Ritchie	0	0	1
Nutter	0	4	5	Nicholas	0	0	8	Toohy	0	0	5
Myers	0	0	3	Fitzgerald	0	0	5	"	0	0	2
Clark	0	6	4	Norman	0	0	2	"	0	0	6
Lassetter	0	0	1	Moses & Co.	0	1	7	Butler & Co.	0	4	0
Ritchie	0	0	1	"	0	5	4	Woods	0	0	1

£7 18 9

Storage at Sydney Station, for the month of October, 1873.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Wearne	0	0	1	Bloomfield	0	0	10	Fitzgerald	0	1	10
Toohy	0	0	1	Jones	0	0	2	"	0	0	6
"	0	0	4	Toohy	0	0	1	Bowden	0	0	2
M'Kenzie	0	4	5	"	0	1	6	Moore	0	0	2
Dawson	0	0	2	"	0	0	6	Tunks	0	0	3
Jennings	0	1	9	Emerson	0	1	3	Palser	0	17	6
Fitzgerald	0	0	4	Barr	0	0	2	Hoffnung	0	0	1
Ellis & Co.	0	3	0	Myers	0	2	2	Palser	1	16	0
Braddock	0	0	6	Allen	0	0	1	Ellis & Co.	0	6	11
Keep	0	0	1	Smith	0	8	2	Wearne	0	0	3
Ritchie	0	0	1	Prescott	0	2	0	Toohy	0	0	1
Butler & Co.	0	8	10	Bell	0	0	1	Seale	0	0	4
"	0	14	10	Goddard	0	1	1	Bell	0	0	2
Browne	0	0	7	Barker	0	8	0	Wolfe	0	0	1
Farrall	0	8	11	"	0	12	7	Ritchie	0	0	1
Russell	0	0	1	Shpherd	0	0	1	Fitzgerald	0	0	2
Moses & Co.	0	8	2	Wright & Co.	0	1	3	"	0	0	2

£7 18 9

Storage at Sydney Station, for the month of October, 1873—continued.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Prescott	0	1	3	Toohy	0	0	5	Hassal	0	1	6	Allen	0	6	0
M'Donald	0	2	4	Clark	0	0	2	Barlow	0	4	6	Tooth & Co.	0	1	0
"	0	0	8	Hoffnung	0	0	3	Clark	0	6	6	Wright & Co.	0	6	9
Langley	0	0	6	Saxby	0	0	4	Knox	0	0	1				
Toohy	0	0	2	Rowe & Co.	0	0	3	Fitzgerald	0	0	1				<u>£9 19 8</u>

Storage at Sydney Station, for the month of November, 1873.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Hastings	0	2	7	Toohy	0	0	10	Purcell	0	0	11	Broderick	0	1	0
Lowther	0	0	2	"	0	0	3	Keep	0	0	2	Graham	0	0	1
Ellis & Co.	1	9	8	"	0	0	2	Nipper	0	0	3	Henfrey	0	0	2
Emerson	0	0	11	"	0	0	10	Moses & Co.	1	0	7	Emerson	0	0	2
Ellis & Co.	0	14	0	Fitzgerald	0	0	3	Shepherd	0	0	1	Rutt	0	0	1
"	1	10	10	"	0	0	3	Yeates	0	0	1	Fitzgerald	0	0	5
Merrett & Co.	0	8	0	"	0	0	4	Fitzgerald	0	0	1	Alexander	0	2	3
Graham	0	0	6	"	0	0	1	"	0	0	1	Carte	0	0	7
Lassetter	0	0	1	"	0	0	6	"	0	0	3	Toohy	0	0	2
"	0	0	1	Bell	0	0	2	Gould	0	0	3	Fitzgerald	0	0	1
Fitzgerald	0	0	4	M'Arthur	0	0	2	Mahoney	0	0	3	Myers	0	0	2
"	0	0	2	Murphy	0	0	7	Toohy	0	0	3	Clark	0	0	3
"	0	0	7	Blow	0	0	2	Roach	0	10	8	Brown	0	1	7
Price	0	0	2	Isaacs	0	0	10	Myers	0	0	3	Lassetter	0	0	1
Dent	0	0	8	"	0	0	3	Clark	0	0	3				
Toohy	0	0	8	Fitzgerald	0	0	1	Newton	0	0	1				<u>£8 3 2</u>
"	0	1	6	Pilcher	0	0	1	M'Minn	1	2	0				
"	0	0	6	Learmonth	0	0	1	Lynch	0	2	3				

Storage at Sydney Station, for the month of December, 1873.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Bennett	0	0	3	Creagh	0	0	8	Yeates	0	0	3	Barr	0	0	1
Wooster	0	0	6	Barr	0	0	1	Fitzgerald	0	0	1	Fesq	0	0	4
Isaacs	0	2	6	Fitzgerald	0	0	1	"	0	0	3	Coulter	0	0	3
"	0	0	2	"	0	0	4	"	0	0	10	Lassetter	0	0	2
Moore	0	0	3	Hoffnung	0	0	4	"	0	0	2	Smithson	0	0	4
Kelly	0	0	8	Isaacs	0	0	1	"	0	0	6	Goddard	0	3	8
Fitzgerald	0	0	6	Cobb & Co.	0	0	6	"	0	0	4	"	0	0	9
"	0	0	6	Bruce	0	2	0	Ritchie	0	0	1	Learmonth	0	0	1
"	0	0	2	Buzacott	0	0	4	Young	0	2	7	Duffin	0	0	2
"	0	0	6	Elliott	0	0	1	Toohy	0	0	4	Laughlin	0	1	6
"	0	0	2	Mills	0	0	2	"	0	0	6	Priestley	0	0	1
"	0	0	1	Hawke	0	0	7	Bond	0	0	3	"	0	0	1
Creagh	0	0	7	Harris	0	0	1	Hamburgh	0	0	2	Barr	0	0	1
Isaacs	0	0	11	Wilson	0	0	4	M'Elone	0	0	4	Hudson	0	0	4
Frazer	0	0	10	Fitzgerald	0	0	1	Bond	0	1	6	Wallwork	0	9	0
Toohy	0	0	1	"	0	1	2	"	0	1	6	Naid	0	0	3
"	0	0	3	Isaacs	0	0	6	Fitzgerald	0	0	5	Vickery	0	2	6
"	0	0	2	Nipper	0	0	4	"	0	0	1	Hamilton	0	0	9
Clarke	0	0	1	Blow	0	0	3	Collins	0	0	1				
Learmonth	0	0	2	Pope	0	0	4	Fletcher	0	1	3				
												Total	£2	10	6

Return of Storage Amounts, January, 1874, Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Toohy	0	0	9	Row	0	0	3	Cain	0	2	4	Ritchie	0	0	2
"	0	0	6	Ritchie	0	0	2	Puckeridge	0	1	4	Tucker	0	0	1
"	0	0	6	Prince	0	0	8	Prince, Ogg, & Co.	0	0	2	Butler & Co.	0	1	4
"	0	0	3	Corman	0	0	2	Tinsley	0	0	1	Thompson	0	2	9
Lawson	0	0	4	Goodlet	0	0	1	M'Arthur	0	0	2	Toohy	0	0	3
Paul	0	1	2	Stewart	0	0	2	Ellis & Co.	0	3	8	"	0	1	3
Coulter	0	0	1	Saddler	0	0	1	Law	0	1	9	"	0	1	4
Green	0	3	9	Toohy	0	0	6	Young	0	0	2	Jones	0	0	4
Bull	0	1	0	Gibson & Co.	0	0	1	Shadler	0	1	0	"	0	1	4
Freehill	0	0	9	Kidman	0	1	5	Peterson	0	1	3	Cooper	0	0	1
Clarke	0	3	0	Bennett	0	2	2	Hardie	0	0	1	Chow Young	0	0	1
Owen	0	1	7	Letkow	0	0	1	Alexander	0	1	9	Collins	0	1	4
Frazer	0	0	1	Boyd	0	0	7	Tin War	0	0	8	Ritchie	0	0	4
Toohy	0	0	4	Lassetter	0	0	8	Hoffnung	0	0	1	Tooth & Co.	0	14	10
"	0	0	8	Smart	0	0	2	"	0	0	1				
"	0	0	2	Love	0	10	0	Arnold	0	1	6				
"	0	0	2	Clark	0	1	8	Barrett	0	0	4				
Smith	0	0	1	"	0	0	1	Fletcher	0	1	7				
												Total	£3	7	7

Return of Storage Amounts, February, 1874, Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Clark	0	0	2	Evans	0	0	2	Toohy	0	0	4	Dixon	0	0	3
Stoddart	0	2	6	Daly	0	0	7	"	0	0	6	Palleston	0	4	10
O'Dowd	0	5	3	Ritchie	0	0	1	"	0	0	1	Fowler	0	2	4
Thame	0	0	7	Neelson	0	0	3	Coulter	0	0	2	Ritchie	0	0	3
Goodlet	0	0	1	Toohy	0	0	4	Beatson	0	1	1	Toohy	0	0	2
Bennett	0	0	1	"	0	0	2	Collins	0	0	4	Vickery	0	5	8
Mollet	0	0	5	"	0	0	3	Long	0	0	6	Blackwood	0	0	1
Walker	0	0	9	Moore	0	0	7	Montgomery	0	0	6	Lawson	0	2	0
Guest	0	4	6	Cuman	0	0	9	Clark	0	2	9	Marshall	0	0	2
Butler	0	2	0	M'Gregor	0	0	1	Taylor	0	0	8	Ellis & Co.	0	2	9
Tin War	0	1	0	Beanen	0	3	3	Jones	0	0	2	"	0	18	0
Higgins	0	1	10	Moore	0	0	1	Adam	0	0	8	"	1	4	0
Paul	0	0	9	Taylor	0	4	0	Powell	0	0	4	Tooth & Co.	0	12	11
Baker	0	0	1	M'Arthur	0	0	4	Turner	0	0	4	M'Leod	0	0	1
Horne	0	0	1	Hall	0	0	6	Fitzgerald	0	0	2				
Savage	0	1	3	Quealy	0	0	10	"	0	0	3				
M'Gregor	0	0	2	Cobb & Co.	0	0	1	"	0	0	3				
Wearne	0	0	2	Neelson	0	0	5	"	0	0	1				
"	0	0	2	Hamilton	0	0	6	Levick	0	0	1				
Emerson	0	1	8	Delsill	0	1	4	Butler & Co.	0	9	7				
												Total	£6	10	5



Return of Storage Amounts, June, 1874, Sydney Station—continued.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
Toohy	0	0	3	Hardy	0	3	5	Larkin	0	0	3	Tooth & Co.	0	1	6	
Stewart	0	4	3	Quinlan	Nil	Byrnes	0	0	2	"	0	1	6			
Ainsworth	0	1	1	Bomer	0	12	0	Ellis & Co.	0	8	9	"	0	1	6	
Jones	0	0	2	Elliot	0	0	1	Larkin	0	2	0	"	0	0	4	
Bradley	0	0	2	Carugavi	0	0	2	Nipper & Co.	1	8	0	"	0	0	10	
Beaumont	0	0	3	Cooper	0	0	2	Wilson	0	0	1	"	0	0	3	
Elliot	0	0	4	Fitzgerald	0	0	2	Loutit	0	0	6	"	0	0	4	
Lassetter	0	0	4	"	0	0	2	M'Minn	0	4	3	"	0	1	3	
Ellis & Co.	0	6	0	Raven	0	0	9	"	0	10	1	"	0	1	8	
"	0	7	1	Toohy	0	0	4	"	0	6	4	"	0	0	10	
Butler & Co.	0	8	8	"	0	1	0	Tooth & Co.	0	0	4					
Price	0	0	1	Armstrong	0	1	3	"	0	1	2	Total	£	11	11	10
Marshall	0	0	2	Hamilton	0	0	3	"	0	0	2					
Brown	0	0	9	Toohy	0	0	1	"	0	0	5					

Return of Storage Amounts, July, 1874, Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
Wilson	0	0	2	Toohy	0	0	4	Foley	0	0	3	Tooth	0	0	6	
Elliot	0	0	3	"	0	0	1	Nutter	0	2	0	"	0	1	2	
M'Arthur	0	0	6	"	0	0	8	Russell	0	0	1	"	0	0	2	
Elliot	0	0	1	"	0	0	9	Clark	0	4	0	"	0	0	2	
Fitzgerald	0	0	4	"	0	0	4	Marshall	0	0	4	"	0	0	4	
Reilly & Co.	0	2	5	Newton	0	0	2	Fitzgerald	0	0	3	"	0	0	6	
Toohy	0	0	6	Turner	0	0	2	"	0	0	3	"	0	0	6	
"	0	0	3	Fry	0	0	8	Penfold	0	0	2	"	0	0	9	
"	0	0	10	Marshall	0	0	5	Redgate	0	0	5	"	0	3	0	
Marshall	0	0	1	Barden	0	0	5	Cosgrove	0	1	5	"	0	0	4	
Smith	0	13	4	Fitzgerald	0	0	4	Tooth	0	0	3	"	0	2	11	
Ritchie	0	0	1	"	0	0	4	"	0	0	5	"	0	1	0	
Wright & Co.	0	4	0	"	0	1	6	"	0	0	10	Total	£	3	16	6
"	0	15	0	Allen	0	1	3	"	0	0	6					
Rowe	0	0	2	Keep	0	0	10	"	0	0	6					
Friend	0	1	3	Raphael	0	1	10	"	0	1	8					
Forsythe	0	0	10	Sutton	0	0	6	"	0	0	8					
Bath	0	0	1	Foley	0	0	2	"	0	0	3					

Return of Storage Amounts, August, 1874, Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
M'Rea	0	1	6	Fitzgerald	0	2	6	Lackey	0	0	10	Perry	0	0	1	
Webb	0	0	1	Wakeford	0	1	10	Toohy	0	0	4	Fitzgerald	0	2	0	
Fairly	0	0	10	Clark	0	2	0	Isaacs	0	0	4	Tooth	0	0	5	
Martin	0	0	2	Coulter	0	4	0	"	0	0	7	"	0	1	3	
Penny	0	0	2	Fitzgerald	0	0	3	Hudson	0	0	10	"	0	1	6	
Penfold	0	0	2	"	0	0	6	Wilson	0	0	5	"	0	0	6	
Bath	0	0	7	"	0	0	1	Fitzgerald	0	0	3	"	0	0	6	
Larkin	0	6	0	M'Arthur	0	0	1	"	0	0	1	"	0	0	4	
Benson	0	1	3	Bell	0	0	2	Loutet	1	10	0	"	0	0	8	
Clark	0	8	0	Wakeford	0	2	7	Turner	0	0	5	"	0	0	2	
Regan	0	1	6	Pope	0	0	2	Priestley	0	2	0	"	0	0	4	
Graham	0	0	1	York	0	0	1	Line	0	0	11	"	0	0	4	
Fitzgerald	0	0	4	Ritchie	0	0	3	Kidman	0	0	2	"	0	1	6	
Shadler	0	19	6	Loutet	0	4	6	Bell	1	1	0	Total	£	7	0	7
Harrison	0	0	4	Ward	0	0	10	Fitzgerald	0	8	4					
Curran	0	1	0	Way	0	0	5	Williams	0	0	7					
Berry	0	1	0	Isbester	0	0	2	Taylor	0	1	0					

Return of Storage Amounts, September, 1874, Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
Jordan	0	1	0	Button	0	1	10	Prescott	0	19	0	Clark	0	3	10	
Vickery	0	1	9	M'Rae	0	4	0	Wearne	0	2	0	"	0	8	0	
Neilson	0	6	0	"	0	3	9	Foley	0	0	2	Moore	0	0	3	
Larkin	0	0	3	Fitzgerald	0	0	8	Allen	0	2	0	Fitzgerald	0	0	4	
Priestly	0	0	4	"	0	0	9	Fitzgerald	0	0	4	Smythe	6	3	9	
"	0	0	4	"	0	0	3	"	0	0	3	Wells & Co.	0	2	11	
"	0	0	4	"	0	0	2	Toohy	0	0	3	"	0	2	8	
Farnsworth	0	0	2	"	0	0	2	Lackey	0	0	6	Elliot	0	0	1	
Phillips	0	0	5	"	0	0	2	Forsythe	0	0	3	Smith	0	0	2	
Peterson	0	0	3	"	0	0	4	Farmer	0	0	2	Tooth & Co.	0	0	6	
Fitzgerald	0	6	6	"	0	0	3	Fitzgerald	0	0	11	"	0	0	3	
"	0	4	4	M'Rae	0	12	0	Isaacs	0	0	4	"	0	0	4	
Plinner	0	0	3	Fitzgerald	0	0	6	"	0	0	6	"	0	0	4	
James	0	0	1	"	0	0	3	"	0	0	6	"	0	0	3	
Fitzgerald	0	1	0	Ritchie	0	0	2	Reilly	0	5	0	"	0	0	3	
Kennedy	0	0	3	"	0	0	1	Nipper	0	4	9	"	0	0	9	
Isaacs	0	0	2	Wood	0	0	2	Toohy	0	0	5					
Clark	0	6	0	Toohy	0	0	3	"	0	0	3	Total	£	12	17	3
Fletcher	0	0	4	Ainsworth	0	0	3	Mills	0	0	1					
Davy	0	10	9	Priestley	0	5	3	Giblis	0	0	10					
Boorman	0	0	6	Jordan	0	2	3	Moore	0	0	10					

Return showing particulars of Storage charged at Raglan Station, month ending 30th September, 1874.

Date.	Consignee.	Agent.	Description of Goods.	Amount.
1874.				£ s. d.
Sept. 12.....	Marzondier .....	Wright, Heaton, & Co. ....	General merchandize .....	0 3 0
" 14.....	Quing Ling .....	Barber & Co. ....	" "	0 9 2
" 15.....	Murray .....	Woods & Co. ....	" "	0 7 6
" "	Breeze .....	Wright, Heaton, & Co. ....	" "	0 0 7
" "	Byrne .....	" "	" "	0 1 0
" "	Watson Bros. ....	" "	" "	0 7 0
" "	" .....	" "	" "	0 14 1
" "	" .....	" "	" "	0 2 6
" "	Lavelle.....	" "	" "	0 1 0
" 16.....	Wright, Heaton .....	" "	" "	0 4 10
" "	" .....	" "	" "	0 9 3
" "	Nelson Bros. ....	" "	" "	0 6 8
" "	Kells & Co. ....	" "	" "	0 1 0
" "	R. Kerr .....	" "	" "	0 0 10
" "	W. H. & Co. ....	" "	" "	0 4 6
" "	Morris .....	" "	" "	0 0 4
" "	Dalton Bros. ....	" "	" "	0 4 3
" "	Hilliar & Gill .....	" "	" "	0 1 0
" "	J. & W. Thomas .....	" "	" "	0 12 9
" "	Connelly .....	" "	" "	0 1 1
Total storage charged in September.....				£ 4 13 4

Return of Storage Amounts, October, 1874, Sydney Station.

£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Ritchie .....	0 0 2	Fitzgerald .....	0 3 3	Innes .....	0 0 2	Tooth .....	0 0 2
Love .....	0 0 1	" .....	0 1 9	Reilly .....	0 0 5	" .....	0 1 0
Clarke .....	0 3 7	" .....	0 0 4	Lassetter .....	0 0 2	" .....	0 0 3
Eady .....	0 0 6	" .....	0 0 2	Kirk .....	0 4 4	" .....	0 0 3
Keele .....	0 1 3	" .....	0 0 3	Toohy .....	0 0 4	" .....	0 0 9
Elliot .....	0 0 1	Keep .....	0 0 2	" .....	0 0 1	" .....	0 0 8
Barker .....	0 0 1	Ellison .....	0 0 9	" .....	0 0 2	" .....	0 0 2
Priestly .....	0 0 1	Toohy .....	0 0 1	" .....	0 0 8	" .....	0 0 6
Newman .....	0 3 4	" .....	0 0 4	" .....	0 0 3	" .....	0 0 10
" .....	0 7 2	" .....	0 0 1	Peters .....	0 0 7	" .....	0 0 6
Sutherland .....	0 0 2	" .....	0 0 2	Davis .....	0 2 6	" .....	0 0 1
Clarke .....	0 5 8	Nutter .....	0 5 9	Wearne .....	0 0 8	" .....	0 0 1
Myers .....	0 2 10	M'Ray .....	0 1 9	Pope .....	0 0 2	" .....	0 0 2
Toohy .....	0 0 1	Clarke .....	0 1 0	Biddell .....	0 0 3	" .....	0 0 4
" .....	0 0 3	Simons .....	0 0 4	Hyde .....	0 4 0	Rankin .....	0 10 0
" .....	0 0 2	Foley .....	0 0 2	Moore .....	0 0 2	Chowne .....	0 5 0
" .....	0 0 3	Fitzgerald .....	0 0 5	Wearne .....	0 2 0	Foley .....	0 0 2
" .....	0 1 0	Wilmott .....	0 0 9	Tooth .....	0 0 9	Nutter .....	0 3 7
Stewart .....	0 0 1	Myers .....	0 1 4	" .....	0 0 8	Hoffnung .....	0 0 5
Fox .....	0 0 6	Ellis .....	1 7 0	" .....	0 1 9		
Learmonth .....	0 0 3	Nutter .....	0 8 7	" .....	0 0 8	Total .....	£ 6 17 7
Somerbelle .....	0 2 0	Henfrey .....	0 0 2	" .....	0 1 0		
Marshall .....	0 0 8	Harper .....	0 1 3	" .....	0 0 3		
Hoffnung .....	0 0 2	Ainsworth .....	0 0 5	" .....	0 0 6		
Reilly .....	0 2 0	Keep .....	0 0 2	" .....	0 1 4		

Return of Storage Amounts, November, 1874, Sydney Station.

£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Armstrong .....	2 0 0	Ritchie .....	0 0 8	Fitzgerald .....	0 0 2	Tooth & Co. ....	0 1 0
Codrington .....	0 19 10	Vickery .....	0 3 3	" .....	0 0 2	" .....	0 0 2
Jacobs .....	0 0 5	M'Gregor .....	0 0 3	Morgan .....	0 0 3	" .....	0 0 1
Toohy .....	0 0 8	Toohy .....	0 0 3	Goodlet .....	0 1 2	" .....	0 0 2
" .....	0 0 8	" .....	0 0 6	Fitzgerald .....	0 0 6	" .....	0 0 10
" .....	0 0 6	" .....	0 0 2	" .....	0 1 0	" .....	0 1 9
" .....	0 0 4	" .....	0 0 5	" .....	0 1 2	" .....	0 1 0
Smith .....	0 0 2	" .....	0 0 2	Toohy .....	0 0 2	" .....	0 0 6
Isaacs .....	0 1 4	Lassetter .....	0 0 5	" .....	0 0 1	" .....	0 0 3
" .....	0 1 2	" .....	0 0 5	" .....	0 0 2	" .....	0 0 9
" .....	0 0 2	Scott .....	0 2 0	" .....	0 1 0	" .....	0 0 8
Rankin .....	0 10 0	Fitzgerald .....	0 0 2	" .....	0 0 3	" .....	0 0 2
Bernard .....	0 0 8	" .....	0 0 4	" .....	0 0 6	" .....	0 1 8
Faviell .....	0 2 10	" .....	0 0 4	Gray .....	0 0 4	" .....	0 0 2
Goddard .....	0 0 1	" .....	0 0 2	Wells .....	0 6 0	" .....	0 0 11
Buthert .....	0 1 1	Coulter .....	0 0 3	Fried .....	0 0 1	Rankin .....	0 10 0
Puckeridge .....	0 0 3	Tece .....	2 0 0	Tooth & Co. ....	0 0 6	Foley .....	0 0 2
Nelson Riley .....	0 0 7	" .....	2 4 0	" .....	0 0 8		
Marshall .....	0 0 6	Collins .....	0 0 2	" .....	0 0 8	Total .....	£ 11 5 9
Heats .....	0 0 8	Goddard .....	0 0 1	" .....	0 0 3		
O'Neill .....	0 1 10	Carter .....	0 1 3	" .....	0 0 9		
Barlow .....	0 0 7	Dent .....	0 10 0	" .....	0 0 1		

Return of Storage Amounts, December, 1874, Sydney Station

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Fitzgerald	0	12	9	Ritchie	0	0	3	Starkey	0	0	1	Robertson	0	0	1
"	0	17	7	Clarke	0	4	3	Isaacs	0	1	11	Ranken	0	5	0
Dens	0	10	0	Tessimond	0	0	4	"	0	1	8	Fitzgerald	2	0	4
Coulter	0	10	10	Berry	0	0	2	Marsden	0	0	7	"	1	1	9
Marshall	0	0	2	Gibson	0	4	0	Duggan	0	0	6	Myers	0	0	4
Fitzgerald	0	0	3	M'Arthur	0	0	1	Watkin	1	0	10	York	0	0	9
"	0	0	11	Myers	0	1	0	Orivis	0	0	10	Isaacs	0	0	9
"	0	0	2	Sennelula	0	0	2	Toohy	0	0	3	"	0	0	8
"	0	0	6	Toohy	0	0	7	"	0	0	4	"	0	2	0
"	0	0	2	"	0	0	1	"	0	0	1	Bridges	0	11	1
"	0	0	2	"	0	0	2	"	0	0	2	"	0	0	2
Faviell	0	2	0	"	0	0	2	"	0	0	2	Total	£9	7	9
Love	0	5	3	Rankin	0	5	0	"	0	0	1				
Marshall	0	0	2	Thorne	0	0	1	Ritchie	0	0	3				

Storage for January, 1875, at Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Rankin	0	10	0	Thame	0	0	11	Fitzgerald	0	0	1	Toohy	0	0	10
Shepherd	0	0	11	Marshall	0	0	2	Puckeridge	0	0	2	"	0	0	2
King	0	6	0	Betts	0	0	9	Isaacs	0	1	0	"	0	1	5
Conway	0	1	0	Ritchie	0	0	6	Fayo	0	0	6	"	0	2	1
Beilby	0	0	1	Hughes	0	18	10	Hussey	0	0	3	"	0	3	4
Marshall	0	0	4	"	0	19	6	Freehill	0	1	8	"	0	0	6
Hoffnung	0	0	1	Fitzgerald	0	0	3	Puckeridge	0	0	2	"	0	0	10
Saywell	0	0	3	"	0	0	4	Saris	0	0	1	Tooth	0	0	7
Brown	0	0	1	"	0	2	4	Lassetter	0	0	10	"	0	0	6
Canton	0	10	0	"	0	0	2	"	0	0	4	"	0	0	4
Myers	0	0	1	"	0	1	6	M'Carthy	0	0	2	"	0	1	6
Lewis	0	0	4	"	0	2	4	Ritchie	0	0	1	"	0	1	0
Myers	0	0	5	Barry	0	3	2	Tooth	0	2	0	"	0	0	2
"	0	1	0	Toohy	0	0	2	"	0	1	8	"	0	0	6
Toohy	0	0	6	"	0	0	2	"	0	0	2	"	0	1	2
"	0	1	3	Green	0	0	4	"	0	0	8	"	0	0	10
M'Alister	0	0	5	Marshall	0	0	2	"	0	0	5	"	0	0	3
Morgan	0	0	8	Allison	0	2	0	"	0	0	3	"	0	1	3
Fesq	0	0	8	Toohy	0	1	10	Toohy	0	0	4	"	0	0	1
Conlon	0	5	0	"	0	2	2	"	0	0	2	"	0	0	3
Rankin	0	7	6	Harris	0	4	1	"	0	0	4	Total	£7	13	2
"	0	7	6	Fitzgerald	0	0	4	"	0	1	2				
Toohy	0	0	3	"	0	0	3	"	0	0	10				
Hughes	0	4	6	"	0	0	8	"	0	0	6				

Storage for February, 1875.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Keele	0	2	6	Prince	0	0	4	Kenan	0	0	4	Moran	0	0	4
Lutton	0	0	2	Quigley	0	0	5	Robertson	0	0	1	Freehill	0	2	2
Elliott	0	0	1	Summeggill	0	1	2	Toohy	0	0	1	"	0	0	6
Bensusan	0	0	7	Learmonth	0	0	6	Biggs	0	0	10	Rankin	0	7	6
Jones	0	0	2	Ritchie	0	3	1	Louis	0	1	8	Quinsey	0	6	0
Toohy	0	0	4	Quintain	0	2	0	Luchran	0	0	4	Perry	0	16	1
"	0	0	3	Marshall	0	0	2	Blackburn	0	0	4	Hardie	0	0	3
"	0	0	1	M'Caffery	0	0	2	Dickson	0	1	1	Prince	0	0	3
"	0	0	1	Smith	0	0	1	Marshall	0	0	10	Total	£3	4	4
"	0	0	2	Stockbridge	0	1	1	Keep	0	0	2				
"	0	0	2	"	0	3	7	Turner	0	1	2				
"	0	1	3	"	0	1	9	Lasseter	0	0	2				
"	0	1	0	"	0	1	6	Boubury	0	1	6				

Storage for March, 1875, at Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Toohy	0	0	2	Wilkinson	0	0	8	Fox	0	0	1	Shoobert	0	3	0
"	0	0	2	Fyche	0	2	3	Madden	0	0	9	Marshall	0	0	10
"	0	0	3	Borne	0	0	6	Glassen	0	0	5	Myers	0	0	6
Myers	0	0	5	Rankin	0	10	0	Bark	0	0	1	Butler	0	0	4
Wilkinson	0	5	5	"	0	10	0	Booth	0	0	5	Woodcocks	0	1	9
Wilson	0	0	1	Morgan	0	1	10	Loaty	0	0	10	Hoffnung	0	0	2
Isaacs	0	1	10	Marshall	0	0	2	"	0	0	6	Hardie	0	0	2
Toohy	0	0	1	"	0	0	6	Amatt	0	0	2	Total	£2	13	9
"	0	1	6	Jones	0	0	6	Robinson	0	0	2				
Ainsworth	0	6	0	"	0	0	2	Lorkin	0	1	1				

Storage for April, 1875, at Sydney Station.

£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Sygon & Co.	0	0	1	Toohy	0	0	8	Duffin	0	0	1	Toohy	0	0	4
Myers	0	0	1	"	0	0	2	Taylor	0	3	1	"	0	0	10
Dobson	0	0	9	"	0	0	1	Canty	0	16	0	"	0	2	4
Clayson	Nil.			Sin	0	0	2	M'Rae	0	4	3	"	0	0	7
Tucker	0	0	3	M'Rae	0	7	3	Rankin	0	7	6	Barr	0	0	2
Dickson	0	2	5	Jeyo	0	0	4	Coulter	0	4	0	Clarke	0	0	8
Connell	0	0	4	M'Rae	0	5	10	Courtin	0	0	1	Priestly	0	0	5
Kelly	6	16	0	Wearne	0	0	1	"	0	1	0	Barker	0	0	2
Dickson	0	3	0	Dearing	0	0	3	Chapman	0	15	0	Jones	0	1	6
M'Rae	0	3	9	Short	0	4	0	Ridley	0	0	4	Hoffnung	0	0	2
Elliot	0	0	1	"	0	9	9	Goggard	0	1	2	Total	£14	7	4
M'Gee	0	5	10	Stabb	0	1	6	Mannix	0	4	0				
Priestly	0	0	1	Holdsworth	1	13	0	Perry	0	0	3				
Duggin	0	1	2	M'Rae	0	1	9	Toohy	0	0	2				
M'Rae	0	1	8	Sutton	0	0	2	"	0	1	0				
Toohy	0	0	3	Keele	0	0	6	"	0	1	0				

Storage for May, 1875, at Sydney Station.

Taylor .....	£ s. d.	0 3 6	Parnell .....	£ s. d.	0 1 0	Prince .....	£ s. d.	0 0 4	Toohy .....	£ s. d.	0 0 1
Gray .....	0 0 4	Chippendale .....	0 3 10	" .....	0 0 1	Barker .....	0 0 3				
Palser .....	1 0 0	Butler .....	0 0 3	Ritchie .....	0 0 1	Toohy .....	0 0 2				
Frazer .....	0 0 3	Isaacs .....	0 0 4	Harris .....	0 0 2						
Toohy .....	0 0 2	" .....	0 0 1	Puckeridge .....	0 0 6						
Clarke .....	0 8 0	Sacks .....	0 2 9	Henfrey .....	0 1 4						
						Total .....	£2 3 6				

Storage for June, 1875, at Sydney Station.

Ainsworth .....	£ s. d.	0 0 4	Saris .....	£ s. d.	0 0 3	Newtown .....	£ s. d.	0 0 2	Rankin .....	£ s. d.	0 5 0
Fosq .....	0 0 3	Fessemaid .....	0 0 8	Gormly .....	0 2 0	" .....	0 10 0				
Warburton .....	0 0 1	Curran .....	0 1 11	Braun .....	0 6 0						
Toohy .....	0 0 1	Sim .....	0 0 2	Dickson .....	0 0 11						
" .....	0 0 1	Blair .....	0 1 4	Green .....	0 0 5						
" .....	0 6 8	Marshall .....	0 0 3	Puckeridge .....	0 0 1						
						Total .....	£1 16 8				

The Names of those to whom the amounts for Storage have afterwards been remitted on Southern and Western Lines, and the reasons why remitted.

Date.	Name.	Amount.	Reason, why remitted.
1872.		£ s. d.	
October .....	— Bacon .....	0 11 0	<i>Engine</i> —It was only left in yard damaged until new shafts could be got to take it away.
1873.			
August .....	— Nutter .....	3 3 6	<i>Flour</i> —As the rain prevented this flour being taken away storage was remitted.
1874.			
October .....	Dalton Brothers .....	0 4 3	<i>Goods</i> —Raglan Station.—As it was on account of the teamsters striking, and not Messrs. Dalton's fault, storage was remitted.
December .....	T. & J. Skinner .....	3 0 0	<i>Copper Ore</i> —The amount was £6 3s. 9d., but £3 was remitted as there was a misunderstanding on the part of the carriers —no fault of Messrs. Skinner.
1875.			
February .....	Fitzgerald & Prendergast .....	3 2 1	<i>Malt</i> —The detention was proved to have arisen through the large quantity of wool arriving preventing the carriers from removing the malt.
May .....	G. A. Lloyd & Co. ....	14 0 0	<i>Flour</i> —£15 was originally charged, but the flour had remained unclaimed by the parties to whom Messrs. Lloyd sold it, and they had to receive it back.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS.

(STATION AT JUNCTION OF VALE AND ROCKLEY ROADS)

*Ordered by the Legislative Assembly to be printed, 18 January, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 2nd December, 1875, That there be laid upon the Table of this House,—

“Copies of all Correspondence and Papers relating to the application for a Railway Station or Platform upon the Great Western Railway, at the junction of the Vale and Rockley Roads.”

*(Mr. Pilcher.)*

## SCHEDULE.

NO.	PAGE.
1. Letter from Mr. Pilcher, applying for a platform at the junction of the Vale and Rockley Roads. 25 October, 1875	1
2. Memo. from Mr. Pilcher forwarding a Petition for the platform .....	2
3. Petition from Mr. Pilcher .....	2
4. Minute of Engineer-in-Chief, that a station will be built at King George's Plains. 5 November, 1875 .....	2
5. Letter from Mr. Pilcher, urging the erection of the platform. 7 December, 1875.....	2
6. Letter to Mr. Pilcher, informing him that a station will be built at King George's Plains. 9 December, 1875 .....	3

## No. 1.

C. E. PILCHER, Esq., M.J.A., to THE HON. THE MINISTER FOR WORKS.

Sydney, 25 October, 1875.

SIR,

I have the honor to apply, on behalf of my constituents resident in the village of Perth and near the Rockley Road, to have a railway platform erected at the junction of the Vale and Rockley Roads. The nearest station to this point is 2 miles distant. From my own knowledge I can say that this platform will be a source of great convenience to a very large number of settlers and small storekeepers and tradesmen living at the places above mentioned, and its absence will cause very great inconvenience.

Trusting that I may receive a favourable reply to my application at your earliest convenience,—

I have, &amp;c.,

CHARLES E. PILCHER.

2

No. 2.

MEMO.

SIR,

I have the honor to forward you the within letter, signed by seventy-six (76) of the residents in the neighbourhood of the spot where the platform is desired.

I wrote you on this subject about a fortnight since, but up to the present time I have not received any reply whatever. Trusting that you may be able to comply with the within request,—

I have, &amp;c.,

CHARLES E. PILCHER.

No. 3.

PETITION FROM MR. PILCHER.

Charles E. Pilcher, Esq., M.L.A.

SIR,

We, the undersigned inhabitants of the district and village of Perth, hereby request that you will be pleased to use your influence to procure the establishment of a platform on the extension of the Great Western Railway line at or near the junction of the Vale and Rockley Roads, and immediately contiguous to the village of Perth—the nearest proposed station being nearly three miles distant from that point.

We are, &amp;c.;

JOHN EDWARDS.  
THOMAS PEACOCK.  
PATRICK ROURKE.  
PATRICK O'DONNELL.  
And 72 others.

Mr. Whitton, B.C.

No. 4.

MINUTE OF ENGINEER-IN-CHIEF.

I CANNOT recommend the erection of a platform at the place suggested in the letter from Mr. Pilcher, as a station will be built about  $1\frac{1}{2}$  mile further on, to be called King George's Plains, and which will be nearer to Rockley than if erected near to the village of Perth.

J.W.

5/11/75.

Commissioner,—Inform—4/12/75., J.R.

C. E. Pilcher informed, 9/12/75.

No. 5.

C. E. PILCHER, Esq., M.L.A., to THE HON. THE MINISTER FOR WORKS.

7 December, 1875.

SIR,

I have the honor to apply to you, on behalf of some of my constituents, for a railway platform at the junction of the Vale and Rockley Roads, that is, at the bridge across the Vale Creek at "Edwards' Hotel." I may mention that, unless this be granted, a large number of residents, numbering some thirty-four householders, in the immediate vicinity of the bridge, will be considerably inconvenienced; also that there is a Government township within  $\frac{1}{2}$  a mile of the bridge; and further, that the creek is not crossable during many months of the year, and so the residents upon the opposite side of the creek would have to come round by the bridge in order to reach the present station as proposed by the Government. I may also add that, as there must be a crossing at this point, and consequently a man in charge, no extra expense need be incurred beyond the erection of the platform, as the gatekeeper could attend to the platform.

Trusting that you will favour me with your reply in a few days,—

I have, &amp;c.,

CHARLES E. PILCHER.

A station or platform on the G. W. R. extension to Orange, at the bridge over the Vale Creek, at the village of Perth, in addition to the proposed station at George's Plains, about  $1\frac{1}{2}$  mile further on, is much required, for the following reasons:—

There is a much larger population in and about the village of Perth than at George's Plains—certainly *two to one* within the same radius; and besides that, from the fact that the bridge is the only crossing-place over the Vale Creek for three miles upwards, all the population on the east side of that creek must come to the bridge to get to the railway station, and if George's Plains station were the only station they would then have to turn back up the west side of the creek alongside the railway line for a mile and a half to get to the railway station.

Although the station at George's Plains is the most suitable for the traffic to Cow Flat, it will be almost entirely a goods traffic of coal and copper ores; but a considerable and increasing passenger traffic would be obtained by having a station or platform at the bridge at the village of Perth. I may also point out

out that, as the railway crosses the road at the place referred to and a gate-keeper will have to reside there, no extra expense would be required beyond the actual cost of the platform, as the gate-keeper could attend to the platform. As all the roads that cross the country lying between the Vale Creek and Campbell's River converge at the bridge at Perth, I do not know any point on the whole extension where a station is so much required or where the prospects of developing a considerable suburban traffic are so promising.

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No. 6.

THE COMMISSIONER FOR RAILWAYS to C. E. PILCHER, Esq., M.L.A.

Department of Public Works,  
Railway Branch,  
Sydney, 9 December, 1875.

SIR,

In reference to your letter of the 25th October last, applying on behalf of your constituents, residents in the village of Perth and near the Rockley Road, for the construction of a railway platform at the junction of the Vale and Rockley Roads, I have the honor to inform you that a station will be built about  $1\frac{1}{2}$  mile farther on, which is to be called King George's Plains, and will be nearer Rockley than if erected near the village of Perth.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY PLATFORM AT THE VALE AND ROCKLEY ROADS.

(PETITION OF INHABITANTS OF ROCKLEY, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 3 March, 1876.*

To the Honorable the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned inhabitants of the Village of Perth, Vale Road, Apsley, Rockley, and the adjoining county,—

SHOWETH:—

That your Petitioners have read the correspondence between the Commissioner for Railways and C. E. Pilcher, Esq., M.L.A., in reference to our application to that gentleman to use his exertions in obtaining a Platform at the junction of the Vale and Rockley Roads and the crossing of the Railway at that place, and beg most respectfully to show the desirability of our application being granted. In the event of no other Platform being granted than the one contemplated at George's Plains (which is two and one-half miles from the junction of the two roads), the residents of the village of Perth, Apsley, Apsley copper mine, and Rockley, would have to travel the distance from the bridge at the junction of the Vale and Rockley Roads, being over two and a half miles, in a direction contrary to that which they had been travelling.

In the winter-time, owing to the black soil of George's Plains and the granite formation of the hills which have to be crossed (from the contemplated station at George's Plains), it is impossible to travel at that time of year with any description of vehicle; in fact, no drays do travel, but, without exception, take the main road to Rockley across the bridge and drop down to Cow Flat from the locality called the Mount, being the shortest route to Cow Flat and the main road to Rockley.

In the event of goods being consigned to George's Plains for Rockley and adjacent stations, the drays loading same would have to return to the bridge, even supposing George's Plains Road was made good, a bridge put across the creek at the contemplated station, and the hills cut away to form a road to Cow Flat, owing to the impossibility of loaded drays travelling from Cow Flat to the main Rockley Road, it being nothing but a succession of mountain ranges and gullies, which have never been in any way improved by the Government, there being no traffic in that direction; and, with a good main road to Rockley across the bridge, and through the heart of the population, we doubt if any Government could be justified in sanctioning and opening a line of road which would not pass by or near any farm, station, or house of any description.

And if George's Plains Road, through Cow Flat to the Rockley Road, was made good, which would cost thousands of pounds, the rights and interest of the residents of Apsley, village of Perth, and Vale Road, would be ignored by not having a Platform near the bridge, being the junction of the Railway with the Vale and Rockley Roads.

The residents of Rockley and its environs, Apsley, &c., would not use the road if formed, because of the distance being greater by one and a quarter mile from Cow Flat than the main road.

And if the residents of Rockley, Apsley, &c., when about to use the train, travelled the main road on their arrival at the bridge, they would by going to George's Plains, travel the upwards of two miles in a direct contrary direction from which they had come.

It is therefore evident in the absence of a Platform at this place they would either ride or drive (as the case may be) to Bathurst Railway Station, a distance of 5 miles, than make the journey from the bridge to Bathurst, 9 miles, which they would by going to George's Plains Station.

Your Memorialists therefore earnestly pray you to take this matter into your careful consideration, so that this our Petition for a Platform at the crossing referred to may be granted to us.

And we will, as in duty bound, ever pray.

[Here follow 175 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**  
(CONVEYANCE OF FIREWOOD.)

*Ordered by the Legislative Assembly to be printed, 20 January, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 22nd December, 1875, That there be laid upon the Table of this House,—

“ A Return of the number of Trucks employed in conveying Firewood, in cut lengths, billets, and bundles, exclusive of Posts and Rails, and Sawn Timber, to the Railway Terminus, Newtown, and Darling Harbour, respectively, specifying the gross weight in tons delivered at each of the above-named places, from 1st January, 1874, to 31st December, 1875.”

(*Mr. Terry.*)

RETURN of the number of Trucks employed in conveying Firewood to Redfern, Newtown, and Darling Harbour, respectively, and the Weight in Tons delivered at each Station, from 1st January, 1874, to 31st December, 1875.

Year:	Redfern.		Newtown.		Darling Harbour.	
	Trucks.	Tons.	Trucks.	Tons.	Trucks.	Tons.
1874 .....	13,668	60,412	1,785	7,841	Nil.	Nil.
1875 .....	5,927	27,442	2,507	11,634	6,519	30,540
	19,595	87,854	4,292	19,475	6,519	30,540



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## WINDSOR AND RICHMOND RAILWAY.

(STATISTICS.)

*Ordered by the Legislative Assembly to be printed, 20 January, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 21st December, 1875, That there be laid upon the Table of this House, a Return showing,—

“The cost of construction of the Windsor and Richmond Line of Railway ;  
“the yearly cost of working the said line for the last ten years; and the  
“annual return for the same period.”

*(Mr. Wisdom.)*

STATEMENT showing the cost of construction of the Windsor and Richmond Railway; the yearly cost of working the line for the last ten years; and the annual earnings for the same period.

Cost of construction to 31st December, 1874.....£83,430 4s. 9d.

	Yearly Cost. Working Expenses.			Annual Return. Earnings.		
	£	s.	d.	£	s.	d.
1865.....	7,283	18	1	6,170	11	0
1866.....	5,820	8	1	5,994	3	10
1867.....	4,859	16	10	4,963	6	11
1868.....	4,449	17	5	5,769	13	1
1869.....	7,133	7	7	5,705	4	2
1870.....	7,050	15	4	5,413	6	8
1871.....	6,380	7	9	5,311	3	11
1872.....	7,269	4	6	5,889	7	0
1873.....	7,240	0	7	6,266	15	1
1874.....	7,635	19	0	7,433	5	10



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## BRANCH RAILWAY TO BERRIMA.

(CORRESPONDENCE, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 29 March, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 7th March, 1876, That there be laid upon the Table of this House,—

“Copies of all Papers and Correspondence relating to the proposed Construction of a Railway between Berrima and the Southern Line.”

*(Mr. Wisdom, on behalf of Captain Onslow.)*

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## BRANCH RAILWAY TO BERRIMA.

### No. 1.

MR. MAKIN to THE MINISTER FOR WORKS.

Berrima, 10 December, 1874.

SIR,

I am requested by the Berrima Branch Railway Committee to inform you that five tons of coal from Brereton's Mine was delivered at the Sutton Forest station, for transmission to you, for the purpose of being tested, and request you to be kind enough to inform me if Wednesday next, the 16th instant, will be a convenient day for you to make the test on; also, where it will be made, and if the parties we appoint will be allowed to travel by rail free.

I have, &c.,

G. E. MAKIN,  
Hon. Secretary of Berrima Branch Railway Committee.

*New South Wales Electric Telegraph, Sydney.*

From Berrima Station, 12h. 11m., 10/12/74.

From G. E. Makin, Secretary, Berrima Branch Railway Committee, to the Honorable John Sutherland, M.L.A., Minister for Works, Sydney.

The coal delivered at Sutton Forest station to-day.

*New South Wales Electric Telegraph, Sydney.*

Received the following message, Nattai Station, at 11h. 15m., 16/12/74.

From — Wilshire, to John Whitton, Esq., Engineer-in-Chief, Railways, Sydney.

Will coal test take to-day, or when? Reply.

I regret to say that I overlooked this paper until to-day.—W.H., Q., 17/12/74.

The coal has been tested. I believe it is too late to inform those interested who desired to be present.—C.A.G. 2., 18/12/74.

Where is the report of the testing? I promised to telegraph result yesterday.—J.R., 19/12/74.

Mr. Whitton.—B.C. Herewith.—Received this 19/12/74.

### No. 2.

ENGINEER-IN-CHIEF to LOCOMOTIVE OVERSEER.

Government Railways,  
Engineer-in-Chief's Branch,  
11 December, 1874.

Memorandum to W. Scott.

5 tons of coal from Brereton's Mine have been delivered at the Sutton Forest Station for trial by locomotive engines.

This coal to be tested by the passenger engine leaving Sydney on Wednesday morning next, 16th instant, and to be taken on to the engine at the Mittagong Station, as some of the members of the Berrima Branch Railway Committee wish to be present, and they will meet the train at station.

Instruct Mr. Proctor to have the coal carefully weighed and placed on the stage at Mittagong, so that the train may not be delayed at that station.

J.W., per W.H.Q.

Mr. Proctor to carry out above instructions.—W. Scott, 12/12/74.

Memo. herewith.—J.P., 14/12/74.

Government Railways,  
Picton Locomotive Branch Station,  
14 December, 1874.

Memorandum to Locomotive Foreman.

MR. SCOTT,

SIR,

I believe this coal was forwarded to Sydney from Sutton Forest to the Hon. Minister for Works, on 12/12/74, in D truck, No. 358. I will go to Sutton Forest to-day and ascertain if this is the coal intended for trial in locomotives on 16/12/74, and send you telegram at once.

JAMES PROCTOR.

Government

Government Railways,  
Picton Locomotive Branch Station,  
14 December, 1874.

Memorandum to Locomotive Foreman.

MR. SCOTT,  
SIR,

There is no coal at Sutton Forest for the trial in locomotive engines on the 16/12/74. Let me know if this coal has been sent to Sydney.

JAS. PROCTOR.

Yes, it was, and a portion will be put on the engine of the 10 a.m. down train to-morrow (Wednesday), for trial. Please report.—J.C. 15/12/74.

To Mr. Proctor.

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No. 3.

REPORTS ON TESTING OF COAL.

Government Railways,  
Engineer-in-Chief,  
17 December, 1874.

Memorandum to Locomotive Foreman.

MR. SCOTT,—  
SIR,

Engine No. 10, 6 carriages and breakvan, was run from Mittagong to Goulburn on 16/12/74, with this coal, consuming 11 cwt. 1 qr. There was no difficulty in keeping up the steam. This coal is equal to Bowenfels coal.

JAMES PROCTOR.

I have also seen Sixsmith, who used some of this coal, and he informs me it is similar to the Bowenfels coal, making a deal of ashes, which soon fills the firebox, and can be used for goods trains.

W. SCOTT.

18/12/74.

Engineer-in-Chief.

Commissioner.—W.H.Q., 18/12/74.

Government Railways,  
Engineer-in-Chief's Branch,  
24 December, 1874.

Memorandum to W. Scott.

SIR,

The remainder of the Sutton Forest coal that was tested in engine No. 10, was issued to drivers Moore and Palmer, engines No. 16 and 38. They report that it is equal in quality to the Bowenfels coal we are at present using.

JOHN COBB.

Engineer-in-Chief.—W. SCOTT.

Commissioner.—J.W. per W.H.Q., 30/12/74.

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No. 4.

TELEGRAM FROM MR. MAKIN TO MINISTER FOR WORKS.

*New South Wales Electric Telegraph, Sydney.*

From Berrima Station, 10h. 1m., 12/12/74.

From G. E. Makin, Secretary, Berrima Branch Railway Committee, to Hon. Minister for Works, Sydney.

No communication from you respecting test of coal. Reply when, and how.

Inform by telegram trial made, result satisfactory.—19/12/74, J.R.

Telegram sent, 21/12/74.

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No. 5.

TELEGRAM FROM COMMISSIONER TO MR. MAKIN.

Sydney, 21 December, 1874.

From Commissioner to G. E. Makin, Secretary, Berrima Branch Railway Committee.

Trial of coal made—result satisfactory.

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No. 6.

MR. MAKIN TO SECRETARY FOR PUBLIC WORKS.

Berrima, 22 December, 1874.

SIR,

I beg to acknowledge the receipt of telegram to the effect that the coal tested on the railway on behalf of the Berrima Railway Committee has proved satisfactory.

I am now directed to request the favour that instructions be given to survey the proposed line of about 2½ miles from Bong Bong to Berrima, in conformity with the practice in such cases, and that you will be pleased at your earliest convenience to inform me, for the information of the Committee, of the date on which the survey party will be on the ground. As the work is of very limited proportions, it is presumed it may be performed in a day or two.

I am also to add that Mr. Smith, Manager of the Fitzroy Iron and Coal Co., Nattai, is now engaged opening the Company's coal seams 4 miles west of Berrima, and states he is even now in a position, if the proposed branch line were constructed, to supply the Government with coal for the Railway.

I have, &c.,

G. E. MAKIN,

Hon. Secretary of the Berrima Branch Railway.

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No. 7.

MINUTE OF SECRETARY FOR PUBLIC WORKS.

INFORMED that a surveyor will be sent so soon as he can be spared.—J.S., 31/12/74.

Mr. E. Makin informed, 31/12/74. Mr. Whitton, B.C., 31/12/74.

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No. 8.

COMMISSIONER to MR. MAKIN.

Department of Public Works,  
Railway Branch,  
Sydney, 31 December, 1874.

SIR,

In reply to your letter of the 22nd instant, requesting on behalf of the Berrima Branch Railway Committee that instructions may be given for the survey of the proposed branch line from Bong Bong to Berrima, I have the honor, by the direction of the Secretary for Public Works, to inform you that a surveyor will be despatched for this work as soon as one can be spared.

I have, &c.,

CHAS. A. GOODCHAP,

*pro* Commissioner for Railways.

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No. 9.

PETITION FOR BRANCH LINE.

(Presented by Thos. Garrett, 24/12/74.)

To the Honorable John Sutherland, Esq., M.L.A., Minister for Works, New South Wales.

The Petition of the undersigned residents of the township of Berrima and neighbourhood,—

RESPECTFULLY SHOWETH:—

1. That the township of Berrima is the principal town, and holds a central position in a very large and important district embracing the south-western portion of the county of Camden; the police district containing nearly five thousand (5,000) inhabitants.

2. That Berrima is the seat of all the principal public and private Institutions of the district, viz., the Court House, the Gaol (a very important establishment), and the head quarters of the Police.

3. That the Great Southern Railway passes within two miles and a half ( $2\frac{1}{2}$ ) of the town, notwithstanding which the nearest accessible station is distant about five (5) miles, viz., Sutton Forest Station.

4. That, owing to the very indifferent road to the station, Sutton Forest, the residents of Berrima and neighbourhood have always been and are still obliged to transact their railway business at the Mittagong station, a distance of nine (9) miles.

5. That many of your Petitioners originally bought land from the Crown, and built durable and expensive business houses, within the town of Berrima, as a town on the Great Southern Road.

6. That owing to the said railway line not passing through Berrima, the whole of the Southern traffic has been diverted into other channels, and in consequence many of your Petitioners mentioned in clause 5 have suffered severe losses—in some instances little short of ruin.

7. That none of your Petitioners have at any time or in any manner received compensation from the State for losses thus sustained.

8. That your Petitioners respectfully submit that there is not another single instance known to them of a similar hardship imposed upon any community in the Colony.

9. That the case of Yass is the nearest approach to it, with this difference, that the people of Yass are (as your Petitioners believe) to be placed by tramway or otherwise in direct communication with the Railway; and your Petitioners respectfully submit that the residents of Berrima are entitled to equal consideration.

10. That putting Yass entirely out of the question, your Petitioners humbly, respectfully, and very seriously submit, that connection with the Great Southern line by tramway or light railway from Berrima to Bong Bong, a distance of only two and a half ( $2\frac{1}{2}$ ) miles, would in some measure compensate the residents of Berrima and neighbourhood for the very serious inconvenience, loss, and injury, they feel they have been subjected to for many years past.

11. That the construction of said tramway or light railway would alone be justified on account of the before-mentioned Public Institutions (especially the Gaol) existing in Berrima, and that in addition a saving of the following expenditure of public moneys would thereby be effected, viz.:—Conveyance of mails between Moss Vale and Berrima, conveyance of prisoners, and Gaol and Police requirements from Mittagong to Berrima, and *vice versa* (an important and rapidly increasing matter). Also, six miles additional railway traffic gained (so far as the business of Berrima is concerned), that is, the additional mileage between Bong Bong and Mittagong, where the Berrima business is now conducted, which savings would represent the interest on a considerable capital.

12. That in addition to the above-mentioned considerable savings of public expenditure, there will be a distinct income secured by the proposed tramway or railway from ordinary passenger traffic freight on goods, including kerosene shale, coal, and probably iron ore, &c., &c., and which will amount in the aggregate to a large sum of money.

13. That the line of the proposed tramway or railway is nearly a dead level, thus reducing the cost of construction to a minimum.

14. That at the proposed point of conjunction of the said tramway or railway with the Great Southern line, there is an engine tank erected, and consequently a stopping place already established, viz., at Bong Bong.

15. That hitherto not one sixpence of public money has been spent by way of connecting Berrima with the train, nor in any way to facilitate communication therewith.

16. That the district abounds (with other minerals) in iron, coal, and kerosene shale, all of which are being worked. The latter for certain, and probably considerable quantities of the other two minerals, would form portions of the freight on proposed tramway or railway to the train.

17. That the recent discovery of kerosene shale deposits to the westward of Berrima, the latter being the town thereto, and of Bong Bong the nearest point to the Great Southern Railway by about three (3) miles, together with the certainty of the shale going to market by the proposed tramway or railway to the train, with other reasons set forth herein, would warrant the immediate construction of this public work.

18. That one of the best inland coal deposits yet discovered south of Newcastle (known as Brereton's mine) is distant only four (4) miles west of Berrima. The construction of the said tramway or railway would, it is believed, enable the owners to reopen and profitably work this mine, thereby conferring a vast benefit on this district, on Goulburn, and other neighbouring districts requiring coal, and on the whole Colony generally, by enabling the Government, then and for all time to come, to purchase coal for Southern Railway purposes at a considerably reduced rate than they now have to pay, besides helping to develop the Fitzroy Iron works at Nattai, now at a stand-still for want of good coal.

19. That the construction of this two and a half ( $2\frac{1}{2}$ ) miles of tramway or railway would virtually bring the rail accommodation five (5) miles nearer to the central western portion of this district, and thus considerably the value of that portion of the public estate, and which embrace the following localities, namely:—Mandemar, High Range, Soapy Flat, Joadja, Green Hills, Bullio, Bangandelly, and Belanglo, all of which places contain a small and scattered population.

20. And your Petitioners therefore humbly pray that your Honorable House will take these premises into your favourable consideration, and grant such relief as to your Honorable House may seem meet.

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

Dated at Berrima, this twentieth day of October, one thousand eight hundred and seventy-four.

CHARLES CHISHOLM.  
WILLIAM JNO. CORDEAUX.  
M. BUTLER,  
and 258 others.

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No. 10.

MINUTE OF MINISTER FOR PUBLIC WORKS.

MR. WHITTON to cause a trial survey to be made, and a report sent in so soon as possible.

J. SUTHERLAND, 8/1/75.

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No. 11.

CAPTAIN ONSLOW to UNDER SECRETARY FOR PUBLIC WORKS.

Camden Park,  
Menangle, 18 January, 1875.

SIR,

I waited on the Secretary for Public Works some weeks ago as one of a deputation in reference to the coal mines in the Berrima district. Mr. Sutherland promised that if a certain quantity of coal was sent to the railway authorities it should be tested. The coal has been sent, and I should be much obliged if you would let me know the result of the trial. As these coal mines are likely to cause a great saving of expenditure to the Government, I venture to ask that a surveyor may be sent to report upon the feasibility of constructing a rail or tramway between these mines and the Southern Railway.

I have, &c.,

ARTHUR ONSLOW.

May be informed that the coal sent to be tested was found suitable for locomotives, and that it has been decided to detach a surveyor to make a trial survey to Berrima as soon as an officer can be spared.—C.A.G., 9/1/75.

Previous papers herewith.—W.H.Q., 22/1/75. Inform, 8/2/75, J.R. Captain Onslow, M.P., 10/2/75.

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No. 12.

## No. 12.

COMMISSIONER to CAPTAIN ONSLOW.

Department of Public Works, Railway Branch,  
Sydney, 10 February, 1875.

SIR,

In acknowledging the receipt of your letter of the 18th ultimo, I have the honor to inform you that the coal forwarded from the Berrima coal mines for trial has been tested and found suitable for locomotive purposes. With regard to the proposed line from Bong Bong to Berrima, I may state that it has been decided to detach a surveyor to make a trial survey as soon as an officer can be spared for the purpose.

I have, &amp;c.,

JOHN RAE,  
Commissioner for Railways.

## No. 13.

MR. MAKIN to MINISTER FOR PUBLIC WORKS.

Berrima, 2 February, 1875.

HONORABLE SIR,

I am requested by the Berrima Branch Railway Committee to ask you to be kind enough to inform me when you think it probable a surveyor will be available to survey the proposed branch line of Railway from Bong Bong Bridge to Berrima.

I have, &amp;c.,

G. E. MAKIN,  
Hon. Sec., Berrima Branch Railway Committee.

Mr. Whitton to say.—J.S., 4/2/75.

## No. 14.

MR. MAKIN to UNDER SECRETARY FOR PUBLIC WORKS.

Berrima, 2 March, 1875.

SIR,

I am instructed by the Berrima Branch Railway Committee to most respectfully request you to be kind enough to inform me as to when a surveyor may be expected to survey the proposed line of railway from Bong Bong to Berrima.

I have, &amp;c.,

G. E. MAKIN,  
Hon. Sec. of Berrima Branch Railway Committee.

Mr. Whitton.—B.C., 4/3/75, J.R.

## No. 15.

MR. MAKIN to MINISTER FOR PUBLIC WORKS.

Berrima, 13 March, 1875.

SIR,

A paragraph having appeared in the *Herald* of the 11th instant, representing that a deputation, headed by Messrs. Smith and Carter, had waited on you relevant to the Berrima Branch Railway,—at a Committee meeting, convened this day, I was instructed to write, informing you that no such deputation as that referred to had been organized by this Committee, and to add that further representation hereon would be personally made to you in a day or two, by gentlemen appointed to do so by the said Committee.

I have, &amp;c.,

G. E. MAKIN,  
Hon. Sec., Berrima Branch Railway Committee.

## No. 16.

MR. MAKIN to MINISTER FOR PUBLIC WORKS.

Berrima, 8 September, 1875.

SIR,

Upon the occasion of the deputation in connection with the Berrima Branch Railway waiting upon you in April last, in reply you were pleased to state, among other things, that you agreed with the representations of the Committee as to the importance of the proposed branch line, not only to the district of Berrima but to the Colony generally, and that the whole subject of railway extension, &c., would be considered and matured by the present Government during the recess, and further that the proposed Berrima branch line would then receive due consideration also.

The Committee conceive that the time alluded to by you on that occasion has now arrived; and, presuming that the said future railway policy is now or will be shortly the subject of Executive deliberation, and as it appears to the Committee that to enable the Government to arrive at any approximate estimate of cost or other preliminary considerations relative to the proposed Berrima branch line, a survey of the proposed line would be needed,—I am directed by the Committee to remind you of our several previous applications on this point, and at the same time to again respectfully request that, in view of the pressing necessity, further valuable time may not be lost, and that the preliminary survey of the proposed line (already promised by your predecessor in office, and partly acceded to by yourself), may now be proceeded with.

I am further requested to state that, seeing that preliminary surveys for several new lines proposed since this Berrima connection was brought under the notice of the Government have been authorized and completed, whereas nothing has yet been done as regards Berrima line, which being so short, would probably not occupy more than a few days, the Committee feel their representations have received scant consideration, and would respectfully and earnestly request that further valuable time may not be lost, and in the meantime the full facts of the case of the Berrima proposal will be again submitted for your consideration.

I have, &c.,  
G. E. MAKIN,  
Hon. Secretary of the Berrima Branch Railway.

Mr. Whitton for report.—J.R., 11/9/75.

### No. 17.

ENGINEER-IN-CHIEF to COMMISSIONER.

I HAVE already explained my views on this matter verbally to the Minister. I consider the application as a request to have a line of railway constructed to certain coal lands in the neighbourhood of Berrima, and whether this should be done or not is a question to be decided by the Government.—J.W., 13/9/76.

### No. 18.

MR. MAKIN to MINISTER FOR WORKS.

Berrima, 22 October, 1875.

SIR,

I am directed by the Berrima Branch Railway Committee to call your attention to my communication of the 8th September last, having reference to the survey of the proposed branch line, and to state that the Committee would feel favoured by an early reply on the subject.

I have, &c.,  
G. E. MAKIN,  
Hon. Secretary of Berrima Branch Railway Committee.

Railways to furnish necessary information. G.H., B.C., 26/11/75. All papers herewith.  
C.A.G., 25/11/75. P.W.O., 25/11/75.

### No. 19.

CAPTAIN ONSLOW, M.P., to COMMISSIONER.

Camden Park,  
Menangle, 19 November, 1875.

SIR,

I have been requested by several gentlemen in Berrima to ask Mr. Lackey to grant them an interview on the subject of the proposed Railway between Berrima and the Main Southern line. I shall be obliged if you will bring the matter before the Minister, and if he will fix on some day after the 29th of this month for receiving the deputation. It has also been mentioned to me that two letters, dated 8th September, 22 October, sent by Mr. Makin, the Secretary of the Branch Railway Committee, have not yet received any answer. It seems these letters were addressed to Mr. Lackey direct, and I have written to Mr. G. E. Makin that the usual course is to send letters through the Under Secretary, and that they have probably been mislaid. I am perfectly sure no discourtesy was intended. Should the letters be found, I think a reply to them would allay the irritation which seems to have arisen.

I have, &c.,  
ARTHUR ONSLOW.

### No. 20.

MINUTE OF UNDER SECRETARY.

APPOINT 8th December for deputation. Inform Captain Onslow.—J.R., 24/11/75.

Captain Onslow informed.—24/11/75.

### No. 21.

THE UNDER SECRETARY FOR PUBLIC WORKS to CAPTAIN ONSLOW.

Department of Public Works,  
Sydney, 24 November, 1875.

SIR,

In compliance with your personal request, I am directed to inform you that the Secretary for Public Works will receive the deputation from Berrima, on the subject of a proposed branch railway line to that town, on Wednesday, the 8th December next, at noon.

I have, &c.,  
JOHN RAE.

No. 22.

MR. MAKIN TO THE MINISTER FOR WORKS.

Berrima, 4 December, 1875.

SIR,

Notwithstanding the fact that up to the present time no replies have as yet been received to two former letters I lately addressed to you on the subject of the Berrima Branch Railway, I have the honor, by the direction of the Committee, to bring under your notice the facts contained in the printed paper attached, relative to the proposed branch line, and which information has been printed simply to facilitate perusal.

Having in view your courteous reception of the deputation that waited upon you on this matter in April last, and bearing in mind your remarks on that occasion, as to the importance of the proposed branch line not only to the district but to the whole Colony, as also your promise that the undertaking, along with other proposed railway extensions, would, during the approaching recess, receive the earnest consideration of the Government,—the Committee feel called upon to furnish you with all further information in their possession, to be further supported by a deputation to wait on you on Wednesday next, at noon, in order the better to enable you to arrive at a correct estimate on this important movement, and your attention is now more particularly directed to the printed matter appended.

I am instructed also to inform you of the fact that a petition, to which were attached upwards of 300 signatures, was in due course presented to your predecessor in office (Mr. Sutherland), and must now form part of the records of your department, but which said petition may as well never have been presented at all, as it seems to have been quietly shelved and rendered nugatory through Mr. Sutherland ceasing to hold office.

The following important facts as to coal for railway purposes are also now adduced for your especial consideration:—

Coal for said purposes is now delivered on the line near Bowenfels at the rate we believe of 8s. 6d. per ton; carriage thence to junction and thence to (say) Bong Bong, at present rates, say 14s. 6s. per ton; total cost to Government at Bong Bong, £1 4s. 6d. Coal from Newcastle delivered at Sydney, say 12s. per ton; carriage to Bong Bong, 7s. 6d.; total cost at Bong Bong, 19s. 6d. per ton.

Presuming Berrima branch line to be constructed, to which were attached upwards of 300 signatures, was in due course presented to your predecessor in office (Mr. Sutherland), and must now form part of the records of your department, but which said petition may as well never have been presented at all, as it seems to have been quietly shelved and rendered nugatory through Mr. Sutherland ceasing to hold office.

The following important facts as to coal for railway purposes are also now adduced for your especial consideration:—

Coal for said purposes is now delivered on the line near Bowenfels at the rate we believe of 8s. 6d. per ton; carriage thence to junction and thence to (say) Bong Bong, at present rates, say 14s. 6s. per ton; total cost to Government at Bong Bong, £1 4s. 6d. Coal from Newcastle delivered at Sydney, say 12s. per ton; carriage to Bong Bong, 7s. 6d.; total cost at Bong Bong, 19s. 6d. per ton.

Presuming Berrima branch line to be constructed, to which were attached upwards of 300 signatures, was in due course presented to your predecessor in office (Mr. Sutherland), and must now form part of the records of your department, but which said petition may as well never have been presented at all, as it seems to have been quietly shelved and rendered nugatory through Mr. Sutherland ceasing to hold office.

In the face of such facts as these, the Committee would forcibly and respectfully submit that the immediate development of the Berrima Coal Mines, if only for railway purposes, is worthy the serious and very careful consideration of the Government, and that the savings of one or two years thus effected would pay the whole of the cost of said branch, irrespective of the many other important points already adduced; and the Committee venture to hope this matter will now receive your immediate attention.

I have, &amp;c.,

G. E. MAKIN,

Hon. Sec. of Berrima Branch Railway Committee.

MR. MAKIN TO THE MINISTER FOR WORKS.

Berrima, 7 December, 1875.

SIR,

The attached was omitted to be annexed to my communication of the 4th instant, relative to the Berrima Branch Railway.

I have, &amp;c.,

G. E. MAKIN,

Hon. Sec. of Berrima Branch Railway Committee.

*Several reasons why the Berrima Branch Railway should be constructed.*

1. The residents of Berrima and neighbourhood have a special claim for consideration by the Government in connection with railway communication, as set forth in their petition, particularly with respect to the fact that although Berrima is within 3 miles of the line the railway business has to be conducted at Mittagong, 9 miles off.

2. Berrima being the head official town of the district, that is, place of Petty Sessions, Lands Office, head quarters of police, &c., &c., the proposed Branch Railway would greatly facilitate communication therewith from other thickly populated parts thereof, such as Kangaloon, Burrawang, Robertson, &c., &c., and connect Nattai, Moss Vale, and Bowral, &c., by railway direct, thus conferring a great boon on the residents of each and all of these places.

3. That the construction of said line would also tend to develop and bring into working at once the well known mineral wealth of the district.

4. That the cost of said branch line would, without doubt, be recouped in a few years by the saving in the price of coal thus obtained, consumed on the Southern Railway, from say Picton southward eventually as far as Albury.

5. That large quantities of coal would be required to meet the wants of the inhabitants of the various towns and places, including Goulburn, Yass, Wagga Wagga, Albury, &c., &c., along the Southern line, and find its way even into Victoria from this district, the carriage of which would add a large item to the general railway income of said line.

6. That without the construction of said branch it is questionable whether the known mineral wealth of the district surrounding Berrima will ever be developed to any considerable extent, and most certainly not if any Company be permitted to establish this connection by a paltry private tramway. A public branch railway would render available and enhance to a large extent the public estate westward and in the neighbourhood of Berrima; a private tramway would not. The former would result in opening half-a-dozen coal mines to fair competition, the latter (a private tramway) would result in a monopoly of the coal trade, and the Government (amongst other disadvantages) would thus have to pay as much for their coal as they do now, resulting in an immense annual loss to the State.

That where such important points as the foregoing, affecting so materially the public interests, are shown to exist, it becomes the decided duty of the State to take the matter up, and not allow it on any account to fall into private hands.

8. That in our railways the carriage of minerals, where existing, is found to be a far more productive item of freight than any other colonial production, as instanced by the large revenue received from the carriage of coal, &c., on the Northern line in this Colony. Thus the minerals known in the neighbourhood of Berrima, i.e., coal, kerosene shale, iron, &c., &c., would undoubtedly form an immense item of freight (as set forth in estimate attached) on the Southern Railway when once these mines came into working, and justify the Government in a far greater expenditure in endeavouring to obtain than that contemplated in the construction of the Berrima branch line, to say nothing of the other claims for construction already advanced.

9. That, beyond doubt, were a line constructed for the sole purpose, Berrima would be the proper point whereat to tap by railway the vast mineral deposits of the district, and at which place, owing to its central position, &c., private tramways from the various mines around could most easily converge, and which fact reference to the district map will clearly prove.

10. That the present nearest accessible railway station to any of said mines is distant 9 miles, and that owing to the position and features of the country intervening, a branch line of 2½ miles, starting from Bong Bong and terminating at Berrima, would reduce this distance by 5 miles, leaving to private enterprise the constructing of tramways varying from 4 to 8 miles in length, to the various mineral deposits referred to.

11. That as a matter of precedent, Berrima branch if constructed could not be held as such, several branch lines—for instance, Morpeth, Richmond, and the Glebe, &c., &c.—having already been called into existence, and even if it should be claimed as a precedent, our whole railway policy will presently consist of branch lines or "feeders," the main trunk lines of the Colony being now nearly completed to their respective termini.

12. Finally, that the construction of the Berrima branch line would be approved of by the unanimous voice of the whole Colony, if put to the test, and is not, and cannot be said to be advocated on private grounds, but as a matter would be of immense importance to the general interests of the Country.

RECAPITULATION.

That the Berrima people have an undoubted claim upon the Government in connection with railway communication.

That the construction of this branch would compensate them in this respect, would benefit not only the district but the whole Colony, by tending to develop its mineral wealth; would set in motion the Nattai iron-smelting works (a new industry of vast importance to the Colony), by enabling the owners to get good coal; would place all the other important parts of the district in easy and more rapid communication with Berrima, the official town; would enhance greatly in value the almost otherwise inaccessible public estate westward of Berrima; would render immense timber forests immediately available; would enable the Government to obtain coal for railway purposes at a price 50 per cent. less than they now pay, and would eventually increase to an enormous extent, by the carriage of coal, &c., &c., the present income from the Southern Railway; and lastly, cannot in any sense be considered as a public undertaking whereon simply to base private enterprise, but as a national work of unquestionable importance to the whole Colony, and one which the Government should not hesitate to undertake, much less allow to fall into private hands.

Estimate of Annual Revenue returnable to Government by the construction of the Berrima Branch Railway from Bong Bong, being about 2½ miles, at a cost of £12,500.

	£
Coal for Fitzroy Company, carriage from Berrima to Nattai, 9 miles, 1,200 tons per month—14,400 tons per year, at 2s. per ton ...	1,440
Coal for ditto, when in full work, 4,000 tons per month, 48,000 tons per year, at 2s. per ton .....	4,800
Coal from Berrima to Goulburn, for Gas Company, 200 tons per month, 2,400 tons per year, at 6s. per ton carriage.....	720
Coal from Berrima to Goulburn for city use, 400 tons per month, 4,800 tons per year, 6s. per ton carriage .....	1,440
Coal from Berrima to Sydney for use of metropolis, 2,000 tons per month, 24,000 tons per year, 9s. 6d. per ton carriage .....	11,400
Coke from Berrima to Sydney, 80 tons per month, 960 tons per year, 9s. 6d. per ton carriage.....	504
Coke from Picton to Wagga Wagga, for railway purposes, 600 tons per month, 7,200 tons per year, £1 per ton carriage, represents saving effected .....	7,200
Coal from Berrima to Picton, Campbelltown, &c., for local consumption, 400 tons per month, 4,800 tons per year, 7s. per ton carriage.....	1,180
Goods, passengers, mails, prisoners from Mittagong to Berrima, extra mileage, say .....	1,000
Pig iron from Nattai to Sydney, 77 miles, 800 tons per month, 9,600 tons per year, 28s. 6d. per ton carriage .....	12,800
Bar and plate iron, ditto ditto, 800 tons per month, 9,600 tons per year, 32s. 10d. per ton carriage.....	15,760

	£
Limestone from Marulan to Nattai, 37 miles, 400 tons per month, 4,800 tons per year, 4s. 3d. per ton carriage .....	1,020
Shale from Berrima to Sydney, 87 miles, 400 tons per month, 4,800 tons per year, 9s. 6d. per ton carriage .....	2,280
Total additional Revenue.....	£60,056*

Declared value of iron imported from Great Britain to these Colonies for 1872 exceeded £1,350,000, to which may be added 50 per cent. distributed in wages, and 25 per cent. in food, or £2,412,500, nearly equal to the whole Revenue of the Colony from all sources.

G. E. MAKIN,  
Secretary, Berrima Branch Railway.

\* Some of these calculations are incorrect.—CH. A. G.

## No. 23.

### MINUTE OF PROCEEDINGS OF DEPUTATION.

Extract from the *Sydney Morning Herald* of 9th December, 1875.

#### PROPOSED RAILWAY, EXTENSION TO BERRIMA.

A DEPUTATION consisting of Captain Onslow, M.L.A., Mr. J. J. O. Atkinson, J.P., Mr. W. J. Cordeaux, J.P., Mr. M. Larkin, Mr. Makin, Mr. Powell, Mr. D. Smith, and Mr. J. S. Calvert, had an interview with the Minister for Works, yesterday, with the view of eliciting from him the views of the Government with regard to the construction of a branch railway to connect Berrima with the Great Southern line.

Captain Onslow having introduced the deputation,—

Mr. Atkinson reminded Mr. Lackey that, when a deputation waited upon him in August last, relative to the same question, he promised to take the matter into consideration and consult his colleagues, and inform those interested as to the result; but up to the present time no answer had been received from the Government. He then proceeded to recapitulate the arguments adduced by previous deputations in favour of the project—as to the loss which Berrima had sustained in the railway not having been taken to within some miles of the township; as to the immense wealth of the district in its coal, iron, kerosene, and other resources, which were waiting to be developed by the construction of the proposed branch railway; as to the superior quality of the coal as compared with the coal of Bowenfels or Illawarra; and as to the great saving there would be to the Government in working the Southern line, by their being able to obtain better coal than they now used, and at a very much less cost, if the branch line was constructed. The line would cost, it was estimated, £12,500; it was also estimated that, in addition to the enormous mineral traffic that would be occasioned by opening up the district with a railway, at least one truck of milk per day would be forwarded to Sydney, which alone would return the Government, at the present reduced rate, £3 12s. per day, or £1,200 a year. It was proposed to expend £740,000 in constructing a line to Wollongong, when precisely the same results—namely, the bringing of coal and milk, &c., to Sydney—could be obtained by constructing a branch line to Berrima, at a cost of only £12,000 or £13,000. Besides that, many miles of private railways to connect the iron, coal, and kerosene mines, would be constructed the moment the branch line was made. And even with the present rate of consumption of coal on the Southern line, the Government might save £3,000 a year by using Berrima coal. The construction of the branch line would also have the effect of starting the Fitzroy Iron Works—a matter of very great importance to the Colony, as the Government would then be able to have rails made under its immediate supervision. The most southerly outcrop of coal was near Berrima; and when the railways were extended to Wagga Wagga, Tumut, Braidwood, and into the Riverina country, the coal must be obtained from Berrima. Newcastle coal now costs the Victorian Government £2 10s. per ton in Melbourne, and then there was the expense of haulage to the border of this Colony; but if our railways were in operation, we should, on account of the advantages we possessed in our coal, be able successfully to compete with the Victorian Railways in the conveyance of Riverina produce; and, in addition to that, our coal trade with Victoria would be largely increased.

Mr. Makin also pointed out the great saving the Government might effect in working the Southern line by obtaining coal from the Berrima district instead of from Bowenfels—not alone on account of the superiority of the coal, but also on account of the less cost. He thought he proved when the deputation last waited upon Mr. Lackey that at no remote period the construction of the branch line would return a revenue of £60,000 a year to the Government.

Mr. D. Smith referred to the enterprise of the English private Railway Companies, as contrasting with the management of railways in this Country. He thought it would not have required ten minutes to have convinced the Chairman of an English Company of the importance and profitableness of constructing the short branch line of 2½ miles that was now asked for. The Government would clearly save 6s. 8d. per ton in every ton of coal it used, besides getting superior coal. The Company which he represented were waiting for the construction of the branch line before they resumed operations at the Fitzroy mines. The Australian Colonies, according to the Board of Trade returns, imported £3,000,000 worth of iron and iron manufactures last year; and he saw no reason why the whole of that, or nearly the whole, should not be produced in this Colony. The Victorians had determined to develop manufacturing industries, and in order to do that they must have our coal; and if the Government connected the Berrima coal mines, which were nearer the Victorian manufactories than Newcastle, with a railway with gradients not steeper than 1 in 100, it would be possible to deliver coal from those mines on the Victorian border at 10s. 5d. per ton. When we considered that Victoria now imported nearly 300,000 tons of New South Wales coal every year at 50s. a ton, it was clear that if we had a railway connecting Berrima with Victoria our coal trade would enormously increase, and vast sums of money would be expended in labour in this Colony; and then we should be able to supply Victoria with iron, and defy the competition of the Mother Country.

Mr. Powell and Mr. Calvert also urged upon the Minister the importance of developing the immense mineral resources of the Berrima district.

Mr.

Mr. Lackey, after apologizing for his inability to meet the deputation earlier, said that he felt he was not in a position to comply with the request now made. There were several difficulties in the way. It was the first time that Government had been asked to depart from the policy that had guided them in railway construction in the Colony up to the present time, in constructing a branch line for the development of a coal or any other trade. He might point, as he had done on previous occasions, to the connections of the Great Northern and also the Great Western lines with the collieries, which had been made by the parties interested in those collieries. He admitted that the Berrima districts had great resources of wealth. But when the deputation asked the Government to construct a branch line to compensate the township for any inconvenience to which it might have been subjected through the railway passing a few miles from it, they asked for what had never been done in any similar instance, and what the Government were not prepared to do in this instance. One of the strongest arguments the deputation had advanced in support of their proposition was as to the saving the Government might effect in obtaining cheaper coal for working the Southern railways. That was of course a matter of great moment. But he was in a position to inform the deputation that he was now in communication with a gentleman of large capital, who had the means and appliances necessary for enabling him to carry out the work, and who had made overtures to the Government with the view of constructing a railway to connect his own coal mines near Berrima with the Southern railway at his own cost. He thought that the deputation would agree with him that it would hardly do for the Government in such a case to compete with private enterprise. He and his colleagues had been so very busy preparing for the Parliamentary work, that he had not had time to lay the correspondence with the gentleman he spoke of before them; but he intended to lay it before them before long. And then the whole question of connecting the Southern line with the Berrima coal mines would be taken into consideration. One member of the deputation had attempted to draw a parallel between the proposed branch to Berrima and the proposed Illawarra line. The people of Illawarra had no railway at all, whilst the people of Berrima had a line going right through their district. However, until the matter to which he had referred had been decided, he could not say whether the Government would or would not be in a position to place a sum of money on the Estimates for the construction of a branch line to Berrima.

Mr. Smith hoped that the Fitzroy Company would not be treated unfairly, but would also be allowed to make an offer.

Mr. Lackey assured Mr. Smith that the Government would strive to act fairly to every one interested. It was certainly not his intention to deal unfairly with any one.

The deputation then withdrew.

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#### No. 24.

MR. DAVID SMITH TO MINISTER FOR WORKS.

Mittagong, 9 December, 1875.

SIR,

If the Government decide not to construct the branch line of railway from Bong Bong to Berrima, but to invite tenders for coal to be delivered at the Southern Railway, I am prepared to tender both for myself and others, and also for the Fitzroy Company.

In either case I shall not ask the Government to fix a longer time for the contract to run than one or two years.

When the Hon. the Colonial Secretary was speaking of this branch line at Berrima, it was reasonable that he should ask for a guarantee for a supply of coals for a *considerable period* (twenty years) to insure a return upon the Government outlay *then contemplated*, but under the present altered conditions mentioned by you to the deputation yesterday it would be far safer for the Government to be bound to take the coals for a period of one to two years only.

I have, &c.,  
DAVID SMITH.

Acknowledge receipt. The matter is under consideration.—J.R., 21/12/75.

D. Smith informed, 22/12/75.

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#### No. 25.

COMMISSIONER TO MR. DAVID SMITH.

Department of Public Works,  
Railway Branch,  
Sydney, 22 December, 1875.

SIR,

In reference to your letter of the 9th instant, offering to tender for the supply of coal for the Great Southern Railway, on behalf of yourself, and amongst others the Fitzroy Company, for a period of one or two years, I have the honor to inform you that the matter is now under consideration.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

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Mr.

Mr. Daniel Williams' offer to lay down Branch Line near Moss Vale, to connect Coal Fields.

No. 1.

MR. D. WILLIAMS TO MINISTER FOR WORKS.

Goulburn, 15 September, 1875.

SIR,

I beg to call the attention of yourself and the Government of New South Wales to the following:—

I have an interest in coal land situated in the Southern district, and wish to be informed on what terms the Government will accept coal of a good quality delivered on the Southern Railway; the price the Government will give; and for what number of years.

No survey has been made of the proposed line, but I am willing to do so with a view of laying down a branch railway to the coal field, and to form a junction with the Southern Railway, a few miles north or south of Moss Vale, provided that the terms offered by the Government are acceptable.

This offer is made conditionally that facilities will be given for the occupying any Crown lands through which the line may pass, and that the owners of private property are reasonable in their demands for the land required for this purpose.

I have, &c.,

DANIEL WILLIAMS.

No. 2.

MINUTE OF SECRETARY.

As regards the last paragraph of Mr. Williams' letter, it may be stated that he will require to get a Bill passed to make the railway he proposes if it goes through any other land than his own.

As regards the price of coal and contract with the Government, it is probable that the Government will not make any exclusive arrangement with Mr. Williams; it is presumed that Mr. Williams is opening up the mine he refers to as a commercial speculation, and if the coal be good, and is offered at a cheaper rate than the Government can get it elsewhere, they will of course take it. Provision has been made in the specification of the coal contract enabling the Commissioner to obtain coal on the Southern line should a suitable quality be offered. It may be mentioned that at a meeting held at Berrima, at which the Premier was present (demonstration to Mr. Garrett), the Railway to Berrima was mentioned, and a statement made that if the Government constructed the line the coal proprietors would supply coal for the locomotives at 10s. a ton for several years, and Mr. Robertson said that this consideration would influence the Government in determining the question.

The coal used on the portions of the line for which Berrima coal would be used costs us at present, with freight, very nearly 26s. a ton, and of course when the line is extended to Wagga the cost will be much greater. The saving effected at 10s. a ton would amount to 16s., and as it is estimated that about 8,000 tons of coal will be required between (say) Picton and Wagga every year, the saving which the department would effect by using Berrima coal at 10s. per ton would amount to something like £6,000 a year. Neither Mr. Williams nor any other coal proprietor in the Southern coal district requires anything more than the natural advantage which the position gives him; if his coal be good he can compete, with success, against either Western or Northern coal proprietors.—CHAS. A. G., 17/9/75.

Mr. Whitton, for report.—J.R., 24/9/75.

No. 3.

MINUTE OF ENGINEER-IN-CHIEF.

THIS matter appears to have been fully dealt with before sending the paper to me, and the last paragraph of the above memo. states explicitly what Mr. Williams requires, but how arrived at I cannot say.\*

Commissioner.—J.W., 12/10/75.

\* Arrived at by taking present consumption of coal for every 1,000 miles run, and calculating the consumption on the line between Picton and Wagga on the same basis.—CHAS. A. G.

No. 4.

MINUTE OF COMMISSIONER.

REQUEST Mr. Williams to state on what terms he is prepared to supply coal on the Southern Railway, and for what number of years he wishes the Commissioner to enter into a contract.—J.R., 11/11/75.

D. Williams informed, 11/11/75.

13

No. 5.

COMMISSIONER to MR. WILLIAMS.

Department of Public Works,  
Railway Branch,  
Sydney, 11 November, 1875.

SIR,

In reference to your letter of the 15th September last past, inquiring on what terms and at what prices the Government would be prepared to purchase coal from you for the use of the Great Southern Railway, from land situated thereupon which you purpose opening, I have the honor to request that you will inform me on what terms you are prepared to supply such coal, and for what number of years.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

No. 6.

MR. WILLIAMS to COMMISSIONER.

Great Southern Railway,  
Goulburn, 3-December, 1875.

SIR,

In reply to your letter of the 11th ultimo, I shall feel obliged if you will give me the following information:—

What is the quantity of coal the Government are willing to take per month (say)

- From Picton to Mittagong,
- „ Mittagong to Goulburn,
- „ Goulburn to Yass,
- „ Yass to Cootamundra,
- „ Cootamundra to Wagga Wagga;

and the probable consumption of coal per month per mile for any future extensions?

I have, &c.,  
DANIEL WILLIAMS.

No. 7.

MINUTE OF SECRETARY FOR WORKS.

Mr. Williams will be written to asking him to make an offer to the Government, stating the amount per ton at which he will supply the coal required on the Southern line. The information asked within to be furnished Mr. Williams.—J.L., 6/1/76.

Mr. Whitton to supply information as to quantity.—B.C., 7/1/76.—CH. A. G., *pro* Coms.  
Mr. Scott will be good enough to furnish the required information.—W.H.Q., 25/1/76.

No. 8.

MR. SCOTT to ENGINEER-IN-CHIEF.

It is not possible to arrive at the quantities of coal required between certain stations, as applied for by Mr. Williams.

The consumption of Bowenfels coal on South line, between Picton and Gunning, averages about 310 tons per month.

The probable consumption of this coal per month per mile for any future extensions would be about 2 tons, perhaps a little over.

The quantity of coal required depends of course on the amount of traffic.

The demand for a particular kind of coal will also always depend upon whether the said coal is suitable for all or only a portion of the traffic.

The Bowenfels coal is not found suitable for all the traffic on South line, so that it is necessary to use some Newcastle coal.

W. SCOTT.  
2/2/76.

Commissioner.—J.W., *per* W.H.Q., 3/2/76.

MINUTE OF SECRETARY.

MR. SCOTT'S report shows that the annual consumption would be about 8,000 tons a year, as stated in my report of 17/9/75 herewith, showing that the way in which my estimate was arrived at was correct.

Shall Mr. Williams be informed of the particulars as far as they go?

CHAS. A. G., 7/2/76.

14

No. 9.

MINUTE OF MINISTER FOR WORKS.

Forward to Mr. Williams copy of Scott's report.—J.L., 16/2/76. D. Williams, with copy. 17/2/76.

No. 10.

COMMISSIONER to MR. WILLIAMS.

Department of Public Works,  
Railway Branch,  
Sydney, 17 February, 1876.

SIR,

Picton to Mittagong, Mittagong to Goulburn, Goulburn to Yass, Yass to Cootamundra, Cootamundra to Wagga Wagga

In reply to your letter of the 3rd ultimo, asking what quantity of coal the Government are willing to take per month, between certain stations, as per margin, on the Great Southern Line, and also the probable consumption of coal per month per mile for any future extensions, I have the honor to enclose herein copy of a report received from the Engineer-in-Chief in the matter.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAYS.

(COPIES OF ENGINEER-IN-CHIEF'S REPORTS ON GRAFTON AND GLEN INNES AND LAWRENCE AND TENTERFIELD LINES.)

*Ordered by the Legislative Assembly to be printed, 11 April, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 30th November, 1875, That there be laid upon the Table of this House,—

“(1). A copy of the Engineer's Report upon the proposed Grafton and “Glen Innes Line of Railway.

“(2.) A copy of the Engineer's Report on the Lawrence and Tenterfield “Line.”

(Mr. Terry.)

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## RAILWAYS.

## No. 1.

MR. W. B. WADE to ENGINEER-IN-CHIEF.

Tenterfield, 2 December, 1872.

*Trial Surveys. Clarence to New England.*

SIR,

I have the honor to report that I have, in accordance with your instructions, examined the country between the navigable portion of the Clarence River and Tabulam, first by a route starting from Moleville, on navigable waters (marked A on map) going by way of the valley of the Clarence, through Gordon Brook station and Yugalbar to Tabulam. As far as Yugalbar, about 45 miles, there are no insuperable difficulties, but the country is broken throughout; and all the spurs are at right angles to the route from Yugalbar to Tabulam; the country is very rough; there is probably a line to be got through it, as the hills do not rise above 250 feet from the river, but the earth-works would be very heavy, and the curves probably very sharp. On the whole this would be a difficult and expensive route; there is no population upon it, the whole length of run on the route being divided amongst three cattle-graziers; the only local traffic would be that going to and from the Solferino diggings, which are on the right bank of the river opposite Yugalbar. There is a road to Tabulam in the same direction as this route, but no drays ever travel upon it except to Solferino. I have marked this route on plan as starting from Moleville, but it could be easily extended into Grafton; the distance from Grafton to Tabulam is 85 miles.

The next route I have examined starts from Lawrence (C on plan), taking approximately the course of what is known as the old line of road; at point D on plan the country is a little rough, being the division of Clarence and Richmond River waters; with that exception the country is favourable as far as the Richmond Range; near point E on plan, where the route goes back again from Richmond River to Clarence waters; this range is 900 feet above the sea, and 600 feet above the valley of Busby's Flat, by which the present road approaches it; there is a spur on north side of valley, by which, I think, the range could be ascended; and on the Tabulam side there is a very favourable spur, by which, I think, a good descent could be made into Tabulam. About 2 miles north of present road, crossing of Richmond range, there is another valley, called Deep Creek, which appears to be a more favourable position for ascending the range; if this should prove, after survey, to be the case, the line would branch to the northward, at point D on plan, then go in direction of road to Casino, but rather to the west of it, until the valley of Deep Creek is reached; then follow that valley up to the Richmond range and descend to Tabulam by the same spur as on Busby's Flat route. I have marked this alternative line with a dotted line on plan; it would be longer than the Busby's Flat route, but would, with a branch to Casino and Coraki, open out the Richmond River district. I have also shown, with a dotted line, an alternative route from point D to Grafton instead of to Lawrence; this would be longer and perhaps a little more difficult; the distance from Lawrence to Tabulam by Busby's Flat is 70 miles; the whole route is through tolerably well-timbered bush, used as cattle runs; there is no population and no local traffic; all the traffic that now travels the road is that between Lawrence and Tenterfield, and I believe that is much less now than it was a few years ago, as the opening of the Newton Boyd Road has given a better route to the traffic from the southern part of New England, and a considerable traffic now goes through Warwick to Brisbane.

From Tabulam to Tenterfield is a distance by road of 52 miles of the roughest mountain country; it is just possible that careful surveys may show that a railway line may be got through it, but the general features of the elevations to be overcome show that if a railway line is possible it will be one with earth-works of the heaviest description, and probably as costly as any part of the Western line; the bridge over the Clarence River, at Tabulam, would require to be about 1,000 feet long and 50 feet high, to be clear of floods. The general conclusions I have come to, after examining the district are, that a tolerably easy line can be got from Lawrence or Grafton to Tabulam, but without an extension to Tenterfield there would be no traffic upon it; that the line from Tabulam to Tenterfield would be of the heaviest description, and its cost quite disproportionate to the possible traffic upon it; that before taking any further steps it will be desirable to ascertain the amount of traffic between Lawrence and Tenterfield, and as the whole of this traffic is now landed from steamers at Lawrence, this could be ascertained accurately.

I have put in pencil on the county map of Clarence and Drake (enclosed under separate cover) the approximate direction of the routes I have tried to describe, but in the absence of maps of County Richmond and Rous the directions are only approximate.

I have, &amp;c.,

W. B. WADE.

P.S.—I am now about to examine Tenterfield to Inverell, Tenterfield to Maryland, Tenterfield to Benshan, and then Benshan to Inverell.

## No. 2.

MR. R. A. HYNDMAN to ENGINEER-IN-CHIEF.

Tabulam, 4 August, 1873.

SIR,

I have the honor to inform you that the completion of plans for the Survey Office having occupied more time than I anticipated, I was unable to leave Lawrence before the 14th July to examine country, according to your instructions, and after some detention from losing my horses and from bad weather, have explored for trial survey as far as Tabulam.

From

From Lawrence for 8 miles to a point known as the Yellow Pinch the country is undulating, and there is no difficulty in finding a good line. From the Yellow Pinch a leading spur may be followed to the range dividing Clarence and Richmond Waters, and thence by an easy descent, on to the flat country, at about  $1\frac{1}{2}$  mile to the eastward of the road to Casino. For the first two miles from the Yellow Pinch the spur is somewhat broken, but easy gradients and curves may be obtained without expensive work; from there to the low country (about 5 miles) the top of the range is nearly level; the highest point to be gained will be about 300 feet. This route will avoid the rough country referred to in Mr. Wade's report at point marked D. This country from Myall Creek to Myrtle Creek is nearly level and in places swampy. The two routes referred to in Mr. Wade's report, namely, by Busby's Flat, and the Valley of Deep Creek, appear to be the only ones by which the Richmond Range may be crossed. I have examined both, and believe that the best is that from Busby's Flat, commencing to rise from point of a spur near portion No. 8, parish of Wyon, county of Richmond, ascending the spur for about  $4\frac{1}{2}$  miles and then the Richmond Range for about  $1\frac{1}{2}$  mile towards the north-east to summit, which is about 650 feet above point of commencement. All of this will be a side cutting, and in some places there will be difficulty in avoiding sharp curves. To ascend here the line would come almost direct from the point mentioned near the Casino Road, a little way below Myall Creek Bridge to the valley of the creek draining Busby's Flat, and by that to the foot of the spur on nearly level ground all through. The distance from Lawrence to the top of the Richmond Range would be about 50 miles.

The proposed route by Deep Creek does not appear to possess any advantage over the above line, while the distance would be greater. The valley may be reached over almost level country at a point on Deep Creek, about 5 miles above the bridge, on the Casino Road. It is not quite so level as Busby's Flat; the ascent to the range is much about the same; the same summit must be crossed, and the point from which the ascent would commence would be about the same level as on Busby's Flat. I have found no summit of the Richmond Range lower than 650 feet above the flat country. From the top of the range, which is narrow, the only available spur is that referred to in Mr. Wade's report, descending about 500 feet in 4 miles to the valley of Tabulam Creek, which valley may be followed to the river at Tabulam. The upper part of the valley is low and swampy, and the lower part consists of low spurs from the ranges. It will probably be necessary to cross the creek twice, or perhaps four times. The most favourable place to cross the Clarence appears to be at about the north boundary of the township reserve.

A branch line to the Richmond River would pass through nearly level country from Wyon to Casino, the highest elevation not exceeding 100 feet.

I thought it possible that a good and shorter line might be obtained from the Broadwater, but the range here branches off into many high spurs, and is not so easy to cross as towards Lawrence.

I propose now to examine the country between Tabulam and the tableland, from the valley of the Timbarra River to the upper part of the valley of the Cataract River, which embraces all the country in this direction at all likely to be suitable. The heads of the Timbarra River and Washpool Creek extend to the southward through very rough ranges almost to the Mitchell River; and the dividing range between these waters and some portions of the Newton Boyd country are the places to which, with your approval, I shall then proceed. A tracing of the counties of Gresham and Fitzroy would be useful to me in this examination.

I have employed a man to proceed to the tableland with me at 12s. per day. This is not so high as the pay (7s. and expenses) which he has been receiving in the Road Department, and he will not be required for more than three weeks.

I have, &c.,  
R. A. HYNDMAN.

### No. 3.

MR. R. A. HYNDMAN TO ENGINEER-IN-CHIEF.

Lawrence, 30 August, 1873.

SIR,

I have the honor to inform you that I have not been able to engage a man to assist me in examination of country at less wages than 12s. per day. I do not think these wages are high, since the man has to find his rations and to feed his horse at this season of the year. I have therefore to request permission to continue this rate of wages for this service.

I have, &c.,  
R. A. HYNDMAN.

### No. 4.

MR. R. A. HYNDMAN TO ENGINEER-IN-CHIEF.

Lawrence, 30 August, 1873.

SIR,

I have the honor to inform you that I have now examined the country between Tabulam and Tenterfield, and between Timbarra and Cataract Rivers. I have delayed my report, in hopes of being able to forward with it a tracing of those rivers and the principal creeks between them, but the plans are not yet completed in the District Survey Office. Both the Timbarra and Cataract Rivers run through deep mountain gorges, precipitous in places; and the creeks between them—Emu Creek, Girard's Creek, Plumbago Creek, Leslie's Creek, and McLeod's Creek—are in general of the same character, and rise in, and are separated by, high rough mountain ranges. The only available approach to the tableland in this direction appears to be by the sources of the Cataract, either Barney Downs' Creek or Spring Creek. I think the former is the best. The confluence of the Cataract with the Clarence is about 20 miles above Tabulam, and besides this extra distance and the difficulty of reaching it, in the greater part of its course it is very rough. The valley may be joined by ascending Emu Creek, piercing the range either at the head of Newspaper Creek or Waverley Creek. The valley of Emu Creek is narrow and tortuous, and the work would be very expensive. The same may be said of that portion of the Cataract which would be reached in that way. The heads of Plumbago Creek, Emu Creek, and Tea-tree Creek are separated from the Cataract by a ridge 2,300 feet above Tabulam, and 1,000 feet of that rise occurs in four or five miles.

I think the best line may be obtained by ascending the Timbarra River on the north side, to avoid two expensive bridges, to the junction of M'Leod's Creek to the head of its northern branch, at a narrow saddle which it would be necessary to tunnel in order to reach the valley of the Cataract at about Darey's, the foot of the Sandy Hills (1,300 feet above Tabulam), in about 36 miles, and by the Cataract and Barney Downs Creek to Tenterfield (2,500 feet above Tabulam), in 24 miles, making the whole distance from Lawrence, roughly, 115 miles.

The spurs falling into the Timbarra and M'Leod's Creek are steep, and the features bold; and, although the work will be very heavy, it appears more practicable, and not longer than by either of the other valleys or the leading spurs between them. With the exception of the ridge between M'Leod's Creek and the Cataract, good gradients will be obtained throughout.

Mr. Hogan is now engaged on trial survey from Lawrence. I have pointed out to him the first portion of the line explored, and have furnished him with what plans I have. I am now about starting for Glen Innes by the Newton Boyd country, and will report progress in future regularly on the 15th and 30th of each month. I return herewith Mr. Wade's report and extract from *Sydney Morning Herald*.

I have, &c.,

R. A. HYNDMAN.

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No. 5.

CHIEF CLERK to MR. COWDERY.

Government Railways,  
Engineer-in-Chief's Branch,  
15 September, 1873.

Memo. to Mr. Cowdery.

You will be good enough to peruse and return the undermentioned reports respecting the proposed railway from the Clarence District to New England, viz. :—

72/3,042. Mr. Wade's report of 2nd December, 1872, with two maps.

See No. 1.

73/882. Copy of letter published in *S. M. Herald* of 17 March, 1873 ("Justice").

73/2,280. Mr. Hyndman's report of 4 August, 1873.

See No. 2.

73/2,513. Do. do. 30th do. do.

See No. 3.

W. H. QUODLING.

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No. 6.

MR. R. A. HYNDMAN to ENGINEER-IN-CHIEF.

Glen Elgin,  
17 September, 1873.

SIR,

I have the honor to report that I have examined the line of road from Grafton to Glen Innes, as far as the Big Hill (82 miles), to ascertain if it would be suited for railway purposes. The country between Grafton and the Urara (7 miles) is easy, and an iron bridge in course of erection at that river could be made accessible without much extra cost. For 14 miles further there would be no engineering difficulty, the line following nearly the course of the Chambigne and O.B.X. Creeks. From the O.B.X. Creek the road rises 600 feet in three-quarters of a mile, but falls more gradually to the Nymboi River. Should it be considered desirable to make use of the Nymboi bridge, there will be much difficulty and expense in obtaining access to it by an S-chain curve, the range rising abruptly from the right bank.

From the Nymboi the road traverses nearly the valley of the Little River for about 26 miles, and works are I think unsuitable for railway purposes. This subject having been mentioned to me in Grafton, I thought it necessary to furnish the above information.

I am now examining the country lying to the northward of the Mitchell River, which is unsurveyed and almost unknown. Should a practicable line be found here it will probably be the shortest to the tableland.

I have, &c.,

R. A. HYNDMAN.

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No. 7.

MR. R. A. HYNDMAN to ENGINEER-IN-CHIEF.

Grafton, 30 September, 1873.

SIR,

I have the honor to inform you that since my last report I have examined, as far as I was able to penetrate, the watershed to the north of the Mann or Mitchell River, said to be a tableland, but consisting of a high granite range with rough rocky peaks, running nearly parallel to the Mann and going off at right angles, almost impassable rocky spurs divided by deep peaty swamps. This country appears to be about 500 feet higher than the tableland of New England, and the only possible route through it may be by Dundarra Creek, falling into the Mitchell some 8 miles below Cangi. I intended to have examined this country on foot, since the country is inaccessible for horses, but having met with an accident was unable to do so. I do not however think it is worth while to spend any more time about it at present, as there is little chance of obtaining a good line in that direction.

I have travelled the valley of the Mann from Big Hill to Jackagery, and believe it will be easier than the Little River, and much more direct. The country is of the same character, generally loose trap and clay slate or schist; the mountains fall steeply to the river; and there are steep rocky bluffs at nearly every bend. About 6 miles of the river, above the junction of the Nymboi, is in granite formation.

From

From Jackagery to Grafton the country is undulating, where the highest range is about 400 feet. There are so many possible lines in this part that it will occupy about a week in examination. I propose then to ascend the Mitchell from the Big Hill towards Shannon Vale, and failing to get a good line in that direction to examine the Yarrow and Razorback Creek. I think that from what I know of the country these are the only routes likely to be suitable. Should the course of the Mann be adopted, Glen Innes would be reached in less than 100 miles from Grafton.

I have, &c.,  
R. A. HYNDMAN.

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No. 8.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 30 September, 1873.

SIR,

I beg to inform you that I have very little to report at present. I have twice seen Mr. Hogan; he commenced a trial line from the river at Lawrence towards the dividing range between the Clarence and Richmond Rivers, and is now within about 2 miles of Yellow Pinch (a point mentioned by Mr. Hyndman in his report of the 12th August, 73/2,280). The levels are not quite finished, and nothing plotted, so I cannot say much about it, only that it is an easy country so far. Mr. Hogan knows nothing of the country beyond the Pinch mentioned, so I have arranged to go through some distance with him; we start to-morrow. It is not easy to find the best ground at once, as the timber is thick as far as I have been. I have not yet seen Mr. Hyndman; I have been to his house, and he is not expected home before Saturday. I have had a good deal of trouble in getting a decent horse about here, but I got a decent looking one to-day, and hope to get another further up the country. It has been very hot here the last few days.

I have, &c.,  
GEORGE COWDERY.

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No. 9.

MR. COWDERY to ENGINEER-IN-CHIEF.

Ramornie, Grafton,  
17 October, 1873.

SIR,

Since writing before, I have, with the assistance of Mr. Hyndman, been exploring between Grafton and Purgatory Creek, on both sides of the Clarence. There is so much choice of ground (particularly on the south side) that it takes a long time to see it all. To-day we go up Purgatory Creek, down Jackagery Creek to the valley of the Mitchell or Mann River, which we purpose following up to the tableland near Glen Innes, and from there we go on to Tenterfield and Tabulam back to Lawrence.

I cannot at present say anything about the route we have taken, as we may not be able to get out at the head of the Mann. I will report to you at Glen Innes how we get up.

I have, &c.,  
GEORGE COWDERY.

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No. 10.

MR. COWDERY to ENGINEER-IN-CHIEF.

Glen Innes, 24 October, 1873.

SIR,

I have the honor to report to you that I, with Mr. Hyndman, arrived in Glen Innes last evening after a very rough journey up the river Mitchell or Mann. A line can be got either from South Grafton or Molville, the head of the navigation.

Some portion of the Mitchell is very rough, but I think easy gradients can be got over the greater part of it. There is about 5 or 6 miles of the river above the junction of the Nymboi we could not get through with our horses, as it was so full of granite boulders, with high granite cliffs on either side so high and precipitous that we could not get near it. The barometer showed a possibility of getting up, but I believe it will be found to be the steepest part. I will not attempt to describe this route more fully now, as I could not do so without a tracing, which I will send you on my return to Lawrence. We had to cross the Mitchell about thirty times to get along, and several nights to sleep in wet blankets, the pack horses having got into deep water in driving them across. We proceed on towards Tenterfield to-morrow.

I have, &c.,  
GEORGE COWDERY.

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No. 11.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 4 November, 1873.

SIR,

I beg to inform you that we got back to Lawrence on Saturday last with all the horses completely knocked up. I am now with Mr. Hyndman compiling a tracing from the different lithographs we have, to enable me to lay down the routes we have examined, so as to be able more clearly to describe them to you in my next report, which I will send by the following mail.

Mr. Hogan has nearly completed about 10 miles of the traverse from Lawrence, which extends to the top of Yellow Pinch. It is comparatively light.

I have, &c.,  
GEORGE COWDERY.

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No. 12.

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## No. 12.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 7 November, 1873.

SIR,

I have the honor to inform you that I have explored two routes from the navigable waters of the Clarence to the tableland of New England, and enclose herewith a tracing of same with the following descriptive report:—

*South Grafton or Moleville to Glen Innes.*

From South Grafton to F on tracing the country is easy; good curves and gradients can be got at the point D. A rather considerable bridge would be required over the Urana River; from bank to bank is about 7 or 8 chains, and the water deep. From Moleville, the head of the navigable waters, two routes are shown, one crossing the Clarence at C and the other at E. I do not know before survey which of these is the best. From Moleville through C and B to F the country is easy, but from E to F on the other route is rather rough; either of the crossings of the river at C or E are very wide, say from 15 to 20 chains; the banks are about equal heights, and the water shallow. At the point C a short tunnel would be required, I think, to get from the head of Purgatory Creek to the head of Jackagery Creek; from there to I it is tolerably easy. At the point H a rather large bridge would be required to span the Mitchell; it is 10 or 12 chains from bank to bank. I should say it is 15 to 20 chains, that is including the flood banks: from D to E is easy; from E to F is very rough and crooked, with granite bluffs; at C rather a considerable tunnel would be required, but fair gradients I believe could be got; from F to Tenterfield is easy.

Total distance from Lawrence to Tenterfield, 112 miles.

I am of opinion that these routes are the best that can be got, except perhaps in detail. I think there is very little use in looking for a line through the ranges—they are all so rough and broken, with large spurs on either side, and none of them in a good direction. Either of the routes examined will be costly, and could not say which would be the most; considering the difference in distance, that to Glen Innes would cost more per mile, but would be the better line; the gradients would not be so much up and down as on the other.

Should the Glen Innes route be adopted (and I am of opinion it should, as the country near Glen Innes is very superior, what I saw of it, to anything I saw near Tenterfield, and besides being more central), the most suitable place for the Clarence terminus would be Moleville; the ground is above flood level, and there is a township reserve. My preference for Moleville is, that it may some day be necessary to continue it to Lawrence; another line may also be required from Lawrence to the Richmond, which would be easy to make; then one terminus would do for both lines, besides from Lawrence down the river the water is wide.

From I to K the bank of the river is rough, with short granite bluffs occasionally, some of which may possibly have to be tunnelled in consequence of short bends, but the gradients would be easy; some of the points are low, and could be cut off as shown, but others are very bad. From K to L it is very rough, a short piece of which I did not see; the granite mountains rise up on either side to a great height, some at least a thousand feet, and the bed of the river is full of boulders, making it quite impossible to get through with horses. I rode many miles round this part, to the river again, and walked some distance down it, but it was very rough. The gradients in this part would be steep, but nothing I think but what could be got over. From L to Glen Innes is on the tableland and easy. Total distance from S. Grafton to Glen Innes about 90 miles; from Moleville to Glen Innes about 85 miles.

*Route from Lawrence to Tenterfield.*

From Lawrence to point A on tracing is comparatively easy, fair curves and gradients can be got; from A to B over the Yellow Pinch range is rather rough; from B to C is over flat country, and of course very easy; from C to D, over the Richmond Range and down Tabulam Creek is rough, and the gradients steep, the range being about 650 feet above Wyang; nearly all this elevation would be lost, as the ground is not much higher on the other side. At the point D the crossing of the river is very wide, deep, but above there are several shoals which have to be dredged.

If the terminus should be made at South Grafton it would have to remain there, as it could not be brought down that side of the river very easily, there being so many small islands.

I have, &amp;c.,

GEORGE COWDERY.

## No. 13.

MR. COWDERY to ENGINEER-IN-CHIEF.

Lawrence, 7 November, 1873.

SIR,

I have the honor to inform you that Mr. Hogan is still continuing the survey from Lawrence, but should you decide on only having the other route surveyed, what he is doing will not be of much use, I should therefore be glad to know as soon as possible your intentions.

I purpose taking Mr. Hyndman as Grafton, and both of us to commence the survey there at once, but it may save time if you telegraphed to me at Grafton, where we are to start from, as the post is so irregular.

I have, &amp;c.,

GEORGE COWDERY.

No. 14.

## No. 14.

MR. COWDERY to ENGINEER-IN-CHIEF.

Moleville, 29 November, 1873.

SIR,

I have the honor to inform you that since my last report Mr. Hyndman and myself have set out about four and a half ( $4\frac{1}{2}$ ) miles of line from Moleville, in the direction shown on tracing forwarded to you; we commence to level it on Monday.

Mr. Hogan is shifting camp to Jackagery to commence the survey of the Mann River; this will be a very rough job, and the camps will have to be carried on pack horses, consequently will be slow work.

We have a great difficulty in getting men; 5s. per diem is not sufficient inducement just now, as all the labour is employed at the sugar-works and plantations.

I have, &c.,  
GEORGE COWDERY.

## No. 15.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 21 December, 1873.

SIR,

I have the honor to inform you that, since reporting to you last, I have made an alternative of about 2 miles of the line from Moleville; it is a few chains longer, but much less expensive. Since then we have shifted camp to the above place. I am sorry to inform you that Mr. Hyndman is laid up with a broken knee-cap, caused by his horse falling on him whilst exploring up the Mann River; he was not aware it was broken, although it pained him a good deal at times, until he had it examined. I will try and work all the men till he comes out again, and I hope to get on better for a time, as I have well explored the portion I am about to do.

Mr. Hogan has not yet reached Jackagery, in consequence of a fresh in the river, unless he got over yesterday; he may have done so, as the water is somewhat lower.

This line will take a long time to survey without more strength, and it will be difficult to provision the camps a little distance up the Mann—it must all be done with pack-horses.

I have, &c.,  
GEORGE COWDERY.

## No. 16.

CHIEF CLERK to MR. COWDERY.

30 December, 1873.

MR. COWDERY, Copmanhurst,—

Referring to the instructions which were sent to you on the 19th instant (Mcmo. 73-677) to survey an alternative line *viâ* Buccarumbi, I have to inform you that the route indicated was partially explored by Mr. Hyndman, and a copy of his report is appended for your information.

W. H. QUODLING.

## No. 17.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 7 January, 1874.

SIR,

I have the honor to inform you that I am in receipt of your memo. of the 19th December, instructing me to survey an alternative line *viâ* Buccarumbi. I suppose it is not intended to be commenced at once with the small staff we have, until the line we are engaged on is tried through, but the next time we shift camp I will explore it on horseback. Mr. Hyndman has not yet returned to his duties, and as I am working all the men I cannot get away without having them idle. I have now just got to the first crossing of the Clarence. I have not yet levelled up, but I think it is tolerably easy. This crossing of the river I try to-day; it is lower down than those previously reported on, and is near the eastern boundary of Copmanhurst, close to the upper wharf the drogers ply to. This I think will be found to be the best crossing, as the approach to it is narrower over the land subject to flood. Mr. Hogan has at last reached Jackagery, and I believe made a fair start; he was very much detained by the flooded state of the river. I will see what he is doing as soon as I can get away.

I have, &c.,  
GEORGE COWDERY.

## No. 18.

MR. COWDERY to ENGINEER-IN-CHIEF.

Copmanhurst, 21 January.

SIR,

I have the honor to inform you that I have very little to report since my last. Mr. Hyndman is still absent; he is waiting for an elastic knee-cap from Sydney, which the doctor informs him he must have before he goes to work again. I have crossed the river at the place previously mentioned; it will be rather a rough section for about a mile on the south side, getting back on to the bank of the river again. I have not yet levelled the ground, as I could not keep all the men going.

the

The weather is very much against us, raining more or less nearly every day, and the belts of scrub near the river are very bad to get through. I suppose it will average about 50 feet high, and it is so dense that you cannot see a yard into it, and all matted together with vines, some of which are 3 or 4 inches thick, and some prickly.

Mr. Hogan has traversed from 5 to 6 miles up the Mitchell above Jackagery.

I have, &c.,  
GEORGE COWDERY.

No. 19.

MR. COWDERY to ENGINEER-IN-CHIEF.  
Extension—Clarence and New England Trial Line.

Copmanhurst, 31 January, 1874.

SIR,

I have the honor, in compliance with your request of the 9th instant, No. 74/24, to report on the surveys under my directions during the year 1873.

Two routes have been explored to the tableland, as well as was practicable on horseback: one from South Grafton and Moleville, up the Mitchell or Mann River to Glen Innes; the other from Lawrence, through Wyon and Tabulam, up the Rocky River, Macleod's Creek, and Cataract River to Tenterfield. The traverse from Lawrence, made by Mr. Hogan, is completed for ten and a half (10½) miles, and ends on a saddle at the top of Yellow Pinch. There are no engineering difficulties the whole of this length; the first seven (7) is very easy, no cuttings more than ten feet in the deepest places, and only three of them; no curves less than 20 chains radius. One small bridge and a few small culverts will be required, the other 3½ miles is rather rough, going up the range; one cutting 35 feet deep; one 25 feet, but short, and the rest smaller; about one mile will be little less than 1 in 40, the remainder of the gradients will be easy, and there are no curves less than 20 chains radius. Should this line be continued at any time, I think it will be better getting down off the range than up; after the descent is made, it will be nearly a surface line to Wyon, and should the Richmond ever be connected with the Clarence, this would be an easy route.

The trial line from Moleville.—This place is well adapted for a terminus, being near the head of the navigation for the largest vessels that can ply to Grafton. The bank of the river is tolerably straight for warping, and in a good position for a tramway to join the main line at both ends should it be necessary; the water is deep close in to the bank, the bottom is rock, and the site for the station above flood level. This line commenced by Mr. Hyndman and myself was completed to end of year, as far as the crossing of the Whiteman Creek, 4 miles, and from the Whiteman about 3 miles; the traverse completed, but not levelled; a diversion of about 2 miles, commencing at Moleville, was also completed and plotted. All this work has been well staked, and the curves, most of which are large, are roughly staked, being less trouble than traversing round, besides being better for the section. It is not easy ground to choose the best line through, as there is a good deal of choice, and is rather thickly timbered; but I think so far we have a fair line, and it would be very little trouble to put in the permanent stakes. From Moleville to the Whiteman the section is tolerably good, 1 mile of which will be nearly surface line, the remainder is a little bumpy; two short cuttings will be about 15 feet in the deepest places, and one embankment about 20 chains long will be 33 feet high, to be above flood level; no gradients worse than 1 in 40, and only about 35 chains long in two pieces; no curves less than 20 chains radius, and only one of them; one small bridge may be required, and about three 4-foot culverts and a few small ones. From the Whiteman, 3 miles, the section I think will be good, but is not yet levelled; no curves less than 30 chains radius. From a little above Jackajery Creek on the right side of the Mann, Mr. Hogan has commenced the traverse; about 3 miles was run up to the end of the year, but not levelled; the line is good so far, no sharp curves being required. I have no more particularly at present of this portion.

In conclusion, I may state that the weather has been anything but favourable for this work.

I have, &c.,  
GEORGE COWDERY.

P.S.—I should have sent this before, but we have had no mail for the last fortnight, in consequence of the creeks being flooded.—G.C.

No. 20.

MR. COWDERY to ENGINEER-IN-CHIEF.  
Extension—Clarence and New England Railway Trial Line.

Copmanhurst, 14 February, 1874.

SIR,

I have the honor to inform you that we have now completed 11½ miles from Moleville, with the exception of plotting the section, which is not quite finished. About 1½ mile of this is rather rough, chiefly on the south side of the river, and is in consequence of having to cross two small creeks which are cut down to the level of the river, and the highest flood level here is about 66 feet above summer level, so that there will be one or two heavy embankments, but they are short. I have not heard from Mr. Hogan since the 1st instant, but I will go and see what he is doing as soon as we shift camp, which I hope to do on Monday or Tuesday to near Ramornie, if the river is down sufficient to cross; there is a considerable fresh now, caused by the last two days' rain, but it is fine now. Would it not be better for me to send you a tracing occasionally of the plan and section; if so, will you please ask Mr. Drewett to send me some endless tracing paper. I wrote to him for some a long time ago, but he has not sent it. Mr. Hyndman returned to camp the beginning of the month; his knee is much better.

I have, &c.,  
GEORGE COWDERY.

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No. 21.

MR. COWDERY to ENGINEER-IN-CHIEF.

Railway Extension—Clarence and New England Trial Line.

Ramornie, 6 March, 1874.

SIR,

I have the honor to inform you that we have completed the survey to Ramornie, a distance of near 13 miles. The section will be rather rough along the south bank of the river, in consequence of several gullies which are cut down to near the Clarence level; the crossings generally are short but deep. At Ramornie we leave the river, and I am glad to say the scrub, and go up Main Creek, and for 3 or 4 miles the ground will be good.

I expect to shift camp again in about a week; and in five or six weeks, if the weather continues fine, I hope to junction with Mr. Hogan about 2 miles above the crossing of the Mann. Mr. Hogan has about  $5\frac{1}{2}$  miles completed; it is rather rough, there are no bad gradients or curves, but the section has the appearance of a badly used cross-cut saw, with a tooth knocked out or broken here and there; I do not think I can describe it better without sending you a tracing.

Mr. Hogan is about shifting further up; he has been obliged to employ his men cutting tracks in places to enable him to pack his camp; it is rather rough work.

I have, &amp;c.,

GEORGE COWDERY.

No. 22.

ENGINEER-IN-CHIEF to MR. COWDERY.

17 March, 1874.

THE following telegram was sent to you on the 12th instant:—

"Mr. Hoyle will leave by steamer on Monday night. Send instructions for him to Post Office, Grafton. He has been directed to proceed to Copmanhurst.

"Mr. Hoyle will leave by steamer to-night."

JOHN WHITTON,

p. W.H.Q.

No. 23.

MR. COWDERY to ENGINEER-IN-CHIEF.

Railway Extension—Clarence and New England Trial Line.

Purgatory Creek,  
23 March, 1874.

SIR,

I have the honor to inform you that we have just shifted camp to Purgatory Creek, and hope to get out of it again in a fortnight or three weeks at most. Our next camp will be on the Mann.

We have completed the survey for  $16\frac{1}{2}$  miles from Moleville; the last 3 or 4 miles has been quite easy, excepting five crossings of the Main Creek, each of which will require from three to five timber openings, say 18-foot spans; the remaining portion to the river will be more difficult, but I think not bad; we have nothing as yet worse than 20-chain curves, and 1 in 40 gradients.

I met Mr. Hoyle in Grafton on Thursday last, and instructed him to proceed to the Big Hill, a point where the main road crosses the Mann; he will work up the river from this point.

From all that I can hear Mr. Hogan is pushing along well; he has shifted camp, and has run the line in all from 8 to 9 miles, but not all levelled when I last heard. I shall go and see him in a few days, or as soon as I can get Mr. Hyndman well started again, so as to enable him to employ all hands in my absence.

Will report to you again on my return.

I have, &amp;c.,

GEORGE COWDERY.

No. 24.

ENGINEER-IN-CHIEF to MR. COWDERY.

13 April, 1874.

THE undermentioned gentlemen are under orders to proceed to your district, to assist with the trial survey of the proposed line from Grafton to Glen Innes, viz.:—Mr. Alfred Francis, Mr. Ralph Donkin, Mr. Charles Mayes.

The Government is pressing for the completion of the trial surveys of this length,—when do you think it will be ready?

JOHN WHITTON,

p. W. H. QUODLING.

No. 25.

MR. COWDERY to ENGINEER-IN-CHIEF.

Railway Extension—Clarence and New England Trial Survey.

Purgatory Creek,  
10 April, 1874.

SIR,

I have the honor to inform you that we have now completed  $19\frac{1}{2}$  miles of the survey from Moleville, the last 2 miles of which is up a long spur, which brings us over the first range which divides the waters of Main Creek and Purgatory Creek; this is not yet plotted, therefore I cannot send you particulars now. By Tuesday next we expect to have about  $23\frac{1}{2}$  miles completed, which brings us to the range

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range dividing the waters of Purgatory Creek and Jackagery Creek, and where a tunnel, probably 16 chains long will be necessary; this point is about  $2\frac{1}{2}$  miles from the crossing of the Mann River. I was in hopes of being able to shift camp this week, but the weather has been so much against us; for the last three weeks we have only had one fine day, and the grass being so long we are wet through all day.

I have not yet been to see Mr. Hogan, in consequence of the bad weather and the river being up, but I have heard from him; he has surveyed about  $9\frac{3}{4}$  miles, and levelled up  $9\frac{1}{4}$  miles; he intends to complete 11 miles before shifting camp again. I hope to see him next week.

I have not yet heard from Mr. Doyle since he left Grafton.

I have, &c.,  
GEORGE COWDERY.

No. 26.

CHIEF CLERK TO MR. COWDERY.

18 April, 1874.

MR. COWDERY, Ramornie,—

I am directed by the Engineer-in-Chief to inform you that you will be required to take charge of the works on the extensions from Yass to Cootamundra, about the end of May next, and to request that you will be good enough to make arrangements for returning to head quarters about the 15th of that month.

W. H. QUODLING.

No. 27.

ENGINEER-IN-CHIEF TO MR. COWDERY.

24 April, 1874.

MR. COWDERY,—

Mr. Francis has left for Grafton, as advised by my telegram of the 18th instant. Mr. Mayes will leave by steamer on Tuesday evening; he has been instructed to call at the Post Office, Grafton, for instructions, and to proceed to Ramornie.

JOHN WHITTON,  
p. W. H. QUODLING.

No. 28.

CHIEF CLERK TO MR. COWDERY.

27 April, 1874.

MR. COWDERY,—

Referring to my memo., No. 74-208, of the 18th instant, instructing you to return to Sydney about the middle of next month, I am now directed to request you to defer your departure from the Clarence District until you have handed over to Mr. Palmer the work upon which your party is engaged, and all information in your possession connected therewith.

Mr. Palmer will leave town to-night for the Clarence District *via* Murrurundi and Inverell.

W. H. QUODLING.

No. 29.

MR. COWDERY TO ENGINEER-IN-CHIEF.

Grafton, 2 May, 1874.

SIR,

I, with Mr. Hyndman, arrived at Grafton late last evening, after closing the survey with Hogan's work. Mr. Francis, I am sorry to say, has taken his camp to Smith's Flat, thinking to be able to go on from my camp to his destination. I expect to see him to-day. I am thinking of sending him to Shannon Vale or some distance below. He is obliged to come back to Grafton to get on to the main road. I did not get your telegram before the evening of the day Mr. Francis left Grafton. Our camps will be some days before they reach here, as there are no roads and a very rough country; but we have plenty to do on the plan and section which we brought with us. I intended starting the survey from South Grafton, but I think it will be scarcely worth the trouble of fixing camp again, as I am to return to Sydney by the 15th, but I may be able to get away a few days sooner.

In haste, to save the boat,—

I have, &c.,  
GEORGE COWDERY.

No. 30.

MR. COWDERY TO ENGINEER-IN-CHIEF.

Grafton, 9 May, 1874.

SIR,

I have just received your memo. of the 27th April (No. 74/228). Mr. Mayes will leave here on Monday. His destination will be some 8 or 10 miles below the Big Hill, between Mr. Hogan and Mr. Hoyle. The distance is short, but will take some time to do as it is rough. Mr. Francis left here on Monday for the junction of the Yarrow and Mann Rivers. He will have to go to Shannon Vale and back on the opposite side of the river. He unfortunately was directed to Copmanhurst. He went there with his camp, but had to return to Grafton and make a fresh start up the Newton Boyd Road. There was no possibility of getting up the man without packing the whole distance. Four of my men I send back to Sydney to-day with my camp. I intended to have returned with them, but await Mr. Palmer's arrival. I have plenty to do on the plan and section, but nothing for the men to do, as it is not worth while starting the survey from South Grafton. Mr. Hyndman's men will pitch camp on Monday, to start the survey *via* Buccarumbi.

In haste, to save the boat,—

I have &c.,  
GEORGE COWDERY.

No. 31.

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No. 31.

MR. COWDERY to ENGINEER-IN-CHIEF.

Grafton, 15 May, 1874.

SIR,

I have the honor to inform you that I am now awaiting the arrival of Mr. Palmer. He was to leave Glen Innes on Saturday, so I expect him about Monday. I have completed the section for over 29 miles, and to-morrow Mr. Hyndman will have finished the plan. On Monday he will start the survey from South Grafton. Mr. Mayes left here on Monday last for the Mann River, and will start between Big Hill, where Mr. Hoyle commenced, and Mr. Hogan's work. It is rather a short length but rough. I have put them close together, so as to push the one line through as soon as possible. I could scarcely venture to say what time it will take to complete this survey, as the roughest and most tedious part has yet to be done—that portion between the Big Hill and Shannon Vale—but probably four or five months will see it through.

I hope to be in Sydney by the end of next week, and will report myself as soon as possible.

I have, &amp;c.,

GEORGE COWDERY.

No. 32.

MR. A. FRANCIS to ENGINEER FOR TRIAL SURVEYS.

Mitchell River, 23 May, 1874.

SIR,

I beg to inform you that, in accordance with the instructions received by me from Mr. Cowdery, I proceeded to Mann or Mitchell River, and commenced work at the end of Mr. Hoyle's section, near the junction of the Bald Nob Creek with the Mitchell. I have made a preliminary survey of the river for about 3 miles from the end of Mr. Hoyle's work, in the direction of the junction of the Mitchell and Yarrow River, and have pegged out a contour line rising 1 foot in 40, and I find that I cannot keep above the flood level with that gradient. I have examined the country for a few miles ahead of the survey, and find it rising still more rapidly as the head of the river is approached; and as the tableland could not be reached without following the river up for about 10 or 12 miles past the Bald Nob Creek, it is evidently a useless expenditure of time and money to carry on the survey further in this direction. Independent of the impossibility of getting a practicable gradient up the Mitchell, the country is so rugged and broken as to necessitate works of the most costly description. The cuttings are all through granite rock, and the crossings numerous and expensive, and the banks of the river are for the greater part nearly perpendicular. There are also the falls at the junction of the Mann or Mitchell River, about 150 feet in height, to be passed. I am at a loss to know what to do under these circumstances, and wish you would be good enough to send me instructions at your earliest convenience.

I remain, &amp;c.,

A. FRANCIS.

No. 33.

MR. COWDERY to ENGINEER-IN-CHIEF.

Trial Survey—Clarence and New England.

Sydney, 28 May, 1874.

SIR,

I have the honor to inform you that, according to your instructions, I awaited the arrival of Mr. Palmer in Grafton, and on the 21st instant, handed him over all plans, &c., in my possession, with all the information I had. I, with Mr. Hyndman's assistance, have completed a little over 29 miles of the survey from Moleville and joined Mr. Hogan's work. The plan and section for same with all the books I leave at head office.

Mr. Hogan has completed 13 or 14 miles and shifted camp to Curradooral. Mr. Mayes will just have commenced above Mr. Hogan, Mr. Hoyle commenced just below the Big Hill, and Mr. Palmer informs me, has about 6 miles done, but some of it will have to be altered. Mr. Francis cannot have got much of a start at present; he is in a very rough place above Mr. Hoyle. Mr. Hyndman was just ready to commence on the south side of the river, at Grafton, on my leaving.

I have, &amp;c.,

GEORGE COWDERY.

No. 34.

MR. E. J. STATHAM to COMMISSIONER FOR ROADS.

Little River, 6 June, 1874.

MY DEAR SIR,

It has occurred to me that I may possibly be able to supply some information which will be of use to Mr. Whitton in investigating the question of an ascent of the tableland of New England, and would therefore place it in your hands. It appears from what I hear that the trial survey up the Mann River above the Big Hill is in a difficulty, not being sufficiently high to get over the first falls, and the possibility of getting initial elevation by way of Yellow-jacket (Leather-jacket) Creek is being considered. To follow Yellow-jacket it will be necessary to be on the south side of the Mann River, and to deviate from what appears to have been the preconceived idea of following up the north side of that river. Assuming the necessity for taking the south side of the river, it appears to me that the lay of the country indicates that the ascent of the tableland can be better commenced from the junction of the Mann and Henry Rivers: above this junction the Mann River runs through a most difficult country, and even by taking Yellow-jacket a very formidable country has to be faced; that face of the mountain, as you no doubt recollect, at the "Organ" being

being almost perpendicular for an immense height. Our road west of Newton Boyd runs along a granite ridge which divides the Mann and Henry waters; where the road turns to the right, as shown in tracing it crosses a flat near "Four-mile"; this flat heads at a saddleback forming an attachment to the main range; the elevation of this saddle is about 430 feet above the river Henry, and the distance from the junction of that river with the Mann, about 6 miles, giving a mean gradient of 1 in 73. The intervening country is favourable, being undulating ridges of soft granite sand. The main ridge after crossing the saddle referred to is much less broken and rocky than any of the other across west of Four-mile Creek, and it is probable that by following the southern fall of this range that the high land overlooking Yellow-jacket and the Mann River may be flanked. This supposition is arrived at from observation that no perceptible break exists in the range between the Henry River and the vicinity of Big Hill, that no waters of any consequence are crossed between these points, and that the numerous small streams intersected by the Newton Boyd Road between the points in question evidently have their origin in the tableland, being permanent running water, occasionally coming down with great violence. The line of ascent from junction of Mann and Henry Rivers is indicated in tracing by a red dotted line.

I remain, &c.,  
E. J. STATHAM.

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No. 35.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Glen Innes, 6 June, 1874.

SIR,

I have the honor to report as follows on the state of the railway surveys in this district. Plan and section of a line from Moleville were taken to Sydney by Mr. Cowdery. Mr. Hyndman is about to start a survey from South Grafton to join Mr. Cowdery's survey on the southern side of the Clarence River. Messrs. Hogan, Mayes, and Hoyle are at work on the Mitchell River, continuing the survey in the direction of the tableland. Mr. Francis has also been on the Mitchell, and has worked up a line to a point about half a mile above its junction with the Yarrow. From this point the rise in the river bed becomes much more rapid, being a succession of falls for several miles enclosed within almost perpendicular walls of granite. Mr. Francis worked up to a gradient of 1 in 40 to the above-mentioned point, and there the survey comes to a complete standstill, as the rise in the river for several miles is so rapid that I doubt whether a gradient of even 1 in 20 could be obtained. The line up the Mitchell has all along been kept just clear of the flood level, and the nature of the country lying back from the river is so extremely rough that I do not think there is a possibility of raising the line sufficiently to clear the upper portion of the Mitchell. I have examined the Yarrow for about 6 miles upwards from its junction with the Mitchell. The rise in this distance is also much in excess of a gradient of 1 in 40, but the upper portion of the Yarrow is an easier country to work up than the Mitchell. I have instructed Mr. Francis to start at once for the tableland, and to commence a rough traverse at some point on Shannon Vale (from which there can be no doubt of obtaining a good line into Glen Innes), and to take advantage of every foot of fall he can make, with a view of getting down to the Yarrow, and, if possible, to join the line now being surveyed up the Mitchell. The surveyors on the Mitchell will be some weeks finishing up the surveys to the junction of the Yarrow; in the meantime Mr. Francis may be able to find some means of joining their work. I very much fear, however, that a line from the tableland contoured to a fall of 1 in 40 will, on approaching the neighbourhood of the line up the Mitchell, be at a level far above it, and that the extreme roughness of the country *will not allow of their being joined*. I proceed from here to Inverell, and shall be obliged if you will telegraph to me there if you have any instructions. I shall be in the neighbourhood of Inverell till about the 15th instant.

I will report on the Tamworth and Inverell line when I see what has been done there since I was in that district.

I have, &c.,  
HERBERT PALMER.

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No. 36.

MR. R. A. HYNDMAN to MR. H. PALMER.

Grafton, 13 June, 1874.

SIR,

After leaving you at the Big Hill I visited Mr. Mayes and Mr. Hogan. Mr. Hogan is camped about a quarter of a mile below Curraldooral Station, and on the 8th instant would have completed work to his camp, 17 miles from the end of Mr. Cowdery's survey; he had not, however, plotted any further than 9 miles, which was done when Mr. Cowdery visited him. The whole rise in the 17 miles is only about 340 feet; the latter part of what is plotted gives a much better section than the first. In one place he shows a short tunnel on a 16-chain curve, but this I think may be improved. He has also at another point thrown his embankments partly into the river. He has now about 8 miles to do to join Mr. Mayes at Dingo Creek, and expects to finish in about two months; his men were leaving, but I have sent some up to him. Mr. Mayes commenced work at Dingo Creek, and has surveyed 7 miles to the Four-mile Creek, but had only just begun levelling. His line was generally good; except three 12-chain curves which appear to be unavoidable, the gradients and the work seen will be easy. Mr. Mayes expects to join Mr. Hoyle's section in something over two months. The distance from Dingo Creek is about 17 miles.

I returned by way of Little River, but as Mr. Statham was not at home I did not see the section of Leather-jacket Creek; the original section is, however, in the Road Office in Sydney, also a section from the neighbourhood of Buccurumbi to Ernani, where perhaps a better line might be found, and one that might be suitable for reaching Armidale.

I am, &c.,  
R. A. HYNDMAN.

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No. 37.

## No. 37.

ENGINEER-IN-CHIEF to MR. FRANCIS.

Government Railways,  
Engineer-in-Chief's Branch,  
16 June, 1874.

Memorandum to Mr. Francis, "Cassidy's Carrier's Arms," Mann River, Grafton and Glen Innes Roads. I FORWARD herewith, for your information, copies of a letter and tracing which were received from Mr. Statham, with reference to the survey of the proposed ascent of the tableland of New England, *via* the Mann or Mitchell River.

You will be good enough to transmit these documents to Messrs. Hogan, Hoyle, and Mayes, who are, I believe, also employed upon the same river, for their information.

JOHN WHITTON,  
p. W. H. QUODLING.

Copied and transmitted to Mr. Hoyle.—A. FRANCIS, 30 June, 1874.

Copied and transmitted to Mr. Mayes.—J. W. HOYLE, 3 July, 1874.

Received from Newton Boyd Hotel.—C. MAYES, 14 July, 1874.

17 July.—Wrote to Mr. Hyndman, relating hereto, that I was then starting to explore proposed route.

22 July.—Returned from exploring journey, having found a practical route, and send particulars relating thereto to the Engineer-in-Chief.

25 July.—Wrote to Mr. Hyndman in relation hereto.

Copied and transmitted documents (received from Mr. Hoyle on the 14th) to Mr. Hogan, who is camped about 6 miles below the junction of the Mann and Henry Rivers.—C. MAYES, 25/7/74.

Copied and forwarded to Mr. Hyndman.—W. HOGAN, 10 August, 1874.

Assistant Engineer for Trial Surveys.—B. C., 3 Nov., /74, R. A. HYNDMAN.

## No. 38.

ENGINEER-IN-CHIEF to COMMISSIONER.

24 June, 1874.

Report on progress of Trial Surveys.

*Clarence to New England—Grafton to Tenterfield.*

SEVERAL lines have been explored with a view of connecting the Clarence District with New England by railway, viz.: from Grafton through Moleville, Copmanhurst, Pulganbar, Yarrcalkiarra, Oglivie, Keybarbin, Alice, Picarbin, Tabulam, along the Quinbarra River, Cataract River, and Barney Downs to Tenterfield.

Another line commencing also at Grafton through Banyalba near to Batten's Bight, Six-mile Swamp, Wyon, Busby's Flat, Pickapene, and joining the line already described to Tabulam.

Two other lines have been explored, commencing at Lawrence, joining the line last described near to Pickapene.

*Grafton to Glen Innes.*

From Grafton to Moleville, Copmanhurst, crossing the Clarence River near to its junction with Deep Creek, through Bralesford, Jackagerry, following the Mitchell River to Skeleton Creek, crossing Beardy Plains to Glen Innes.

This line is now being surveyed, starting from Moleville, but the progress has been greatly delayed by the difficult nature of the country and wet weather. Plans and sections have been received for a distance of about 29 miles, and about 24 miles additional have been surveyed, but the plans have not yet been received at the office.

A line has also been partially explored from South Grafton through Buccarumbi, to join the line last described from Moleville to Glen Innes near to Newton Boyd.

\* \* \* \* \*

JOHN WHITTON.

## No. 39.

MR. R. A. HYNDMAN to MR. H. PALMER.

Grafton, 4 August, 1874.

SIR,

I have to report that Mr. Hoyle writes from Bald Nob Creek, on the 19th July, that he has just commenced work up the Yarrow River, and that his section to that point is awful. He expects to join Mr. Francis in two or three weeks, and inquires if he is to proceed beyond him to Glen Innes; but as I do not know the position of Mr. Francis's work, I have written to Mr. Hoyle that he will receive instructions from you at the Big Hill. Mr. Mayes moved camp on the 9th July to junction of Yellow-jacket Creek. I conclude that, at that date, he had completed to the Four-mile Creek. He writes me on the 25th July that he has returned from exploring a deviation by the Henry River, and had reported upon it to the Engineer-in-Chief. He is continuing up the Mann to join Mr. Hoyle's section. Mr. Hogan had completed 19½ miles on the 21st July; he is attempting a deviation from the Mann River, near Barool Creek, shown on Cowdery's general plan, but finds some difficulty in getting through.

I have myself completed 6 miles of survey and section, and have shifted camp near to the Urara. The line will generally be easy except in rising on the range, where there will be about a mile of 1 in 40 and somewhat heavy work. The curves are not less than 20 chains.

I shall not be able to join Mr. Cowdery's line in this month, but hope to do so early in September. If you will be so good as to send me a specimen of trial plan and section, as it is required in the office, I will copy and forward to the other surveyors.

I am, &amp;c.,

R. A. HYNDMAN.

No. 14.

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No. 40.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Big Hill, Newton Boyd Road,  
31 August, 1874.

SIR,

I have the honor to report as follows on the present state of the surveys from Grafton to the tableland of New England.

When I came to this district in June last I found surveys had been completed by Messrs. Cowdery and Hyndman from Grafton to the junction of the Nymboi and Mitchell Rivers, and that the survey was being continued by Messrs. Hogan, Mayes, Hoyle, and Francis, following the course of the Mitchell, in the hope of making the ascent to the tableland by that river. Mr. Francis found that the rise in both the Mitchell and the Yarrow from their junction upwards (C on accompanying plan) was so rapid that it would be impossible to obtain a gradient of 1 in 40 by following either river, that is from the level at which he started his line, and the position of the back line would not admit of his starting at any higher level.

I then instructed Mr. Francis to proceed to the point marked A on plan, from which point to Glen Innes there are no difficulties of importance, and to make as rapid a descent as practicable, with a view of joining the line being surveyed up the Mitchell.

I find that Mr. Francis has obtained a line crossing the Yarrow River, at Kingsgate (B on plan). I have carefully examined this country, and from the levels in my possession find there is no chance of joining the line already surveyed up the Mitchell at any point above that marked E on plan, and that with a continuous gradient of 1 in 40 with extremely heavy works, the crossing of Surveyor's Creek would probably be from 150 to 200 feet above its bed. I propose that Mr. Francis should continue his survey as shown by the blue dotted line to the point E on plan; we should then have a through section from Grafton to the point A on plan.

Mr. Hyndman reports to me that he will complete in a month's time his survey from South Grafton, joining the line already surveyed at the crossing of the Clarence River. Messrs. Hogan and Mayes will complete in a week or two their portions of the line up the Mitchell, and Mr. Hoyle has completed his length joining the short piece surveyed by Mr. Francis at the junction of the Mitchell and Yarrow Rivers.

Since my last report I have examined the route recommended by Mr. Statham, and partially explored by Mr. Mayes. I regret to have to inform you that this route is altogether impracticable. There would not be any great difficulty in reaching the first saddleback mentioned in Mr. Statham's report as being 430 feet above the Henry River; but to follow the range from this point it would be necessary to make for a pass at the head of Saddle Creek (I have no plan showing this portion). The distance from this pass to the saddleback above mentioned is not more than from 10 to 12 miles, and the elevation attained in this distance, as shown by the aneroid, is 2,200 feet, the intervening country being fearfully rugged and broken. If, however, the ascent to this pass (K on plan approximately) could have been made I think a very fair line could be obtained along the range to the Yarrow Creek Station (H on plan), and thence to Glen Innes there would be no difficulties of importance.

I leave here to-day for Grafton to see Mr. Hyndman and Mr. Statham in reference to other routes that have been proposed to me, and will inform you of my movements at the earliest opportunity. Mr. Hoyle is now out of work, and accompanies me for a few days, after which I purpose sending him to the point A on plan to continue Mr. Francis's line into Glen Innes. Messrs. Mayes and Hogan will very shortly be ready to take up new work, but by that time I hope to be in a position to judge whether it will be expedient to make any further surveys in this direction, or to try a line *via* Tabulam and Tenterfield.

I have, &amp;c.,

HERBERT PALMER.

No. 41.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Grafton, 4 September, 1874.

SIR,

I have the honor to inform you that I have completed the examination of the principal rivers and creeks between the Oraro and Yarrow Rivers, which have been suggested as likely to prove the best approach to the tableland from Grafton to Glen Innes. The whole of this country is very mountainous, and I do not think it probable that any better line of country can be selected than that through which the present survey is being made, plans and sections of which will shortly be completed, and which will show works of great magnitude.

I find in almost every instance that the creeks in this district as they approach the tableland become a succession of falls and rapids, and are very often enclosed by almost perpendicular slopes of great height; the country in this direction is in fact so very rough that I consider it almost useless to attempt to obtain a practicable section through it, unless gradients of 1 in 30 and curves of a much smaller radius than 12 chains are admitted.

I now proceed to examine the country between Lawrence, Tabulam, and Tenterfield, and on my return to Grafton propose examining the district between South Grafton and the tableland at Ernani, a point nearly equidistant from Armidale and Glen Innes.

I will report on each of the above-mentioned routes at the earliest opportunity. I have instructed Messrs. Mayes, Hogan, and Hoyle to forward to you the plans and sections of the portions they have surveyed as soon as completed; in the meantime I hope to have gone through the routes to Tenterfield and Armidale, and possibly may then have found a better chance of reaching the tableland.

I have, &amp;c.,

HERBERT PALMER.

No. 42.

## No. 42.

MR. H. PALMER to ENGINEER-IN-CHIEF.

SIR,

Grafton, 22 September, 1874.

I have the honor to inform you that I have completed an examination of the country between Lawrence and Tenterfield, and herewith enclose a rough tracing from county maps, showing by a red line what I think will afford the best chance of obtaining a practicable line. The country generally, from Lawrence to the point marked A is easy, and only shows a total rise of 150 feet.

The first obstacle is the Richmond Range, the summit of which is shown at B; the range at this point is very narrow, and by making a tunnel of 5 or 6 chains in length, I do not think there would be much difficulty in rising the greater portion of the 700 feet elevation between A and B. From B to C there is a fall of about 500 feet, and assuming the formation level in the tunnel to be 100 feet below B, I think the fall of 400 feet to C could be managed, as there is a good spur, and about  $4\frac{1}{2}$  miles to make the descent.

From C I propose to follow the direction of the Tabulam Creek to Tabulam. This creek winds about considerably, and I expect would have to be crossed some three or four times before reaching the Clarence River at Tabulam. Here a very large bridge will be required. The highest rise in floods is about 50 feet, and including approaches I do not think the waterway required would be less than 20 chains in length. The height of Tabulam above Lawrence I make about 250 feet, and it is from here that the ascent to the tableland commences. From D to K there is a rise of 770 feet, and I think there is room to make this height. From K to E the rise is 1,150 feet, and a very broken country throughout. Points E and F are gaps in a very high range, and are approximately about the same level. Between these two points I should endeavour to follow the sidling ground along the range. From F to G there is a fall of 540 feet; from G to H a rise of 700 feet; and from H to Tenterfield a rise of about 350 feet, and the country is not difficult. These heights are taken by the aneroid, and as several points check pretty well with heights previously taken by Messrs. Cowdery and Hyndman, I think the levels throughout may be assumed to be tolerably correct.

The country from Tabulam to the point marked H is all extremely rough, and would require the most careful survey with the steepest gradients and curves of the shortest radius admissible. The main ascent is between D and E, between which points there is a rise of at least 1,900 feet, and the only chance of making this rise would be by contouring along the spurs of the ranges to an almost continuous gradient. Some of these spurs would show extremely heavy cuttings, and I fear the banks across many of these mountain gullies would be of great depth.

I am now confident that any line from this district to the tableland will show a very heavy section; and the country between Tabulam and Tenterfield, though extremely broken, will, I think, afford more room for making the ascent than any other part of the country I have seen. I think there is a far better chance of rising here by keeping to the ranges, and making as much as possible a continuous ascent, than by following any of the rivers or creeks, which all have their sources in the roughest and highest parts of the ranges. Another advantage that this route has over the one towards Glen Innes is that Tenterfield is some 600 feet below Glen Innes. (This information I have from the Road Superintendent of the district, who has frequently read this difference between the two places by the aneroid.)

I start to-morrow for Nymboida and Ernani to examine the range by which the road gives the ascent to the tableland, between Grafton and Armidale; I fear, however, that the general character of that country is far too mountainous, and that the ascent is made in much too short a distance. Mr. Statham knows this country well, having explored much of it with a view to finding a better road. He accompanies me over the first portion, where there are two or three gaps which it is imperative to make for, and if I find the height of these is much in excess of what we can obtain, it would only be waste of time to proceed further in that direction. I expect to be back in Grafton about the 30th instant. I also expect Messrs. Mayes and Hogan by that time to reach Grafton with their camps. They will then be ready to take up a portion of a survey towards Tenterfield, if you approve of such survey being made.

I have, &amp;c.,

HERBERT PALMER.

## No. 43.

ENGINEER-IN-CHIEF to COMMISSIONER.

Progress of Trial Surveys.

28 September, 1874.

*Clarence to New England.*

SINCE my report on trial surveys, dated the 24th June, 1874, they have been continued in the direction of Glen Innes, but further explorations have demonstrated the almost impracticability of carrying a railway in this direction. Mr. Palmer, the engineer in charge of the trial surveys, has been for some time in this district, and has recently explored the country previously reported upon by Mr. Wade and Mr. Cowdery, from Lawrence through Wyon, Tabulam, and Fairfield to Tenterfield. Mr. Palmer says:— "I am now confident that any line from this district to the tableland will show a very heavy section, and the country between Tabulam and Tenterfield, though extremely broken, will I think, afford more room for making the ascent than any other part of the country I have seen. I think there is a far better chance of rising here by keeping to the ranges and making as much as possible a continuous ascent than by following any of the rivers or creeks, which all have their sources in the roughest and highest parts of the ranges. Another advantage that this route has over the one towards Glen Innes is that Tenterfield is some 600 feet lower.

I have given instructions to Mr. Palmer to have this route surveyed; but from his description of the whole line it appears to me that if practicable it will be much more expensive to construct than any railway yet undertaken in this Colony. The length from Lawrence to Tenterfield by the proposed railway will be about 105 miles.

I annex a copy of Mr. Palmer's report, accompanied by a map.

See No. 41.

JOHN WHITTON,  
p. W. H. QUODLING.

No. 44.

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No. 44.

MR. H. PALMER to MR. HYNDMAN.

Sydney, 14 October, 1874.

MR. HYNDMAN,—

On completing your present survey to the junction with Mr. Cowdery's line, I wish you to proceed to Tabulam, and take up that portion of the trial line to Tenterfield, working up by Tea-tree Creek to the first gap in the range. Instruct Mr. Hogan to survey the line as I arranged from Lawrence, and report monthly on the progress in the surveys.

HERBERT PALMER.

No. 45.

MR. H. PALMER to MR. HOYLE.

Sydney, 3 December, 1874.

MR. HOYLE, Glen Innes,—

On completing your plan and section of the trial survey into Glen Innes, send the same to Sydney, with your field and level books. Write the heights of your B.M.'s in pencil on the plan. The through reduced level can be put on when Mr. Francis joins the surveyed lines.

When your plans are forwarded I wish you to proceed to Tenterfield, and to work to meet the other surveyors. I enclose a map of the town of Tenterfield. Find a good starting point and make for the Cataract River, and work down the river on the south side. In plotting your plan and section from Tenterfield you must allow for Tenterfield being at the end of your paper, working from right to left, in order that your plans may be joined to the through plans from Lawrence.

I expect to be in Tenterfield in the early part of January.

HERBERT PALMER.

No. 46.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Railway Department,  
1 February, 1875.

Report on Railway Surveys made during the year 1874.

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*Clarence and New England.*

The exploration of this country was commenced in July, 1873, and in the following November trial surveys were started between Moleville and Glen Innes. When I first visited this district, in May, 1874 I found that the line then being surveyed along the bank of the Mann River could not be continued any further than the junction of the Mann and Yarrow River, as the rise in the river bed from this point is so rapid that there was no chance of following its course upwards with a gradient of 1 in 40. I then started a survey from the summit of the tableland, at a point about 12 miles to the eastward of Glen Innes, working into the valley of the Mann River, and following this valley downwards. On reaching the junction of the Mann and Yarrow this line was at a considerably higher level than the first-surveyed line, and on the opposite bank of the river. This line is still being surveyed down the river with a continuous falling gradient of 1 in 40, and will during next month be connected with the first-surveyed line, at a point about 3 miles below Cassidy's public-house, or about 10 miles below the junction of the Mann and Yarrow, where the survey of the first line was discontinued. I examined several other proposed routes in this direction, also between Grafton and Armidale, but found all too mountainous to justify any survey being made. A short trial survey was next made between South Grafton and the point where the line from Moleville crosses the Clarence River. I hope to have completed early next month a through plan and section, Moleville to Glen Innes, also the alternative plan and section from South Grafton. I next examined the country between Lawrence, Tabulam, and Tenterfield, and recommended this route being surveyed.

The survey of this line was commenced in October, 1874. A trial plan and section is already completed over the Richmond Range, on this route, and between Lawrence and the Richmond Range there are difficulties of importance. The rise to the tableland must be made between Tabulam, Fairfield, and the Cataract River, which must be followed to its junction with Spring Creek and thence to Tenterfield. Surveys of this portion are now being made. The country in parts is very difficult, and I cannot venture to predict when these surveys will be completed:

I have, &c.,  
HERBERT PALMER.

No. 47.

MR. H. PALMER to MR. MAYES.

MR. MAYES, Sandilands, near Tabulam,—

25 February, 1875.

Enclosed is a copy of the last page of your levels on the length you surveyed on the Mann River (extension Grafton to Glen Innes). The through mileage at the commencement of your length was 53 miles 36 chains 28 links.

To carry this through mileage through Mr. Hoyle's length, it is of course necessary to have the mileage at the point marked "Mr. Hoyle's departure" in the column for remarks. I find, however, that you have omitted to book the change at this point; I cannot consequently carry this through mileage forward to the junction of the Mitchell and Yarrow Rivers where the survey of the line terminates.

It is most annoying to find such carelessness in joining the connection of two surveys.

HERBERT PALMER.

## No. 48.

MR. H. PALMER to MR. FRANCIS.

MR. FRANCIS, Cassidy's Big Hill, Newton Boyd Road,—

8 March, 1875.

In completing your plan and section I wish you to take up a portion of the survey now being made between Lawrence and Tenterfield. Mr. Hoyle is now surveying from Tenterfield towards Fairfield and Mr. Hyndham from Fairfield towards Tabulam. The length I wish you to take up is from Fairfield to join Mr. Hoyle. Your best plan will be to proceed to Fairfield, and then see Mr. Hyndman, who you will hear of at Tabulam. I will instruct Mr. Hyndman to show you the position of your starting point, and the direction of the course you are to survey. The country will be very rough; 12-chain curves to be used, and 10-chain curves only where absolutely necessary.

HERBERT PALMER.

## No. 49.

MR. H. PALMER to MR. HYNDMAN.

MR. HYNDMAN, Tabulam,—

8 March, 1875.

Mr. Francis has now completed his length on the Mitchell River, and I have instructed him to proceed to Fairfield to take up the length from your starting point near Fairfield and to work towards Tenterfield to join Mr. Hoyle. I wish you, when Mr. Francis comes to you, to take him to his starting point, and show him the course he is to survey, unless you can find some one who would be able to go with Mr. Francis, and so prevent the loss of your own time.

HERBERT PALMER.

## No. 50.

MR. H. PALMER to MR. MAYES.

MR. MAYES, Tabulam,—

31 March, 1875.

On completing the plan and section of the length you are now engaged upon, I wish you to send them to this office, and do not omit to trace such portions of the Tabulam end of both plan and section as will be required for showing the connection of your length with Mr. Hyndman's.

When this work is sent in you may join Mr. Hyndman and assist him in the staking and levelling and preparing plan and section of his length (Fairfield to Tabulam).

When this length is completed I shall require you and Mr. Hyndman to take up the length between Mr. Hogan's work at Lawrence and the commencement of your first length at Busby's Flat.

HERBERT PALMER.

## No. 51.

MR. H. PALMER to MR. HOYLE.

MR. HOYLE, Tenterfield,—

27 April, 1875.

I have received your plan of the Cataract River; you do not show curves on the pencil-line you say is being staked. It will be necessary to stake out all curves when the ground is rough, and in good ground when curves of large radii are used chords of 5 chains may be staked.

If you do not require the large scale plan of Tenterfield to complete the plotting of your 10 chn. plan, you may forward it to this office,

With reference to a question in a former letter, the heading of your journal on your present work should be merely "Trial Survey—Lawrence to Tenterfield."

I hope to visit your district shortly and to find your work in an advanced state.

HERBERT PALMER.

## No. 52.

MR. H. PALMER to MR. FRANCIS.

MR. FRANCIS, Drake, *via* Lawrence,—

6 May, 1875.

I have received your report, dated April 28th.

You do not mention in which direction you have been informed that a better line can be obtained, or from what point on the line already surveyed by Mr. Hyndman it is likely you would have to start on the route recommended as easier than the line from the Gap at Plumboy's Creek to that at M'Leod's Creek. I am fully aware of the difficulties lying between these gaps, but as the length is not very great I shall require a traverse and section between these points; and you are at liberty to engage as many men as you think necessary for the clearing required to make a traverse only.

I hope to be able to leave Sydney for Lawrence by the end of this month, and I shall be glad if you will obtain all the information you can from persons intimately acquainted with the country, and examine any routes recommended by them as superior to the one you have commenced. This you may be able to do while the men are clearing, if you can trust them to keep the direction sufficiently well to enable you to traverse an approximately correct direction of line between the gaps. I hope you will have procured all the information in your power by the time I come up, and I will then examine any routes you may recommend.

Should

Should any route be approved leaving the surveyed line on the Tabulam side of your commencement which would join Hoyle's line, it would still be necessary to connect Hyndman's line with Hoyle's by way of the gap at Plumboy's Creek and M'Leod's Creek, and for this reason I require the traverse pushed through, no matter how rough the section may appear. You need not do any extra clearing for tangent lines and curves.

HERBERT PALMER.

No. 53.

MR. H. PALMER to MR. HYNDMAN.

MR. HYNDMAN, Tabulam,—

29 June, 1875.

I wish Mr. Mayes to assist you in making the survey between Busby's Flat and the length completed by Mr. Hogan. You will therefore be good enough to furnish him with all necessary instructions and report on the work performed by him.

HERBERT PALMER.

No. 54.

MR. H. PALMER to MR. MAYES.

MR. MAYES, Tabulam,—

29 June, 1875.

I wish you to assist Mr. Hyndman until the survey between Lawrence and Tabulam is completed, and I have instructed Mr. Hyndman to furnish you with all necessary instructions.

HERBERT PALMER.

No. 55.

MR. H. PALMER to ENGINEER-IN-CHIEF.

Railway Trial Surveys.

\* \* \* \* \*

*Clarence and New England.*

At the date of my last report trial surveys were nearly completed from Moleville to Glen Innes, and from South Grafton to a junction with the former line at the crossing of the Clarence River. The plans of these lines have since been received, showing in places an extremely heavy, and except at an enormous cost, an almost impracticable section; the greatest elevation attained on this line being 3,850 above the sea level.

On the completion of this trial survey the surveyors were removed to the Lawrence and Tenterfield survey. The survey of this line is in an advanced state, and will, I expect, be completed in about two months time, but I fear with very similar results to the line already surveyed to Glen Innes. The whole of this country between the Clarence and the tableland of New England is extremely rough, so much so that unless curves of much smaller radii are used than those to which the present surveys are being worked (12 chains and in some cases 10 chains), I see very little prospect of a practicable section being obtained through this district.

\* \* \* \* \*

I have, &c.,  
HERBERT PALMER.

12 July, 1875.

No. 56.

MR. HOYLE to MR. PALMER.

Railway Survey Camp,  
Sandy Creek, near Tenterfield,  
30 June, 1875.

DEAR SIR,

By this post I send you plan and section of my work about the Sandy Hill. By them you will see that I cannot get down by the river. I contoured with a gradient of 1 in 50, but the hill is so abrupt that I could not round it, neither could I with a 1 in 40 gradient, there not being room for even a 10-chain curve. On looking over the country, I think by commencing to rise at Black Snake Creek I could get to the top of the Sandy Hill by passing through a gap at the head of Clear Creek, but having doubt of the distance being long enough for me to fall to Darcy's, I am now running levels with a gradient of 1 in 45, but fear I shall not be able to get down, as my aneroid gives me about 600 feet fall, and I calculated the distance not to be more than 3 miles.

Last week a Mr. Møesten (one of the oldest settlers up here), in conversation with some of my men, told them that we were not taking the easiest route, but that he knew a way far superior to ours. On seeing Mr. Møesten, I asked him about the matter, and he told me he thought we were picking out the roughest country for our line, and he gave me the following as a much better route:—

Leaving Tenterfield in a S.E. direction, passing by the racecourse to Curry's selection; thence to Mitchell's selection; thence to Barney Downs, passing through head station to Swamp Oak Creek; thence to Commissioner's Camp, crossing Sandy Creek about half a mile below main road (Tenterfield to Timbarra); thence

thence to watershed of M'Cloud's Creek; following range to head of Goff's Gully; thence following spur to head of Tea-tree Creek; thence following dividing range to crossing of Black Creek; and thence into Tabulam. Mr. Møesten also said we should have to cross Sandy Creek at a height of about 40 feet, also that our summit would be about Swamp Oak Creek, from there we should fall until reaching Tabulam. Mr. Møesten offers to go over and show the line to any one. If I find I cannot fall to Darcy's, what am I to do? Please send me instructions. Until I hear from you, I purpose trying if there be any other way to get past Sandy Hill.

I telegraphed to the Chief Clerk for information as to your whereabouts, thinking that if absent from Sydney my letter might there await your return and occasion delay.

I remain, &c.,

J. WALKER HOYLE.

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No. 57.

MR. HOYLE to MR. PALMER.

Trial Railway Survey—Laurence to Tenterfield.

Sandy Creek,

20 July, 1875.

DEAR SIR,

In accordance with the instructions in your memo. of the 6th instant, I have consulted with Mr. Francis on the best means of joining our surveys, and beg to report to you as follows:—

Mr. Francis was unable to say where his survey would come out at Darcy's, but could show me the gap he is making for; he recommended my commencing at the gap and working down to Darcy's, and thus endeavour to join our surveys. This gap is about half a mile eastward of the one Mr. Hyndman supposed the line would come through; it is at the head of sheep-yard swamp, about half a mile beyond Mrs. Darcy's back paddock, or about 3 miles from Darcy's Inn. My aneroid gave me a fall of 475 feet from the gap to Darcy's, and I am now running a contour line to endeavour to get down. I enclose you a tracing of the only feasible line I can find to carry on my survey along the Cataract River through Darcy's Gap. You will see that I am obliged to come down from the Falls with a zigzag—the red line is what I propose staking out.

The line I mentioned in my last letter proved as I expected to be impracticable, as it brought me out 200 feet above Darcy's Gap. Mr. Møesten at present resides at his new saw-mills at Black Snake Creek, about 14 miles from Tenterfield, on the Grafton Road.

I remain, &c.,

J. WALKER HOYLE.

Would you kindly instruct the Office to send me up some tracing paper.

---

No. 58.

MR. PALMER to MR. HOYLE.

MR. HOYLE, Sandy Creek, near Tenterfield,—

9 August, 1875.

You may continue the staking of the line as shown by the tracing you forwarded on the 20th ultimo.

I wish you to inform me when you expect to connect this line from Mr. Francis' Gap with your line down the Cataract, also when you expect to be able to forward your through plan and section to this office.

HERBERT PALMER.

---

No. 59.

MR. PALMER to MR. HOYLE.

MR. HOYLE, Tenterfield,—

15 September, 1875.

I have directed Mr. Francis to examine the route recommended by Mr. Møesten, and to make a trial survey in that direction if he sees a chance of obtaining a better section than the one he has just completed.

I wish you to assist Mr. Francis if this survey is commenced; you may consult with him as to the portion you should take up when you complete your present length.

HERBERT PALMER.

---

No. 60.

MR. PALMER to MR. MAYES.

MR. MAYES,—

15 September, 1875.

On completing the work upon which you are now engaged, I wish you to assist Mr. Hyndman on a trial survey for a branch line to Casino. Mr. Hyndman will furnish you with the necessary instructions.

HERBERT PALMER.

21

No. 61.

MR. PALMER to MR. HYNDMAN.

15 September, 1875.

MR. HYNDMAN, Lawrence,—

Please forward to this office as early as practicable the plan and section of the Tabulam and Fairfield length, and the remaining length from Tabulam to your junction with Mr. Hogan's work as soon as completed. I wish you then to make a trial survey for a branch line to Casino, leaving your present surveyed line at the point that will allow of the shortest and easiest line.

HERBERT PALMER.

I have instructed Mr. Mayes to assist you in the Casino trial survey.—H.P.

No. 62.

MR. PALMER to MR. FRANCIS.

15 September, 1875.

MR. FRANCIS, Fairfield,—

Upon completing the length upon which you are now engaged, please forward the plan and section to this office.

The Engineer-in-Chief wishes you then to examine the route proposed by Mr. Møesten, and to make a trial survey by this route, if you see any reasonable chance of obtaining a better section in that direction. Mr. Hoyle will assist on this survey when he completes his present work.

HERBERT PALMER.

No. 63.

MR. HOYLE to ENGINEER-IN-CHIEF.

Railway Survey Camp, Sandy Creek, Tenterfield,  
4 October, 1875.

SIR,

I beg to inform you that by this mail I forward to your office, plan, section, and books of the section I have just completed of the trial railway survey, Lawrence to Tenterfield.

I have, &amp;c.,

J. WALKER HOYLE.

Received and joined to through plan and section, Lawrence to Tenterfield.—H.P., 13/10/75.

No. 64.

MR. PALMER to MR. HYNDMAN.

5 October, 1875.

MR. HYNDMAN, Lawrence,—

As the branch line to be surveyed from Wyon to Casino is so short, I should prefer Mr. Mayes taking the entire length. In the meantime I wish you to proceed to Iluka, to survey a trial line from there to Woodburn, on the Richmond River.

HERBERT PALMER.

No. 65.

MR. PALMER to MR. FRANCIS.

18 November, 1875.

MR. FRANCIS, Drake, *vid* Tenterfield,—

I have instructed Mr. Mayes to assist on the survey you are now engaged upon, between Tabulam and Tenterfield, as soon as he completes his present work.

I wish you to arrange a length for him, and point the same out to him, as the through plan and section of this amended survey to Tenterfield is urgently required.

HERBERT PALMER.

No. 66.

MR. PALMER to MR. MAYES.

18 November, 1875.

MR. MAYES, Deep Creek, *vid* Casino, Richmond River,—

Forward the plan and section of the trial survey, Wyon to Casino, also all the books, &c., in connection with this work, to this office as soon as completed.

When this is done, I wish you to assist on the survey now being made between Tabulam and Tenterfield.

Mr. Francis is now in the neighbourhood of Drake, and I have instructed him to arrange a length for you.

When you start your camp for that district, it will be well for you to go in advance of your party to Mr. Francis and find out from him where you are to work, so that the least possible amount of time may be lost.

HERBERT PALMER.

## No. 67.

MR. PALMER to MR. FRANCIS.

22 February, 1876.

MR. FRANCIS, Tenterfield,—

On the completion of your trial survey to Tenterfield, I wish you to return to this office with as little delay as possible, to assist in the preparation of Parliamentary plans, sections, and estimates of the various trial surveys from the Clarence District to New England.

HERBERT PALMER.

## No. 68.

MR. PALMER to MR. MAYES.

22 February, 1876.

MR. MAYES, Timbarra, *via* Tenterfield,—

On the completion of the length upon which you are now engaged, I wish you to return to this office with as little delay as possible, to assist in computing the earthwork quantities and of the through sections of the trial surveys from the Clarence District to New England.

HERBERT PALMER.

## No. 69.

MR. HOYLE to ENGINEER-IN-CHIEF.

Tenterfield, 2 March, 1876.

SIR,

I have forwarded my plans and sections by to-day's post to the office.

I remain, &amp;c.,

J. WALKER HOYLE.

Mr. Palmer.—W.H.Q., 9/3/76.

Plans and sections received and joined to the through plan and section.—H.P., 9/3/76.

## No. 70.

EXTRACT from Mr. Palmer's Report on Trial Surveys of 9th February, 1876.

*Lawrence to Tenterfield.*

THIS trial survey, mentioned in my last report, was completed in September, and in consequence of portions of the section by the route surveyed being quite impracticable, the surveyors were instructed to survey another route between Tabulam and Tenterfield. The plans and sections of this amended survey should be completed during this month. The section will be a very heavy one, but by far the most practicable of any yet surveyed from the Clarence to New England.

Surveyors have now been engaged for two and a half years in making trial surveys by various routes in this district. The sections in all instances show works of great magnitude, and the estimate of cost of the lightest of these sections will, I am confident, exceed that of any line of railway of an equivalent length hitherto constructed in this Colony.

The surveyors are to be withdrawn from the district on the completion of the above-named amended survey to Tenterfield.

*Wyon to Casino.*

A trial survey from Wyon (a point on the Lawrence and Tenterfield line, 37 miles distant from Lawrence) was commenced in October. The survey, together with plan and section, was completed to Casino, Richmond-River, by the end of December.—Length, 19 miles.

1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

RECREATION RESERVES ON WESTERN AND  
SOUTHERN RAILWAYS.

(SITUATION AND AREA.)

*Ordered by the Legislative Assembly to be printed, 12 April, 1876.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd February, 1876, That there be laid upon the Table of this House,—

“(1.) A Return showing the situation and area of any lands reserved for purposes of Public Recreation abutting upon, or adjoining the Great Western Line of Railway, between the Parramatta Junction and Kelso Station.

“(2.) A similar Return showing the situation and area of any lands reserved for similar purposes on the Great Southern Line of Railway, between Redfern and Goulburn Stations.”

*(Mr. Macintosh.)*

## No. 1.

RETURN showing the situation and area of lands reserved for purposes of Public Recreation, abutting upon, or adjoining the Great Western Line of Railway, between the Parramatta Junction and Kelso Station.

No.	Area.	County.	Where situate.	When reserved.
13	2½ square miles ...	Cook .....	Weatherboard Junction, on the Bathurst Road .....	25th January, 1870.
27	3 acres .....	” .....	Springwood; on the Bathurst Road .....	5th November, 1875.
29	2,100 ” .....	” .....	Blackheath and Govett's Leap .....	7th December, 1875.

## No. 2.

RETURN showing the situation and area of any lands reserved for purposes of Public Recreation, abutting upon, or adjoining the Great Southern Line of Railway, between Redfern and Goulburn Stations.

Nil.



1875-6.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## RAILWAY GUARDS.

(NAMES AND WAGES OF.)

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*Ordered by the Legislative Assembly to be printed, 13 June, 1876.*

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RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 31st May, 1876, That there be laid upon the Table of this House a Return showing,—

- “ (1.) The names of all the Railway Guards employed upon the Southern, Western, and South-western Railways, since the 1st January, 1871.
- “ (2.) The amount of daily wages paid to each Guard before the reduction in the Railway employés pay.
- “ (3.) The same after the reduction.
- “ (4.) The same at the present time.”

(*Mr. Pilcher.*)

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## RAILWAY GUARDS.

RETURN of Guards employed on the Great Southern and Western Lines since 1st January, 1871, or previous to the reduction in wages in February, 1871.

Name.	Wages paid previous to reduction—Jan., 1871.	Reduced wages from 1 Feb., 1871.	Restored wages—1 July, 1872.	Present wages—June, 1876.	
	per day. s. d.	per day. s. d.	per day. s. d.	per day. s. d.	
Jas. Robinson .....	12 0	10 0	12 0	12 0	
Richd. Darby .....	12 0	10 0	12 0	12 0	
Geo. Gee .....	10 0	9 0	*8 0	10 0	* Reduced to 8s. in Mar., 1871.
Alfred Clissold .....	10 0	9 0	10 0	10 0	
John Pike .....	10 0	9 0	10 0	10 0	
John Harrison .....	10 0	8 4	9 0	10 0	
Alex. Miller .....	11 0	9 0	10 0	10 0	
Geo. Dean .....	10 0	9 0	10 0	10 0	
W. Hegarty .....	8 0	7 6	9 0	10 0	
Jos. Atkins .....	10 0	9 0	9 0	10 0	
Hy. Thorney .....	10 0	9 0	10 0	11 0	
Robert Lewis .....	11 0	9 0	10 0	10 0	
Jno. Heaton .....	11 0	9 0	10 0	10 0	
Josh. Waring .....	10 0	9 0	9 0	10 0	
Jno. Thorburn .....	9 0	8 0	†9 0	9 6	† Increased to 9s., Nov., 1871.
Jas. Gordon .....	9 0	8 0	‡10 0	10 0	‡ Do. to 9s., Oct., 1871.
Jas. Bell .....	11 0	9 0	§10 0	12 0	§ Do. to 10s., Feb., 1872.
Jas. Baker .....	7 0	6 6	8 0	9 6	
Richd. Elly .....	8 0	7 6	9 0	10 0	

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM NEWCASTLE TO EAST MAITLAND.

(STATISTICS.)

*Ordered by the Legislative Assembly to be printed, 20 June, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 1st February, 1876, That there be laid upon the Table of this House,—

A Return showing :—

“ (1.) The total cost of construction of the Line of Railway from Newcastle to East Maitland.

“ (2.) The annual expenditure on the said Line during the five years ending 31st December, 1875.

“ (3.) The annual receipts for the carriage of all goods (exclusive of coal) on the said Line during the same period.”

*(Mr. Wisdom.)*

TOTAL cost of construction of the Line of Railway from Newcastle to East Maitland :—  
£399,544 8s. 8d.

\* ANNUAL Expenditure on the said Line during the five years ending 31st December, 1875 :—

	£	s.	d.
1871	10,449	2	1
1872	9,272	4	7
1873	10,056	8	3
1874	11,805	16	9
1875	12,424	9	6

† ANNUAL Receipts for the carriage of all goods (exclusive of coal) on the said Line during the same period :—

	£	s.	d.
1871	8,418	5	10
1872	7,259	10	11
1873	9,120	9	1
1874	10,624	17	9
1875	13,072	10	10

\* This includes the cost of maintenance of Line for coal traffic, and for conducting such traffic.

† As the revenue derived from the coal traffic is excluded, the receipts do not compare relatively with the expenditure as given above.

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1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY FROM NEWCASTLE TO WEST MAITLAND.

(STATISTICS.)

*Ordered by the Legislative Assembly to be printed, 21 June, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 9 February, 1876, That there be laid upon the Table of this House,—

A Return showing :—

- “(1.) The total cost of construction of the Line of Railway from Newcastle to West Maitland.  
“(2.) The annual expenditure on the said Line during the five years ending 31st December, 1875.  
“(3.) The annual receipts for the carriage of all goods on the said Line during the same period.”

*(Mr. W. C. Browne.)*

TOTAL cost of construction of the Line of Railway from Newcastle to West Maitland :—  
£443,938 5s. 2d. (Exclusive of the cost of Cranes and Staiths.)

ANNUAL Expenditure on the said Line during the five years ending 31st December, 1875 :—

	£	s.	d.
1871	11,610	2	4
1872	10,302	9	7
1873	11,173	15	10
1874	13,117	11	11
1875	13,804	19	6

ANNUAL Receipts for the carriage of all goods on the said Line during the same period :—

	£	s.	d.
1871	34,594	9	6
1872	36,197	19	4
1873	40,955	3	10
1874	49,274	15	1
1875	53,646	11	0



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON

THE CASE OF ALFRED ARNOLD;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
27. June, 1876.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

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EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

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VOTES No. 92. TUESDAY, 16 MAY, 1876.

15. THE CASE OF ALFRED ARNOLD:—Mr. McElhone moved, pursuant to Notice (*as amended by consent*),—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into, and report upon, the case of Alfred Arnold, who was dismissed from the Railway Branch of the Public Works Department.
- (2.) That such Committee consist of Mr. Farnell, Mr. Sutherland, Mr. Piddington, Mr. Day, Mr. Taylor, Mr. Davies, Mr. Cameron, Mr. Terry, Mr. Lackey, and the Mover.
- Debate ensued.  
Question put and passed.
- 

VOTES No. 114. TUESDAY, 27 JUNE, 1876.

6. THE CASE OF ALFRED ARNOLD:—Mr. Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this case was referred on the 16th May, 1876, together with Appendix.
- Ordered to be printed.
- 

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1875-6.

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**THE CASE OF ALFRED ARNOLD.**

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**REPORT.**

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THE SELECT COMMITTEE of the Legislative Assembly appointed on the 16th May, 1876,—“with power to send for persons and papers, to inquire into and report upon the case of Alfred Arnold, who was dismissed from the Railway Branch of the Public Works Department,”—have agreed to the following Report,—

Your Committee have examined the witnesses named in the List,\* and \*See List, page 5. considered the documents handed in by Mr. Quodling, and they see no reason for interfering with the decision of the Engineer-in-Chief for Railways in this case.

JAMES S. FARNELL,  
Chairman.

No. 2 Committee Room,  
Sydney, 23rd June, 1876.

---

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 25 MAY, 1876.

MEMBERS PRESENT:—

Mr. McElhone,		Mr. Terry,
Mr. Farnell,		Mr. Taylor.

Mr. Farnell called to the Chair.

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

Committee deliberated.

Ordered,—That Mr. William Clark, Mr. William Hunter, Mr. Leslie Crawford, Mr. Charles Harkness, and Mr. John Cobb be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at *Two* o'clock.]

TUESDAY, 30 MAY, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Taylor,		Mr. Terry.
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Mr. Alfred Edward Arnold called in and examined.

Witness withdrew.

Mr. John Cobb called in and examined.

Witness withdrew.

Room cleared.

Committee deliberated.

Ordered,—That Mr. Alfred Arnold and Mr. Henry Howe be summoned to give evidence next meeting.

[Adjourned to Thursday next, at *Two* o'clock.]

THURSDAY, 1 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Cameron,		Mr. Terry,
Mr. Taylor,		Mr. Piddington.

Mr. Henry Howe called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Henry Quodling, Esq., be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at *Three* o'clock.]

TUESDAY, 6 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Terry,		Mr. Davies,
Mr. Sutherland,		Mr. Taylor.

In the absence of the Chairman, Mr. Terry called to the Chair *pro tem*.

Henry Quodling, Esq. (*Chief-Clerk, Railway Department*), called in and examined.

Witness *handed in* copies of Correspondence in reference to the dismissal of Mr. Alfred Arnold and copy of Rules for the guidance of the employés in the Railway Workshops, which were ordered to be appended. (*See Appendices A 1 & 2.*)

Witness withdrew.

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

[Adjourned.]

FRIDAY,

FRIDAY, 16 JUNE, 1876.

MEMBER PRESENT :—

Mr. Farnell.

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

FRIDAY, 23 JUNE, 1876.

MEMBERS PRESENT :—]

Mr. Farnell in the Chair.

Mr. Sutherland, | Mr. McElhone.

Chairman submitted Draft Report; same *read* and *agreed to*.  
Chairman to report to the House.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

THE CASE OF ALFRED ARNOLD.

TUESDAY, 30 MAY, 1876.

Present:—

MR. FARNELL, | MR. TAYLOR,  
MR. TERRY.

JAMES S. FARNELL, ESQ., IN THE CHAIR.

Mr. Alfred Arnold examined:—

1. *Chairman.*] What are you? An engine-fitter.
2. Have you lately been employed in connection with the Railway Department? Yes, up to the 30th April last. Mr. A. Arnold.
3. What were you dismissed for? I do not know, other than from the report of the proceedings as to what Mr. Whitton stated. Nothing was said to me why I was dismissed. 30 May, 1876.
4. Were you called upon to show cause? No.
5. Then you do not know what you were dismissed for? No, not directly—only indirectly. I had verbal notice to quit the works—that was all—a week's notice.
6. Is that usual? I believe it is usual to give a man notice in writing, but I did not get it in writing.
7. Were you employed weekly? I was paid by the hour.
8. Paid by the hour, but employed weekly? I could not say whether I was employed weekly or not. I was put on by Mr. Sutherland—in Mr. Sutherland's time. Whether I was employed weekly or not I could not say.
9. What is your complaint? My complaint is of being dismissed without knowing for what cause, and of taking from me my character, and giving me a character I never bore before in my life.
10. Who gave you the character? Mr. Whitton, who stated in the House —
11. That is quite a mistake. Mr. Whitton is not in the House? It was stated by the Minister who read Mr. Whitton's report of the cause of my being dismissed.
12. *Mr. Terry.*] In answer to a question? Yes.
13. *Chairman.*] What was the cause? The cause stated was for having reported Howe for having goods down the line without paying freight, and for going out and obtaining drink during working hours. That report was stated to have been from malice, inasmuch as I had not complied with rule No. 24. That rule does not exist in the shop rules. There are not 24 rules, there are only 22, and I was not cognizant of the rule—and for inferior workmanship.
14. Then your complaint is that you were dismissed under a rule of which you did not know the existence? It did not exist in the workshop; and that my reports were unheard, and are true.
15. Then it is on account of reports that you have made that you have been dismissed? I know of no other reason. I lost no time on the railway—never.
16. What did you report? I reported that a man named Henry Howe brought down two bags of potatoes on the engine and into the running shed, evading the freight and defrauding the Government of its revenue; and I also reported him for going out drinking during working hours.

- Mr. A. Arnold. 17. Did Henry Howe bring these potatoes you speak of in the train for his own use? They came down on the engine and were put into his office, and from his office, as I have witnesses here to prove, they were removed to a cart. I presume they were for his own use or they would not have been put in his office. The foreman's office is no place for goods; there is a goods-shed.
- 30 May, 1876. 18. That is to say, you think he ought to have paid the ordinary freight for these potatoes, although they were for his own use? Yes.
19. *Mr. Taylor.*] Are not engine-drivers allowed to bring a little freight of that kind for themselves? I do not think so; they receive wages the same as the other employés; they may bring down a few potatoes, or anything of that kind, but I have not seen them. I noticed this as something glaring. I have seen him bring down bags of vegetables or bundles of celery; but the only things I reported were the two bags of potatoes, and I did not know until within a few days of the report where they went to.
20. *Chairman.*] When did you report about these potatoes? On the 3rd April.
21. When did they come down by the train? They must have come down six months before—five or six months.
22. Knowing these potatoes to have been brought down, as you believed, improperly, why did you not report it before? I did not know whose the potatoes were or where they went until a few days before I made the report; they were put into the office.
23. Did these potatoes remain in the office for a period of five or six months? No, they did not remain in the office, but I did not know where they went to.
24. You do not know of your own knowledge where they went to? I only know that they went into the office of my own knowledge.
25. Why did you not report it then? I did not know who the potatoes belonged to or where they went to.
26. *Mr. Taylor.*] You know they came down on the engine? Yes.
27. *Chairman.*] Do you know for a fact that you were dismissed in consequence of your report about these potatoes? No; I have had no reason assigned to me officially why I was dismissed.
28. Are you aware that there is a rule in force by which it is stipulated that any inferior officer having a charge to make against his superior should make it within a certain period? There were no such rules in the workshop I was in; I never saw them. There are only twenty-two rules hung up in the shop for the guidance of the workmen—but no such rule as that.
29. *Mr. Taylor.*] Do you know of any rule in any of the Departments, that if you have a complaint to make it must be made within fourteen days of the circumstance that gives rise to it? No, I do not.
30. *Chairman.*] Was any inquiry made with reference to this matter at all? None whatever.
31. Do you know anything about a Mr. Cobb? I do.
32. Did not he make some statement? I do not know whether he has; he was in charge at the time I made the report.
33. Perhaps you are not aware of all the facts and circumstances connected with the case—as to any inquiry? No, I am not.
34. I mean by the Department? I am not aware of anything. I am aware through Mr. Goold that the Minister of Works informed Mr. Goold for me that I should not be dismissed until the affair was investigated; that I understood; but I was dismissed, and it never was investigated.
35. That is all hearsay—you noticed that a question was asked in the House in reference to your dismissal? Yes.
36. And in the answer it was stated that certain charges were disproved by Mr. Cobb, who was in charge of the works? Yes, I heard that.
37. That would show that some inquiry was made in the matter? Mr. Cobb was the very party that went out with this party drinking—I do not know how he could disprove it.
38. We cannot inquire into that matter—we have to inquire into your dismissal—and all these things are beyond the scope of our inquiry, your making counter charges? I understood that what I was to do was to prove that the charges I made were correct. I do not wish to make any counter charges; but I can prove that what I stated is correct, and I have my witnesses here.
39. You are really not aware whether you were dismissed on account of charges made by you in reference to this man bringing down potatoes, or as to men going out of the shop to drink? No, I am not.
40. *Mr. Taylor.*] Did you report these cases before you were dismissed? Yes, and in writing.
41. Do you know that it was in consequence of that report you sent in you were dismissed? I do not know it.
42. You believe it? I do believe it; and I believe there has been a conspiracy to get me away from the railway, and to damage my character.
43. *Chairman.*] For what object? To cloak over their own derelictions of duty.

Mr. John Cobb examined:—

- Mr. J. Cobb. 44. *Chairman.*] What are you? Out-door foreman at the Sydney Railway Station—generally called the running-shed foreman.
- 30 May, 1876. 45. You have heard that a Select Committee of the Assembly has been appointed to inquire into the dismissal of Mr. Arnold? I have.
46. He was dismissed from that department, was he not? He was.
47. Do you know of any particular rule in reference to subordinate officers making charges against their superiors? I do.
48. What is the number of the rule? Rule 24 states—"That any officer or servant who has cause to complain of or make a report against his superior shall make the complaint through the officer at the head of the branch to which he belongs, within seven days after the occurrence of the matter so reported by him; otherwise such report will be regarded as the result of malice, and not from a conscientious desire to advance the interests of the Public Service."
49. Then, in accordance with that rule, the complaint of Mr. Arnold having been made some six or seven months subsequent to the event taking place, it was considered by the Department as the result of malice? It was.
50. And that he was deserving of dismissal? That was the view the Engineer-in-Chief took of it.
51. Was he dismissed for that cause alone, or for other causes? Not for that cause alone.

52. It has been stated by Mr. Arnold that persons employed in the workshop have been in the habit of leaving the workshop for the purpose of obtaining drink ;—is that the fact ? No, it is not the fact.
53. However, the fact of his having charged other persons with going out of the workshop to obtain drink has nothing to do with his dismissal ? No. Mr. J. Cobb.  
30 May, 1876.
54. *Mr. Taylor.*] Have engine-drivers the privilege of bringing down any little thing for their own use ? There is no rule in the department against it. There is a rule that the guards are not allowed to bring anything down ; but as matter of fact I believe the drivers do bring down occasionally a cabbage or two, or a little thing of that kind, for their own use.
55. Has there ever been any objection to it ? There has never been any objection to it that I am aware, and I have been twenty years in the department—ever since the opening of the line.
56. *Chairman.*] Do you know as a fact that two bags of potatoes were brought down for Mr. Howe ? I have heard that two bags of potatoes were brought down.
57. You do not know as a fact, but you have heard so ? I have heard so.
58. They were not brought down for any other person than for the engine-driver and himself ? Not that I am aware of.
59. *Mr. Taylor.*] I suppose you do not know anything of Mr. Arnold's competency to perform his duties ? No, I do not ; he was not immediately under my supervision, but Mr. Howe's.
60. *Chairman.*] How are people taken on at the Railway—such people as Mr. Arnold—as fitters ? Sometimes they get a letter from some one to the Engineer-in-Chief.
61. I am not speaking of that : what I want to know is in what way they are engaged, whether weekly or otherwise ? They are engaged at so much per day of eight hours, and are paid fortnightly.
62. What term of notice is sufficient to give before dismissal ;—is that provided for by the rules ? Yes, there is more than one rule that bears on that point—one is No. 447 : " Any workman upon being reported three times for idleness will be discharged." No. 451 : " Any workman will be liable to be suspended and dismissed at once for disobedience of orders, negligence, misconduct, or incompetency, and to dismissal without cause assigned at a week's notice ; and any workman leaving the service without giving a week's notice shall forfeit all wages due to him."
63. Are those rules exposed to view or given to the workmen ; are they the same rules as those hung up in the workshop ? The last two, 447 and 451, are exposed in the shop.
64. Is rule 24 ? That is not exposed in the shop ; it is in the books that are given to every officer in the service, including the foreman, the drivers, and firemen.
65. With regard to the report of Howe going out drinking—you say you knew nothing about his going out drinking ? I did not say so.
66. Unless Arnold had seen one of these books he could have had no knowledge of this rule 24, as it is not in the shop rules ? I do not believe he could have had any knowledge of it unless he had seen it in one of these books.

THURSDAY, 1 JUNE, 1876.

Present :—

MR. CAMERON,	MR. PIDDINGTON,
MR. TAYLOR,	MR. TERRY.

JAMES S. FARNELL, ESQ., IN THE CHAIR.

Mr. Henry Howe examined :—

67. *Chairman.*] What are you ? Foreman engineer in connection with the Railway. Mr. H. Howe.
68. In the locomotive department at Redfern ? Yes. 1 June, 1876.
69. This Committee has been appointed to inquire into the dismissal of Mr. Arnold from your department—can you inform the Committee the reason of his dismissal ? Personally I cannot ; it was, I believe, through malice ; that is, by the Engineer-in-Chief.
70. *Mr. Cameron.*] Do you mean malice on the part of the Engineer-in-Chief ? No, through malice—his entering a charge against me.
71. *Chairman.*] This charge was made when ? On the 1st of April, but the corrected charge was dated the 5th, I think.
72. Of the present year ? Of the present year.
73. Did the charge refer to something that had taken place some time previous ? Yes.
74. How long previous ? Some seven or eight months, to the best of my recollection, one portion of it.
75. What was the charge made against you ? For having some potatoes brought down on an engine, and for leaving the works to obtain drink. The words were, " repeatedly during the absence of Mr. Scott leaving the works to obtain drink."
76. You have a regulation, have you not, in reference to any charge an official may have to make against a superior ? Yes.
77. What is that regulation ? It is as nearly as possible ———
78. Is it No. 24 ? Yes, rule 24 : " Any officer or servant who has cause of complaint against a superior officer shall make the complaint through the officer at the head of the branch to which he belongs, within seven days after the occurrence of the matter so reported by him, otherwise such report will be regarded as the result of malice, and not from a conscientious desire to advance the interests of the Public Service."
79. Were the charges made by Mr. Arnold against you true ? As far as the potatoes were concerned—that is to say a portion of it—not as to their having been brought down on the engine, I believe.
80. As to the other part of the charge—going out to drink ;—was that correct ? That is incorrect. If you will allow me to explain to the Committee you will understand the matter better : Our works are close to Devonshire-street, and we had been connecting a 4-inch main with the Corporation main in Devonshire-street. It was my duty to superintend the men who were engaged in laying down and connecting the main. On one occasion while I was attending to this Mr. Cobb was going to his dinner—during his dinner-hour—and he asked me a question, " Harry, where is the plug for turning on the water ?"

Mr. H. Howe. I went across the road to point it out, and then went further up the street to point out another. He then passed the remark, "Let us have a glass of ale," and I went into a public-house close by, and had one with him, but I did not leave the works to obtain drink, nor have I once left the works without the consent of my superior officer.

1 June, 1876.

81. To whom was this charge made? Through Mr. Cobb, I believe, in the first instance, to the Minister for Works; but it was handed back to him to correct, and to memorialize the Commissioner.
82. Then it was made to the Commissioner? Ultimately.
83. Did the Commissioner investigate the matter? I do not know.
84. You were not called upon to make any statement? No. You must understand that when Mr. Arnold made these charges they were handed to me on the 5th to report upon, and I reported upon them on the 6th.
85. Then you did answer the charges? Yes.
86. The charges were referred to you and you answered them, in writing, to the Commissioner? Yes.
87. Then you do not know for a fact upon what charges Mr. Arnold was dismissed? Not for a fact.
88. *Mr. Cameron.*] How long have you occupied your present position of foreman? On or about three years as foreman of the second department.
89. How long have you been employed altogether in the Railway Department? About eleven years.
90. How long has Mr. Arnold been under you as a workman in your department? Directly under me for the past twelve months.
91. Have you during that time ever had occasion to reprimand him for neglect of work, or for not doing enough work during the day? Yes.
92. How often—more than once? Yes.
93. In what way did these circumstances arise that caused you to reprimand him? For his indolent habits, and not attending to his work as I considered he should do, as I stated in my report. The last time I spoke to Mr. Arnold in reference to his being absent from the work —
94. We will come to that by and by. Am I to understand by indolence that he did not pay proper attention to his work, or that he was lazy in the performance of it? Both.
95. And you had to reprimand Arnold for coming late to his work? Only on one occasion, for coming late to his work after the bell had rung.
96. You have a man employed there as leading fitter—Mr. Leslie Crawford? Yes.
97. Is it true that Mr. Leslie Crawford refused to accept this man, Arnold, as mate, in consequence of his indolent habits or incompetency? To me he did not, but he made the objection to Mr. Scott.
98. You know as a fact that Leslie Crawford did make an objection? I do not know it as a fact; it was to Mr. Scott the objection was made.
99. Has any other fitter raised a similar objection? Yes, John Wardrop.
100. Was the objection made by Wardrop to you? Not to me—to Mr. Scott.
101. Are you aware of the nature of his objection? Not precisely; I understood he objected to him on account of his being so slow.
102. *Mr. Terry.*] Do you know anything of your own knowledge as to Mr. Arnold's competency or incompetency? As a workman I cannot say much of his competency.
103. *Mr. Cameron.*] Can you say he is indolent? Decidedly.
104. *Chairman.*] Is he a competent workman? An ordinary workman, but very slow.
105. *Mr. Cameron.*] What we want to get evidence about is as to his dismissal. Did you by any report or any writing from your hand recommend to your superior officer the dismissal of Mr. Arnold at any time? No.
106. *Mr. Taylor.*] Can you recommend the dismissal of any man? I could report him.
107. Could you recommend his dismissal? No; I could report him to my superior officer.
108. *Mr. Cameron.*] Have you at any time during your foremanship laid complaints either to Mr. Cobb or Mr. Scott with reference to Mr. Arnold's unfitness or indolence? No, not officially.
109. You have never in your recollection at any time left the works for the purpose of obtaining drink? Never.
110. Excepting on the occasion you have mentioned to the Chairman? No.
111. With reference to these two bags of potatoes; you admit the fact that these potatoes were brought down to you? Yes.
112. *Mr. Terry.*] Are the people in the Government Service allowed to bring down goods in the train free of charge? Not as a rule, but the drivers are allowed to fetch down a few little things, such as a cabbage or two, or a few potatoes, for their own use, but they are not allowed to trade.
113. You say Arnold is slow; he may be competent notwithstanding? I do not say he is not competent.
114. Then he is competent? I say he is an ordinary workman. There are degrees of workmen—first class, second, and third classes.
115. What class is he? Second or third.
116. I suppose they receive grades of salaries according to their fitness? Just so.
117. *Mr. Taylor.*] You say as a fact that it is usual for engine-drivers coming over the mountains to bring down little things? Yes.
118. Would two bags of potatoes be considered a little thing? I do not know that it would; but there were not two bags.
119. Is it the fact that the whole of the potatoes brought on that occasion were not given to you? I received these as they came.
120. Were there not two bags? Not at once.
121. How long ago is that? Now over nine months.
122. *Chairman.*] Then these two bags of potatoes did not come down to you at one time? No.
123. What weight were they? What I could carry on my shoulders.
124. Did the bags weigh a hundred-weight? I dare say they did nearly.
125. The two bags? No, each time.
126. When did you report Mr. Arnold as being idle? That was in answer to the charges. I then stated why he had brought these charges against me, on account of his being absent from his work on three different occasions on one day. Three days after he preferred these charges against me.
127. Did you ever reprimand him previously? Yes, through the man in charge.
128. Were any complaints made against Arnold as to his idleness as a workman, or as to his general conduct

conduct previously to his having made these charges against you? Not by me direct, only as I have stated, Mr. H. Howe, by Leslie Crawford; being the chief, I held him responsible for the fitters under him.

129. I understand Arnold is a fitter? Yes.

1 June, 1876.

130. Of what class? He is, I believe, of the second class or the third.

131. The only complaint against him is that he is a competent workman, but rather slow? An ordinary workman, but very slow.

132. Is he not competent as a fitter? Not as a first-class fitter.

133. Are the fitters paid according to their grades? In some instances. There are first and second class fitters, and there is also a third class.

134. The second class fitters do not receive so much as the first? No.

135. *Mr. Taylor.*] In what class was Arnold rated? The second or third—I am not certain which.

136. *Chairman.*] Were not the potatoes brought down in three-bushel corn sacks, and were not these filled? They were brought down in three-bushel bags, but not full.

137. Were there not two bags of potatoes in your office at one time? Decidedly not; there was a month's difference between them good, all out.

138. Did you not go out with Mr. Cobb repeatedly, say half a dozen times, to Ann Wilks' public-house to obtain drink, about the hour of 12 o'clock in the day? Decidedly not.

139. On the day you have spoken of, when Arnold was absent from work, were you yourself at the workshop at 2 o'clock when the hands turned to? I was in the office at 2 o'clock, and came down to the shop at about six or seven minutes past.

140. *Mr. Cameron.*] Was Arnold there then? No, not until about twenty-seven minutes past 2. I pulled out my watch and showed it to him.

141. *Chairman.*] Did you ask any person or persons connected with the Railway to induce Arnold to withdraw this charge against you, to wit, Leslie Crawford, William Dight, Frederick Davy, and John Lennox? No.

142. Did you never speak to any of them about it? No.

143. Did you ever serve your time to the trade? Yes.

144. *Mr. Piddington.*] How many classes are there in the Government workshops? About three, I think.

145. What is the rate of wages per hour for the first class? We are paid per day, from 10s. to 10s. 6d.

146. For the second class? 9s. 4d.

147. The third class I suppose includes youths? Young men. The pay ranges from 8s. 4d. to 9s.

148. Qualified men then are divided into two classes—one receiving 10s. 6d., and the other 9s. 4d.? Yes.

149. Was Mr. Arnold in the first or second class? The second. I believe he was paid 9s. 4d.

150. Arnold, then, was paid only about a shilling a day less than the first class? From 8d. to 14d.

151. If Mr. Arnold is so ordinary a workman, how do you account for his being paid within 1s. or 14d. a day of the first class? Of course I have nothing to do with the rating of the wages.

152. Is it the custom of the Government to pay inferior workmen within a shilling a day of the sum they pay the best? I do not say he is a very inferior workman; I say merely that he is an ordinary workman.

153. Have you observed that Arnold has behaved in any uncivil or insubordinate way during the time you have had an opportunity of observing him? Not to me—only on one occasion. The last time I spoke to him he was a little bit short-tempered.

154. Have you generally observed his conduct as being civil and respectful? Yes, to me he has. I may state that I had no more thought of doing an injury to Mr. Arnold than I have at this moment. I have no ill will to this man. I never even mentioned his name to my superior officer—the man in charge.

155. *Chairman.*] You had nothing more to do with his dismissal than that he made a complaint against you, which you answered in writing to the Commissioner? Yes.

TUESDAY, 6 JUNE, 1876.

Present:—

MR. DAVIES,  
MR. SUTHERLAND,

MR. TAYLOR,  
MR. TERRY.

SAMUEL H. TERRY, ESQ., IN THE CHAIR.

William Henry Quodling, Esq., examined:—

156. *Chairman.*] What position do you occupy in the Government Service? Chief Clerk in the Engineer branch of the Railway Department.

157. Do you know anything of the case of Mr. Arnold? Nothing beyond what I have seen in the correspondence—personally I know nothing of it.

158. Can you produce the correspondence? I have with me both the original correspondence and copies of the same. This is a true copy of the correspondence. (*The witness handed in the same. Vide Appendix A 1.*)

159. Have you any other papers in connection with this case? No.

160. Have you a copy of the rules under which Arnold worked? Yes, this is a copy of the rules that were exhibited in the workshop. There are other rules, but those only were hung up in the shop. (*The witness handed in the same. Vide Appendix A 2.*)

W. H.  
Quodling,  
Esq.

6 June, 1876.



**THE CASE OF ALFRED ARNOLD.**

**APPENDIX.**

[To the Evidence of *W. H. Quodling, Esq.*, 6 June, 1876.]

A 1.

Memorandum from Mr. W. Scott to The Engineer-in-Chief for Railways.

Government Railways,  
Engineer-in-Chief's Branch,  
15 September, 1873.

I HAVE put on, on trial, subject to your approval, Alfred Arnold, fitter, to fill vacancy caused by Buchanan leaving the Service. This man was recommended by the Minister.

WILLIAM SCOTT.

Approved by Engineer-in-Chief.—W.H.Q., 16/9/73. Mr. Scott—To be returned. Seen.—W. SCOTT, 24/9/73. I would suggest 10s. per day for Alfred Arnold.—W. SCOTT, 25/9/73. Engineer-in-Chief. J.W., 3/10/73.

Memorandum from Mr. W. Scott to The Engineer-in-Chief for Railways.

Government Railways,  
Engineer-in-Chief's Branch,  
15 September, 1874.

ALFRED ARNOLD, fitter, applied to me on the 7th instant for permission to absent himself for the remainder of the day, which I granted. He has not since put in an appearance, neither has he sent any word to explain the cause of his prolonged absence. As Arnold is a very ordinary workman and a very slow hand at his work, I beg, under the circumstances, to recommend that his services be dispensed with, and a more suitable man taken on in his stead.

WILLIAM SCOTT.

Approved.—J.W., 16/9/74. Mr. Scott. W.S., 21/9/74.

Memorandum from Mr. W. Scott to The Engineer-in-Chief for Railways.

Government Railways,  
Engineer-in-Chief's Branch,  
24 September, 1874.

THE Minister and Mr. Rhodes, a contractor, have called on me with reference to Arnold, fitter, lately dismissed for being absent without leave, &c. They stated that the cause of Arnold's absence was some domestic matter, and would be glad if he could be reinstated. I informed them that Arnold was a very slow hand, and that better men could be obtained, which I also told the Minister on a previous occasion. Mr. Sutherland is in hopes of shortly getting employment for him in one of the dredges. He was formerly employed on a dredge in Victoria. I would not object to employ Arnold again for a short time until such employment could be found for him.

There are two vacancies at present in the shops in the room of Morrison and Warburton, resigned.

WILLIAM SCOTT.

Mr. W. Scott to The Minister for Public Works.

Locomotive Dept., Sept. 30/74.

Sir,

I wrote to Mr. Whitton the next morning after seeing you and Mr. Rhodes concerning Alfred Arnold. Mr. Whitton having dismissed him, I could not put him on again without his sanction. I saw Mr. Quodling yesterday, and he informed me Mr. Whitton was so busy on Friday and Saturday last preparing for the mail, &c., that he had not seen my papers, and is the reason I have had no reply. He has now gone to the Western District, and may be away a week or more, and in his absence I will carry out any instructions you think proper to give me in the matter.

Yours, &c.,  
W. SCOTT.

Mr. Quodling may, I think, give orders for re-employing this man temporarily until Mr. Whitton's return.—J.S., 30/9/74. Mr. Scott.—W.H.Q., 30 Sep., 1874. Arnold put on temporarily on the 1/10/74.—W.S. Engineer-in-Chief, 2/10/74. Appd.—J.W., 6/10/74.

Mr. A. E. Arnold to The Minister for Public Works.

Abercrombie-street, Redfern,  
1 April, 1876.

Sir,

I have the honor, in compliance with the rules of the Government workshops, that all reports must be made in writing through the Engineer-in-Chief's office to you.

I have to report Foreman H. Howe for a breach of the Government rules, that he did take two bags of potatoes that came down on the engines into the running-shed where I work, and they were placed in his office, and taken from there by him in a town van from the Government yard, out of the Devonshire-street goods gate. And that since the absence of Supt. Scott he has repeatedly absented himself from his duties by leaving the Government works to obtain drink.

Believing it my duty to report to you this breach of discipline, which I can clearly prove to be likely to bring great discredit on your department,—

I have, &c.,  
ALFRED E. ARNOLD.

Just received.—J.R., 8/5/76. Mr. Whitton. See question on Notice Paper. This is the first I have heard of this matter. See answers to questions, and papers herewith.—J.W., p. W.H.Q., 9 May, 1876. Commissioner.

Mr.

Mr. A. E. Arnold to The Commissioner for Railways.

Abercrombie-street, Redfern,  
5 April, 1876.

Sir,

I have the honor, in compliance with the rules of Government workshops that all reports must be made in writing through the Engineer-in-Chief's office to you.

I have to report Foreman H. Howe for a breach of the Government rules, that he did take two bags of potatoes that came down on the engines into running-shed where I worked, and they were placed in his office, and taken from there by him in a town van from the Government yard, out of the Devonshire-street goods gate. And that since the absence of Superintendent Scott he has repeatedly absented himself from his duties by leaving the Government works to obtain drink.

Believing it my duty to report to you this breach of discipline, which I can clearly prove, and likely to bring great discredit on your department.

Since writing the above, which I gave to Mr. Cobb on Monday last, addressed to the Honorable the Minister for Works, my letter was returned to me as informal, inasmuch as I had not complied with shop rule No. 19.

I have, &c.,

ALFRED E. ARNOLD.

Mr. Howe, for report.—J.C., 5/4/76.

WITH respect to the report made against me by fitter A. Arnold, I beg to state that he is a very lazy man, and it has always given me a great deal of trouble to keep him at his work, and especially so since Mr. Scott has been absent. On Wednesday last I had to caution him for idling away his time, he being away from his work for an unusually long time on three different occasions on that day. I informed him that unless he kept better to his work another man would have to be employed in his stead.

This, I have no doubt, is the cause of his reporting me.

It is not a fact that I ever had any potatoes brought to Sydney on an engine. About seven or eight months ago I had two bags of potatoes brought to Sydney in a break-van which were brought from the platform to the shed on an engine. They remained in the shed until I could arrange to have them taken home. I was not aware of committing any breach of rule by so doing.

As regards the second charge, I may state that having lately been connecting a new water-pipe to our works with municipal main, I have had on several occasions to go into the street; and I admit that once only I went and obtained a glass of ale; but I distinctly deny ever leaving the works to obtain drink, or for any other purpose whatever, except with the knowledge and sanction of my superior officer.

H. HOWE, 6/4/76.

Mr. Cobb (Engineer-in-Chief).—J.C., 8/4/76. Mr. Cobb, for report.—W.H.Q., 12/4/76.

Mr. Quodling,—The

above statement of Mr. Howe's is quite correct.—J.C., 16/4/76.

Under rule 24 any report against a superior officer should be made within seven days after the occurrence of the matter, otherwise such report will be regarded as the result of malice. This report is made seven months after instead of seven days, and I have no doubt is the result of malice. Arnold was dismissed by me for absenting himself without leave from the shops, and was re-appointed at Mr. Sutherland's request as a temporary hand. Mr. Scott reports in 1874 that he is a very ordinary workman and very slow, and as I have no doubt the report is the result of malice, Arnold may have a week's notice to leave the service.

J. WHITTON, 21/4/76.

Mr. Scott,—To be returned. Arnold has been informed.—W. SCOTT. Engineer-in-Chief.—25/4/76.

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

Department of Public Works,  
Railway Branch,  
Sydney, 187

THE Minister has decided that the man Arnold, who has been dismissed, is to be retained in his situation till further inquiry is made.

J.R., 29/4/76.

I saw the Minister on this matter, and he authorized Arnold's dismissal.—J. WHITTON.

## A 2.

RULES and REGULATIONS to be observed by the Workmen employed in the Government Railway Workshops.

1. The bell will be rung at 6 o'clock a.m. for the commencement of work, at 8.15 o'clock for breakfast, at 9 o'clock for resuming work, at 1 o'clock for dinner, at 2 o'clock for resuming work, and at 6 p.m. for leaving off work, except on Saturdays, when the works will be closed at 1.30 p.m.

2. Any workman leaving the works before the bell has rung at 8.15, 1, and 6 o'clock, will forfeit one quarter day's wages for each offence.

3. After the bell has rung at 6, 9, and 2 o'clock, five minutes will be allowed for every man to be at his work, and any one not found so will be considered absent, and lose a quarter day's pay.

4. Every person employed in the Department is strictly forbidden to bring, or cause to be brought, any wine, beer, or spirituous liquors; into the works; every instance of such offence will be severely dealt with, and no case of intoxication will be overlooked.

5. Every workman, on entering the works in the morning, or after meals, will be required to give his name to the time-keeper, and if he neglects to do so will be considered as absent.

6. Smoking is strictly prohibited during working hours.

7. Any workman known to strike, molest, or threaten to strike any person on the premises will be discharged, and any person using improper language, or cursing and swearing while on duty, will be liable to dismissal.

8. Any workmen altering any of the standard tools without having received directions to do so from one of his officers will, for the first offence, be fined one day's pay, and on a second offence will be discharged.

9. Any workman having occasion to take tools away from the premises for the execution of his duty must give an account of them to the foreman.

10. Any workman losing or abusing any tools belonging to the Government will be discharged.

11. When work of any kind is found to be bad, and has to be done over again, the workman employed upon it will, for the first offence be fined the cost of the extra work thus occasioned, and for the second offence be considered as incompetent and be discharged.

12. Boards will be given to each workman to enumerate the different jobs he may be employed at during the day, which are to be given to the timekeeper on quitting at 6 p.m.

13. Any workman upon being reported three times for idleness will be discharged.

14. No workman is to be away from his work without leave more than 10 minutes at a time during the day, and any workman found absent as above will for the first offence be fined one day's pay, and will be discharged on his second offence.

15. Workmen will not be allowed to perform any private work either during or after working hours, but shall devote themselves exclusively to the Government service, and serve when and wherever they are required.

16. No workman will be permitted to absent himself from duty without the permission of the Engineer. In case of unavoidable absence through sickness, a medical certificate will be required.
17. Any workman will be liable to be suspended and dismissed at once for disobedience of orders, negligence, misconduct, or incompetency, and to dismissal without cause assigned, at a week's notice; and any workman leaving the service without giving a week's notice shall forfeit all wages due to him.
18. The pay of any workman will be forfeited during the time he is suspended, and workmen discharged will be paid up only to the time of their leaving.
19. Should any person think himself aggrieved, he may memorialize the Commissioner, but in any such case the memorial must be sent through the officer in charge of the works.
20. Every person employed on the works must leave his address with the foreman.
21. Any workman required to work overtime will be paid at the rate of time and quarter until 10 o'clock, and after that time until morning time and a half.
22. The workmen are not allowed to introduce strangers into the works without permission.
23. *Every person employed on the works will be considered as holding his situation subject to these conditions.*



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(STATISTICS RESPECTING COAL USED ON NORTHERN LINE.)

Ordered by the Legislative Assembly to be printed, 19 January, 1876.

RETURN to an Order of the Honorable the Legislative Assembly of New South Wales, dated 21 December, 1875, That there be laid upon the Table of this House,—

- “ (1.) A Return showing the amount of Co-operative, Waratah, and Four-mile Creek Coal, consumed by the Locomotives on the Great Northern Railway, from 1st January to 1st December, 1875.
- “ (2.) The cost per ton from each place.
- “ (3.) Copies of all Tenders for the supply of Engine Coal for the Great Northern Railway for the year 1876; together with all Reports and Correspondence connected therewith.”

(Mr. Scholey.)

No. 1.

COAL CONSUMED BY THE LOCOMOTIVES ON GREAT NORTHERN RAILWAY DURING 1875.

THERE were 7,320 tons of coal ordered from the Waratah Coal Company, and supplied at 14s. a ton delivered at Newcastle. No Co-operative coal was ordered.

There were 2,225 tons of Four-mile Creek coal ordered and supplied by Messrs. Pearce and Nott, at 10s. per ton, delivered at East Maitland.

No. 2.

Department of Public Works,  
Railway Branch, Sydney, 5 October, 1875.

Sir,

The tenders (eight in number) for the works specified in the margin are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct for submission to the Minister. Engine coals for Great Northern Railway, 1876.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

[Enclosures.]

Bloomfield Pits,  
22 September, 1875.

TENDERS for the supply of Coal to the Great Northern Railway from Maitland to Murrurundi.

THIS is to certify that I will agree to supply the Great Northern Railway with coal at 9s. 3d. per ton for the best screened coal, delivered into the Government trucks at Maitland.

Yours, &c.,  
HENRY MARSHALL,  
Bloomfield, near East Maitland.

Mr. H. Marshall to The Commissioner for Railways.

Bloomfield, East Maitland,  
2 October, 1875.

Sir,

I sent in a tender for the supply of coal to the Railway Department, to be delivered at either East or West Maitland on the Great Northern Line of Railway, last week. I now beg to tender afresh for the supply of best screened coal to be delivered at East or West Maitland, for consumption on the Great Northern Line of Railway to Murrurundi, at 8s. 10d. per ton of 2,240lbs.

I have, &c.,  
HENRY MARSHALL.

Mr. H. Harper to The Commissioner for Railways.

Stony Creek Colliery,  
West Maitland, 4 October, 1875.

Sir,

I hereby tender for the supply of engine coals for the Northern Railway north of Maitland. Delivered at the Wollombi-road Station into Government trucks, in accordance to specification, at the rate of 8s. 10d. per ton.

I have, &c.,  
HENRY HARPER.

Mr. T. Ireland to The Secretary for Public Works.

Anvil Creek Coal Mining Company (Limited),  
Sydney, 4 October, 1875.

Sir,

On behalf of the Anvil Creek Coal Mining Company (Limited), I beg to tender for the supply of engine coal to the Great Northern Railway, for the year 1876, on the following terms, viz. :-

	£	s.	d.
If delivery is taken in Company's waggons at the junction of the Company's line with the Great Northern Railway at Anvil Creek, the rate to be per ton of 2,240lbs.....	0	9	8
If delivered into Government waggons at the pit, at the rate of .....	0	9	6
If delivered at the Station, West Maitland, into Company's waggons, per ton.....	0	10	10
If delivered at Newcastle in Company's waggons, per ton .....	0	12	0

In the event of this tender being accepted the sureties required by the Government will be provided by the Company.

I have, &c.  
THOMAS IRELAND,  
Secretary.

Mr. J. Mitchell to The Secretary for Public Works.

Dunmore, East Maitland,  
4 October, 1875.

Sir,

I hereby tender to supply the Great Northern Railway north of Maitland with best screened steam coals from Four-mile Creek, East Maitland, to be delivered into Government trucks at East Maitland, for the year 1876, at the rate of (9s.) nine shillings and sevenpence (7d.) per ton of 2,240 lbs.

JOHN MITCHELL.

Mr. J. Mitchell to The Secretary for Public Works.

Dunmore, East Maitland,  
4 October, 1875.

Sir,

I hereby tender to supply the Great Northern Railway with best screened steam coals from Four-mile Creek, East Maitland, to be delivered into Government trucks at East Maitland, for the year 1876, at the rate of (9s.) nine shillings and eight-pence (8d.) per ton of 2,240 lbs.

JOHN MITCHELL.

Mr. J. Pi to The Secretary for Public Works.

East Maitland, 4 October, 1875.

Sir,

In the event of John Mitchell's, of Dunmore, tender being accepted for the supply of coal to the Great Northern Railway, we are willing to become his sureties for due fulfilment of same.

Yours &c.,  
JAMES PI.  
JAS. M'LAUGHLIN.

Mr. D. N. Joubert to The Secretary for Public Works.

Waratah Coal Company,  
Sydney, 4 October, 1875.

Sir,

On behalf of the Waratah Coal Company, I beg to tender for the supply of engine coal required at Newcastle for the use of the Great Northern Railway during the year 1876, at the current rate of the day of delivery.

I have, &c.,  
D. N. JOUBERT,  
Secretary.

Messrs. Pearce & Nott to The Commissioner for Railways.

East Maitland, 2 October, 1875.

Sir,

Referring to notice in *Government Gazette* of the 3rd ultimo, inviting tenders for the supply of coal for the use of the locomotive engines on the Great Northern Railway, we most respectfully tender for the same.

For use of the up trains delivered into Government trucks at the goods station, East Maitland, as per contract, at present supplied by us, at 10s. per ton; if delivered at Newcastle 13s. per ton.

We would respectfully intimate that we have endeavoured to give satisfaction in the carrying out of our present contract, and hope we have succeeded, as we have not had a complaint since its continuance as to quality of coal or the rate of supply.

We are prepared to take the entire contract, or to supply a portion, as at present, and would offer Mr. Andrew Tulip, of Morpeth, and Mr. Alan Wilde, of East Maitland, as our sureties for the due fulfilment of the same.

We are, &c.,  
PEARCE & NOTT.

RECEIVED

3

RECEIVED the following Message from C. Pickard & Co., of Waratah, to The Commissioner for Railways.

Newcastle Station, at 5h. 28m., 5/10/75.

WILL supply coal for the stations north of Maitland at 10s. 6d. per ton, delivered at Waratah Station into the Government Trucks. Letter.

Mr. C. Pickard to The Commissioner for Railways.

Waratah, 5 October, 1875.

Sir,

I have the honor to inform you that I will supply engine coal for the Great Northern Railway, to be delivered at Waratah Station into Government trucks for all stations northwards, including Maitland, at ten shillings and sixpence (10s. 6d.) per ton.

I have, &c., his  
For CHARLES x PICKARD.  
mark.

Witness—HENRY F. CROSS.

No. 3.

THE COMMISSIONER FOR RAILWAYS to MR. H. MARSHALL.

Department of Public Works,

Railway Branch, Sydney, 11 October, 1875.

SIR,

With reference to your letter dated 2nd instant, to supply coal for the Great Northern Railway, I have the honor to request that you will be good enough to supply and deliver, free of cost at the Newcastle Station, 10 tons of the coal from your pit to be tested in the locomotive engines.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

The Commissioner for Railways to Mr. J. Mitchell.

Department of Public Works,

Railway Branch, Sydney, 11 October, 1875.

Sir,

With reference to your tender, dated 4th instant, to supply coal for the Great Northern Railway, I have the honor to request that you will be good enough to supply and deliver, free of cost at the Newcastle Station, 10 tons of the coal from your pit, to be tested in the locomotive engines.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

The Commissioner for Railways to Mr. H. Harper.

Department of Public Works,

Railway Branch, Sydney, 11 October, 1875.

Sir,

With reference to your tender, dated 4th instant, to supply coal for the Great Northern Railway, I have the honor to request that you will be good enough to supply and deliver, free of cost at the Newcastle Station, 10 tons of the coal from your pit, to be tested in the locomotive engines.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

The Commissioner for Railways to Messrs. Pickard & Co.

Department of Public Works,

Railway Branch, Sydney, 11 October, 1875.

Sir,

With reference to your tender of the 5th instant, to supply coal for the Great Northern Railway, I have the honor to request that you will be good enough to supply and deliver, free of cost at the Newcastle Station, 10 tons of coal from your pit, to be tested in the locomotive engines.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

No. 4.

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

MR. WHITTON,

The coal supplied by Waratah Companies, Pearce & Nott, and Anvil Coal Company, is known. The other tenderers have been requested to supply 10 tons of their coal to be tested, viz. :—Mr. C. Pickard, of Waratah; Mr. H. Marshall, Bloomfield Pits; Mr. H. Harper, Stoney Creek Coal; Mr. John Mitchell, Four-mile Creek.

B.C., 12/10/75. Mr. Boag.—W.H.Q., 13/10/75. To be returned. Report of trial attached:—  
THOS. BOAG, 8/11/75.

[Enclosure.]

[Enclosure.]

Mr. G. Newton to the Locomotive Foreman.

G. N. Railway,  
5 November, 1875.

I HAVE to report as follows on trial of coal by goods engines running:—

- Two down-trips fired with Mr. Marshall's coal.
- One down-trip fired with Mr. Mitchell's coal.
- Two down-trips fired with Mr. Harper's coal.
- One down and one up-trip fired with Mr. Pickard's.

The coal from Mr. Marshall's was in good condition, free from brass and band, and fairly screened. Whilst the fire was fresh and clean it made steam well, but with a high per centage of ash and dirt. The consumption was moderate, but the fire got choked frequently, and had to be cleaned.

Mr. Mitchell's coal was in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble—it steamed well, and the consumption was not high.

The coal supplied by Mr. Harper gave a deal of trouble. When cleaning out the fire-box at Singleton the whole of the fire was cleaned out, and had to be relighted with wood, the fire being all dirt. This coal steamed well so long as it could be kept clean, with very economical consumption, but the percentage of ash and dirt was so high that the constant use of the pricker was necessary to get sufficient steam for running up the inclines.

Mr. Pickard's coal resembles in appearance the Waratah Company's coal, to which it bears favourable comparison in regard to being free from clinker and in the amount of consumption. It is, however, inferior to the Co-operative Company's coal and to the coal supplied from the tunnels by the Waratah Company in making steam rapidly—a quality much wanted on the inclines.

These trials show, as far as their limited character permit, that, although Mr. Mitchell's coal was highest in consumption per mile, its steaming qualities make it the more suitable coal of the four kinds tested for our engines, and that Mr. Pickard's coal stands next. Both Mr. Marshall's and Mr. Harper's coal, though economical in consumption per mile, make too much dirt to suit our running.

For your guidance when considering the relative values of these coals, I think it my duty to advise you that the coal supplied by Mr. Mitchell for this trial was superior to any I have hitherto seen delivered from his pits. I have had opportunity of seeing the coal he has supplied to the steamers at Morpeth, and I tested the sample he previously supplied to this line, which leads me to think that this was a picked sample, and that it is a matter for doubt whether he is in a position to supply large quantities of the same quality in the same condition. It seems to me that the average of his coal may be classed with Messrs. Pearce & Nott's coal—that, like theirs, it is of variable quality in different parts of the seam, so that the supply will have to be carefully watched to keep it good enough for our traffic.

G. NEWTON.

THERE seems to be little doubt about Mr. Mitchell's coal having been picked for the trial.

But unless Mr. Mitchell is in a position to supply the quantity required when ordered, and of the same quality as sample supplied for trial, I would not recommend them for our use for the traffic.

The Engineer-in-Chief.

THOS. BOAG, 8/11/75.

I may also add for your information that the Waratah Tunnel Coal and the Co-operative are the best and most suitable for locomotive engines.—T.B., 8/11/75.

The Commissioner,—

As it appears that none of the above coal can be looked upon as of a reliable quality, although a little cheaper than the Newcastle coals, I advise the Commissioner to use Waratah, Wallsend, Lambton, or Co-operative. These coals are all known to be good and the quality can be depended upon.

J.W., 11/11/75.

I PRESUME the tender of the Waratah Company should be accepted.—J.R., 1/12/75.

Approved.—J.L., 2/12/75.

Secretary Waratah Coal Company informed.—3/12/75.

THE COMMISSIONER FOR RAILWAYS TO MR. D. N. JOUBERT.

Department of Public Works,  
Railway Branch, Sydney, 3 December, 1875.

SIR,

I have the honor to accept your tender on behalf of the Waratah Coal Company, for the supply of engine coals required at Newcastle for the use of the Great Northern Railway during the year 1876. Please wait on Crown Solicitor as usual for bond.

I have, &amp;c.,

JOHN RAE,

Commissioner for Railways.

STEPHEN SCHOLEY, Esq., M.L.A., to THE COMMISSIONER FOR RAILWAYS.

East Maitland,  
11 September, 1875.

My dear Mr. Rae,

I am requested by two coal owners to ask you if their tenders will be accepted for delivery of coal at the East Maitland Station. An early reply oblige.

Yours, &amp;c.,

STEPHEN SCHOLEY.

Mr.

Mr. Quodling,—The question for decision is, will delivery of coal be taken at East Maitland?—  
C.A.G., 23/9/75.

Commissioner,—It will altogether depend upon the quality of the coal, the price and the conditions of the specification.—J.W. *pro* W.H.Q.

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MR. J. MITCHELL TO THE COMMISSIONER FOR RAILWAYS.

Sydney, 24 November, 1875.

DEAR SIR,

Could you be kind enough to let me know if either of my tenders to supply the Great Northern Railway with coal are likely to be accepted, as I should like to have as much time as you can give me, so that I will be quite ready in time if accepted.

I have, &c.,  
JOHN MITCHELL.

Inform—question under consideration.—C.A.G., 30/11/75.

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THE COMMISSIONER FOR RAILWAYS TO MR. J. MITCHELL.

Department of Public Works,  
Railway Branch, Sydney, 30 November, 1875.

SIR,

In reference to your memorandum of the 24th instant, desiring to know if your tenders for the supply of coal for the Great Northern Railway were likely to be accepted, I have the honor to inform you that the question of the supply of coal is now under consideration.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

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MR. J. MITCHELL TO C. A. GOODCHAP, ESQ.

Railway Department,  
Sydney, 14 December, 1875.

DEAR SIR,

I see by the newspapers that the Waratah Company has the supply of the Great Northern Railway with coal. Could you be kind enough to let me know if that includes the supply north of Maitland, as I tender for that?

Yours, &c.,  
JOHN MITCHELL.

Inform that Waratah Company's tender has been accepted for all coal for Northern line.  
J. Mitchell informed, 21/12/75.

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THE COMMISSIONER FOR RAILWAYS TO MR. J. MITCHELL.

Department of Public Works,  
Railway Branch, Sydney, 21 December, 1875.

SIR,

In reference to your memorandum of the 14th instant, I have the honor to inform you that the Waratah Coal Company's tender has been accepted for all coal for the Great Northern Line.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

COAL FOR SOUTHERN AND WESTERN RAILWAYS.

(TENDERS, &c.)

*Ordered by the Legislative Assembly to be printed, 14 March, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 29th February, 1876, That there be laid upon the Table of this House,—

“Copies of all Tenders, Letters, Papers, Reports, and Minutes, having reference to the matter of Contract for the supply of Engine Coal for the Great Southern and Western Railways, for the year 1876.”

(*Mr. Nelson.*)

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## COAL FOR SOUTHERN AND WESTERN RAILWAYS.

### No. 1.

SECRETARY to STOREKEEPER.

Government Railways.—Minute Paper.

Subject:—Supply of Coal for Southern, Western, and Richmond Railways for 1876.

Newcastle coal.—To be delivered at Sydney.

Bowenfels or Wollongong coal.—To be delivered at Parramatta Junction.

Do.	do.	Penrith.
Do.	do.	Mount Victoria.
Do.	do.	Bowenfels.

Storekeeper to ascertain quantities for 1876.

C.A.G., B.C., 7/8/75.

Storekeeper to Locomotive Overseer.—Will Mr. Scott be so good as to let me have the estimated quantities of coal for 1876 as early as possible.—A.R., 9/8/75.

### No. 2.

ENGINEER-IN-CHIEF to COMMISSIONER.

ALL the Commissioner has to do, or ought to do, is to advertise for tenders for coal at the different places named, but not to state any quantity which may be likely to be required. The price alone will determine the quantity to be supplied, and by stating the assumed quantity the contractor is able to establish a grievance if it should be considered advisable to vary the estimate. The Bowenfels coal will no doubt be much lower next year than this, but I would give no estimate whatever of the quantity of coal likely to be required at any station.

J.W., 16/8/75.

### No. 3.

MINUTE OF SECRETARY.

IN view of some contemplated alteration in the rate of carriage of coal it will be better to advertise for coal to be delivered—if North or South coal, at Sydney; if Western coal, at the sidings at Bowenfels. The Department can then bear the cost of carriage to any station where it may be required. Draft advertisement herewith embodying Mr. Whitton's suggestion, and providing for two contracts—one for the North and South coal, and the other for Western coal; the quantities required of each to be decided by the Commissioner from time to time.

C.A.G., 23/9/75.

Approved.—J.R., 30/9/75.  
Notice to Gazette, 4/10/75.

### No. 4.

NOTICE FOR GAZETTE.

Department of Public Works,  
Railway Branch,  
Sydney, 1 October, 1875.

Engine Coal for Government Railways.

TENDERS will be received at this office, until Tuesday, the 26th October, at 11 o'clock a.m., from persons willing to contract for the supply of Engine Coal, for the year 1876, for the Southern, Western, and Richmond Railways.

Specification may be seen, and further particulars obtained, at the Railway Office, Phillip-street, Sydney.

There will be a contract taken for the supply of Western coal, and for Northern or Southern coal, and the quantities required of each will be determined from time to time by the Commissioner.

Tenderers must state the price at which they will deliver coal at Sydney, or, if Western coal be offered, at the coal sidings at Bowenfels.

Tenders to be endorsed "*Tender for Engine Coal.*"

JOHN RAE,  
Commissioner for Railways.

N.B.—Intending tenderers for the supply of Engine Coal from the Bowenfels Mines, required for the Great Southern, Western, and Richmond Railways during 1876, are informed that before their tenders can be accepted it will be necessary that they should forward ten tons of coals to the Bowenfels Railway Station, for the purpose of being tested in the locomotive engines, and the result as to the quality of the coal so tested will be taken into consideration when tenders are being decided upon.

Mr. Whitton to see.—C.A.G., B.C., 9/10/75.  
Seen by Eng.-in-Chief.—W.H.Q., 13/10/75. To Commissioner.

## 3

## No. 5.

## A.

SPECIFICATION for the supply of Engine Coals for the Great Southern, Western, and Richmond Railways, for the year 1876.

1. The contract to terminate on the 31st December, 1876.
2. The coal must all be of the best quality from approved pits and perfectly free from slack, and the Commissioner claims the right to have the coal screened if necessary into railway trucks, if demanded by the officer in charge, before delivery, for which purpose a screen with  $\frac{1}{4}$  mesh will be supplied by the Commissioner.
3. The Commissioner reserves to himself the right to annul the contract at any time, on giving one month's notice in writing to the Contractor, should he be dissatisfied with the quality or quantity of the article supplied, or the rate of delivery.
4. Should the coal when delivered be found not of the description tendered for, or of the best quality from the approved pits named in each tender, then the Commissioner claims the right to reject such coals; and should the Contractor refuse or fail to supply coals of the proper description and of the best quality within fourteen days from delivery of the usual order signed by the proper officer, the Commissioner will purchase such other coals as may be by him considered suitable, at the expense and risk of the Contractor, and deduct the amount paid for such coals, together with all costs and charges incident thereto or attendant thereupon, from any money due or that may become due under this contract; but this is not to be considered as a waiver of the Commissioner's right to proceed for any penalty to be provided for in the bond for non-performance or breach of contract.
5. The coal to be supplied on the usual orders of the proper officer, and in such quantities as may be required from time to time during the currency of the contract.
6. The Commissioner reserves to himself the right to purchase coal for the service of the department, during the currency of the contract hereunder, from any owner or owners of coal pits along the Great Southern or Western Line of Railways, should coal be found fit for engine purposes to be delivered at stations along the lines.
7. The Contractor will be required to pay all stamp duties which may become payable under this contract.
8. The person whose tender may be accepted will be required to enter into a bond with two eligible sureties to be bound under a penalty equal to 10 per cent. of the value of the contract for the due performance thereof.

## No. 6.

COMMISSIONER to ENGINEER-IN-CHIEF.

MR. LACKEY considers that to enable parties to tender it will be necessary to give some idea of the quantity required, on the understanding that the Commissioner will not be bound to take the whole of the estimated quantity.—J.R., 13/10/75. Mr. Whitton. *Urgent.*

ENGINEER-IN-CHIEF to COMMISSIONER.

About 10,000 tons of Bowenfels for all stations.  
 „ 14,000 tons for Newcastle.

*Pro J.W., W.H.Q., 15/10/75.*

## No. 7.

NOTICE FOR GAZETTE.

Department of Public Works,  
 Railway Branch,  
 Sydney, 1 October, 1875.

*Engine Coal for Government Railways.*

TENDERS will be received at this office until Tuesday, the 26th October, at 11 o'clock, a.m., from persons willing to contract for the supply of Engine Coal for the year 1876, for the Southern, Western, and Richmond Railways.

Specification may be seen, and further particulars obtained, at the Railway Office, Phillip-street, Sydney.

There will be a contract taken for the supply of Western coal, and for Northern or Southern coal. Tenderers must state the price at which they will deliver coal at Sydney, or if Western coal be offered, at the coal sidings at Bowenfels.

Estimated quantity required,—Bowenfels coal, 10,000 tons; Newcastle or Southern coal, 14,000 tons. These quantities are approximate only, and the Commissioner will not be bound to adhere to them. Tenders to be endorsed "*Tender for Engine Coal.*"

JOHN RAE,  
 Commissioner for Railways.

N.B.—Intending tenderers for the supply of Engine Coal from the Bowenfels Mines, required for the Great Southern, Western, and Richmond Railways during 1876, are informed that before their tenders can be accepted it will be necessary that they should forward 10 tons of coals to the Bowenfels Railway Station, for the purpose of being tested in the locomotive engines, and the result, as to the quality of the coal so tested, will be taken into consideration when tenders are being decided upon.

## No. 8.

THE COMMISSIONER FOR RAILWAYS to C. A. GOODCHAP, Esq.

Department of Public Works,  
Sydney, 26 October, 1875.

SIR,

Supply of Engine  
Coal, G.S.W. &  
R. Railways, for  
the year 1876.

The tenders, ten in number, for the work specified in the margin, are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct, for submission to the Minister.

I have, &c.,  
JOHN RAE.

Prepare Schedule.—C.A.G., 26/10/75.

Schedule herewith.—G.B., 27/10/75.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 1.)

*Tender for supply of Engine Coal.*

Sydney, 25 October, 1875.

To the Honorable the Minister for Public Works, Sydney.

Sir,

We hereby tender, on behalf of the Wollongong Collieries, for the supply of Engine Coal for the Great Southern, Western, and Richmond Railways for the year 1876, and deliver the same into the trucks at Darling Harbour according to specification, for the sum of fifteen shillings and nine-pence per ton.

*Pro* JOSEPH WARD & CO.,  
GEO. PRINCE.

In the event of the above tender being accepted, we beg to offer as securities for the due fulfilment of the contract, Mr. James Osborne, of Wollongong, and Mr. William Speer, of Sydney.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 2.)

Sydney, 25 October, 1875.

To the Commissioner of Government Railways.

Sir,

I hereby agree to tender to supply all Newcastle coals required for the Great Southern and Western Railways at the rate of eighteen shillings and sixpence per ton, delivered into the trucks at Darling Harbour Wharf.

I am, &c.,  
F. G. KELLY.

P.S.—Any Company's coal you may require.—F. G. KELLY.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 3.)

Sydney, 26 October, 1875.

To the Commissioner for Railways.

Sir,

I hereby tender to supply the Great Southern and Western Railways with best Wallsend or other approved of Newcastle coals, delivered in their trucks at wharf, Darling Harbour, at the rate of eighteen shillings and five-pence halfpenny (18s. 5½d.) per ton.

WM. SUMMERBELL.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 4.)

305, George-street,  
Sydney, 25 October, 1875.

Sir,

I hereby tender to supply from the Lithgow Valley Colliery Company's Colliery engine coal for the Great Southern, Western, and Richmond Railways for the year 1876, in accordance with the terms of the specification, to be delivered at the colliery siding, at the rate of four shillings and ten-pence (4s. 10d.) per ton.

I have, &c.,  
THOMAS WILTON.*Memorandum.*

In the event of this tender being accepted, we, the undersigned, agree to be answerable for the due performance of the contract, and undertake that we will severally execute and deliver a bond to Her Majesty in a penal sum of one-tenth of the gross amount of the contract for securing such performance.

J. BUSBY.  
ED. GELL.

(No. 5.)

5

E.O.M. W.E.B. J.R. J.W. J.B. (No. 5.)

Esk Bank Colliery,  
22 October, 1875.

I HEREBY tender to supply engine coal for the year 1876, for the Southern, Western, and Richmond Railways, in quantities as required by the Commissioner for Railways, at my siding in the trucks, at (Gs. 4d.) six shillings and four-pence per ton.

As per Gazette,  
19th Oct., 1875,  
No. 275.

THOMAS BROWN.

Sureties—ROBERT PITT.  
THOMAS COSTELLO.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 6.)

Bathurst-street West,  
26 October, 1875.

To the Commissioner for Railways.

I HEREBY tender to supply, for the use of the Great Southern and Western Railways, such coal as may be required for engine purposes, during the year 1876, at the undermentioned prices:—

Best screened Newcastle coal, as per sample, cargo to be supplied for the approval of the Commissioner for Railways, 17/6 per ton.

Wollongong coal, usual quality, 15/9 per ton.

Yours faithfully,  
J. G. CATLEY.

Should the above be accepted, we hereby agree to enter into a bond for the due performance of the same.

PHILIP PRING, Darlinghurst.  
G. M. ELLIOTT, Elizabeth Bay.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 7.)

Bowenfels Coal Mining and Copper Smelting Co. (Limited),  
Offices, 84, King-street,  
Sydney, 26 October, 1875.

Sir,

On behalf of this Company I have the honor to tender for the supply of engine coal, from Bowenfels, delivered at the coal sidings there, for the year 1876, at the undermentioned price, viz. :—Four shillings and five-pence halfpenny per ton, and beg to refer you to A. Thompson, Esq., 196, Pitt-street, and J. A. Lucas, Esq., Camperdown, who will become bondsmen, and execute the bond when called upon.

John Rae, Esq.,  
Commissioner for Railways.I have, &c.,  
W. H. BOGIE,  
Manager.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 8.)

*Tender for the supply of engine coal, Western Line, for the year ending 31st December, 1876.*

To the Commissioner for Railways.

Sydney, 25 October, 1875.

Sir,

In accordance with notice in *Government Gazette*, I beg, on behalf of the Vale of Clwydd Coal Mining Company, to tender for the supply of the above coal, in terms of specification, at four shillings and two-pence per ton, delivered at the Company's siding.

I have, &c.,  
THOS. SAYWELL, Director.*Memorandum.*

In the event of this tender being accepted, we, the undersigned, agree to be answerable for the due performance of the contract, and undertake that we will severally execute and deliver a bond to Her Majesty in a penal sum of one-tenth of the gross amount of the contract for securing such performance.

THOS. SAYWELL.  
THOS. S. HUTCHINSON.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 9.)

*Tender for the supply of engine coal to the Southern, Western, and Richmond Railways.*

To the Honorable the Minister for Public Works, Sydney.

Waratah Coal Company,  
Sydney, 25 October, 1875.

Sir,

On behalf of the Waratah Coal Company I hereby beg to tender for the supply of Newcastle engine coal required during the year 1876 for the Southern, Western, and Richmond Railways, at the following rate, viz. :—The coal to be paid for at the current selling rate of the day of delivery at Newcastle, with (4/9) four shillings and nine-pence per ton added thereto, to cover the cost of freight, delivery, and waste.

I have, &c.,  
D. N. JOUBERT,  
Secretary.

WE,

WE, the undersigned, hereby agree to be answerable for the due performance of the contract in the event of the within tender being accepted; and we undertake in that event that we will severally execute and deliver, at the office of the Crown Solicitor in Sydney, within fourteen days from the usual notification of acceptance, a bond to Her Majesty in the penal sum of three hundred pounds (£300) for securing such performance.

D. N. JOUBERT,  
Secretary, Waratah Coal Company.  
CH. SMITH.  
SAM. DICKINSON.

Sydney, 25. October, 1875.

E.O.M. W.E.B. J.R. J.W. J.B. (No. 10.)

Pyrmont, Sydney,  
25 October, 1875.

To the Commissioner for Railways.  
Sir,

We, the undersigned, hereby tender and agree to supply Newcastle or Northern coal according to notice in *Government Gazette* for the use of the Southern and Western Railways, delivered into trucks at the terminus, Darling Harbour, during the year 1876, at current Newcastle rates, with freight, &c., added, such freight and charges not exceeding 6s. (six shillings) per ton.

We have, &c.,  
WARBURTON & SON.

In the event of this tender being accepted, we beg to name as our sureties—

Mr. John Moyes, merchant;  
Mr. Wm. Hargraves, merchant; or others.

W. & S.

ANALYSIS of Tenders for Supply of Engine Coal, for the year 1876, S. W. and R. Lines.

No.	Names.	Price.	Where delivered.
<i>Wollongong Coal.</i>			
1	Joseph Ward & Co. ....	15/9	Into trucks, Darling Harbour.
6	J. G. Catley .....	15/9	
<i>Newcastle Coal.</i>			
2	F. G. Kelly .....	18/6	Into trucks, Darling Harbour. Do.
3	W. Summerbell .....	18/5 $\frac{1}{2}$	
6	J. G. Catley .....	17/6	{ See special terms. Mr. Catley says as per sample cargo.
9	Waratah Coal Co. ....	Current rate, with 4/9 added for freight.	
10	Warburton & Son .....		Do. with 6/- added for freight.
<i>Bowenfels Coal.</i>			
4	Lithgow Valley Colliery Co. (Thos. Wilton)	4/10	At colliery siding.
5	Esk Bank Colliery (Thos. Brown) ...	6/4	At his siding.
7	Bowenfels Coal, &c., Co. ....	4/5 $\frac{1}{2}$	At Company's siding.
8	Vale of Clwydd Coal Co. ....	4/2	Do.

No. 9.

SECRETARY TO ENGINEER-IN-CHIEF.

MR. WHITTON, see advertisement calling for tenders, which provides that each of the tenderers of Western coal should send 10 tons for the purpose of being tested.

B.C., 27/10/75.

C.A.G.

See report on 75/3955.

No. 10.

WESTERN LOCOMOTIVE INSPECTOR TO LOCOMOTIVE OVERSEER.

Government Railways,  
Engineer-in-Chief's Branch,  
Penrith, 30 October, 1875.

MR. SCOTT,  
SIR,

*Memorandum to the Locomotive Foreman.*

I beg to report that the coals supplied for testing purposes from the mines of Messrs. Brown, Vale of Clwydd, Lithgow Valley, and Bowenfels Co. were tested between Penrith and Mount Victoria, on goods engines No. 53, 56, 58, 59, 48, from 26th to the 29th instant, with the following results:—

Name of mine.	Consumption in lbs. per mile.
Mr. T. Brown	63.26
Vale of Clwydd	70.29
Lithgow Valley Co.	67.94
Bowenfels Co.	69.35

Remarks

Remarks on the appearance of coal as received from Mr. Brown's mine—round lumpy coal, free from small and dirt.

From Vale of Clwydd—all very large lumps.

From Lithgow Valley Co.—not extra clean; about the same as that usually supplied.

From Bowenfels Co.—not selected with any extra care.

I have called upon each driver to give a special report on each day's trial, which I forward herewith for your information.

Fair average loads were taken on each trip.

Yours obediently,  
JOHN TIPPING.

27 October, 1875.

Sir,

I beg respectfully to inform you that the coal used by me on the 25th was of a first class quality and free from dirt, as I had no occasion to clean the fire on the through journey, which is a very unusual occurrence.

CHARLES RANDALL.

Mr. J Tipping.

From Brown's Mine, Engine No. 59.—J.T.

Penrith, 26 October, 1875.

Mr. Tipping,—

Sir,

I beg to state for your information that the coal we have had to use to-day is very good, and there is not so much dirt in it as that we have been using lately, and the consumption is about the same.

I beg to remain, &c.,  
E. M'DOUGALL.

From Brown's Mine, Engine No. 56.—J.T.

To John Tipping, Locomotive Inspector,—

Sir,

I beg to report to you the coal used by me on the 26th October is a good steaming coal, free from dirt.

Penrith, 26 October, 1875.

I am, &c.,  
THOMAS WALSH.

From Brown's Mine, Engine No. 53.—J.T.

Penrith, 26 October, 1875.

Mr. Tipping,—

Sir,

I find that the coal I used on the 26th instant is of very good quality and makes very little dirt; it is of a superior class we have had for some time.

I remain, &c.,  
GEORGE KNIGHT.

From Brown's Mine, Engine No. 58.—J.T.

To John Tipping, Locomotive Inspector,—

Sir,

I beg to report to you the coal used by me on the 28th of October is of a dirty nature and not the best for steam; I have used much better this week.

Penrith, 28 October, 1875.

I am, &c.,  
THOMAS WALSH.

From Lithgow Valley Mine, Engine No. 53.

Penrith, 28 October, 1875.

Mr. Tipping,—

Sir,

I beg to report the coal used on the 28th instant is inclined to be dirty, steams middling, consumption about usual average.

I remain, &c.,  
GEORGE KNIGHT.

From Lithgow Valley Mine, Engine No. 58.

29 October, 1875.

Sir,

The coal used by me on Wednesday the 27th was of very good quality and free from dirt.

CHAS. RANDALL.

Mr. J. Tipping.

From Lithgow Valley Mine, Engine No. 59.

Penrith,

Penrith, 28 October, 1875.

Mr. Tipping,—  
Sir,

I beg to state for your information that the coal we have had to use this day is good coal and clean, and the consumption about as usual.

I beg to remain, &amp;c.,

EDWARD M'DOUGALL.

From Lithgow Valley Mine, Engine No. 56.

Penrith, 30 October, 1875.

Memo. to Mr. Tipping,—  
Sir,

The coal we received on the 28th instant was of an inferior quality; we had difficulty in maintaining steam with it some parts of the journey through it being so dirty, and it was inclined to clinker, and there was about 4 cwt. left at Mount Victoria.

I remain, &amp;c.,

CHARLES BAGGS.

From Bowenfels Mine, Engine No. 48.

To John Tipping, Locomotive Inspector,—  
Sir,

I beg to report to you the coal used by me is of the ordinary kind, of a very dirty nature, and not the best for steam.

Penrith, 29 October, 1875.

I am, &amp;c.,

THOMAS WALSH.

From Bowenfels Co's. Mine, Engine No. 53.

Penrith, 29 October, 1875.

Mr. Tipping,—  
Sir,

I find the coal used by me on the 29th instant of a very bad steaming quality.

I remain, &amp;c.,

GEORGE KNIGHT.

From Bowenfels Co., Engine No. 58.

Penrith, 29 October, 1875.

Mr. Tipping,—  
Sir,

I beg to state for your information that the coal we have used this day is bad coal for steaming and very dirty, and the consumption about 5 to 10 cwt. more a trip than usual.

I beg to remain, &amp;c.,

EDWARD M'DOUGALL.

From Bowenfels Co., Engine No. 56.

Penrith, 27 October, 1875.

Mr. Tipping,—  
Sir,

I beg to report the coal used on the 27th instant is of a very good steaming quality, but the consumption is over the ordinary average, and also inclined to clinker.

I remain, &amp;c.,

GEORGE KNIGHT.

From Vale of Clwydd Mine, Engine No. 58.—J.T.

Penrith, 27 October, 1875.

Mr. Tipping,—  
Sir,

I beg to state for your information that the coal we have used this day is very good and clean, but inclined to clinker, and the consumption a little more than usual.

I beg to remain, &amp;c.,

EDWARD M'DOUGALL.

From Vale of Clwydd, Engine No. 56.—J.T.

To John Tipping, Locomotive Inspector,—  
Sir,

I beg to report to you the coal used by me on 27th is a good steaming coal, free from dirt, only of a harder nature.

I am, &amp;c.,

THOMAS WALSH.

From Vale of Clwydd, Engine No. 53.—J.T.

Penrith,

Memo. to Mr. Tipping,—  
Sir,

Penrith, 28 October, 1875.

In reporting the sample of coal we received on the 26th instant, I beg to state that it was a superior quality to what we received at Mount Victoria, for it had a greater body of heat, less dirt, and better staying qualities, for we had about seven basketfuls left of what we took on here, which would make the amount from here to Mount Victoria about 48 cwt.

I remain, &c.,  
CHARLES BAGGS.

From Vale of Clwydd, Engine No. 48.—J.T.

Government Railways, Locomotive Branch,  
Penrith, 1 November, 1875.

Memorandum to Locomotive Foreman, Mr. Scott,—

Sir,

The following coal has been received at Penrith from the different mines for testing purposes:—

	Tons cwt.
Mr. T. Brown .....	10 9
Lithgow Valley.....	10 16
Vale of Clwydd .....	10 18
Bowenfels Co. ....	10 15

Yours obediently,  
JOHN TIPPING.

Is this coal to be paid for? *Pro* SCOTT, *per* NEWMAN, 2/11/75.

To Storekeeper.

No.—A.R., 3/11/75. Mr. Scott. Noted.—J.T., 2/11/75.

To Mr. Scott.

### No. 11.

LOCOMOTIVE OVERSEER to ENGINEER-IN-CHIEF.

EACH sample of coal was tested by four drivers, and from their written reports the following is compiled.

The coal from Brown's mine is decidedly the best of the four samples submitted for trial, it being free from dirt and possessing good steaming properties, and does not run to clinker. The consumption per mile of this coal is also less than of either the other samples.

Of the samples from the Vale of Clwydd and Lithgow Valley mines, that from the former appears to have slightly the greater favour with the drivers for steam-producing properties and freedom from dirt, notwithstanding that two of them report that it is somewhat inclined to run to clinker. The consumption also appears to be heavier than that of the Lithgow Valley sample. For railway purposes I should judge that these two samples of coal have about equal recommendations.

That from the Bowenfels Company's mine was the most inferior, being dirty and having poor steam-producing qualities, and disposed to turn to clinker, and heavy as regards consumption.

W. SCOTT,  
3/11/75.

### No. 12.

ENGINEER-IN-CHIEF to COMMISSIONER.

I CONSIDER that it will be advisable to take coal from the Eskbank Colliery, as it is clearly the best; and although a little higher in price, the consumption per mile run is less than from any of the other pits.

J.W., 11/11/75.

For Newcastle coal to be delivered in Sydney, I recommend that the offer of the Waratah Company be accepted.—J.W., 11/11/75.

### No. 13.

MR. THOS. SAYWELL to COMMISSIONER.

4, Park-street, Sydney,  
29 November, 1875.

SIR,

I regret to inform you that circumstances have arisen which will, if my tender (on behalf of the Vale of Clwydd Coal Mining Company) is accepted, prevent my undertaking the contract for the supply of engine coal required for the Southern and Western Railway during the year 1876, and therefore respectfully beg to withdraw my tender.

As a notification has yet appeared of the acceptance of any contract, I hasten to apprise you of my withdrawal, so that no inconvenience or delay may be occasioned to your department.

I have, &c.,  
THOS. SAYWELL.

## No. 14.

## MINUTE OF SECRETARY FOR PUBLIC WORKS.

ACCEPT Waratah Company's for Northern coal, and call for fresh tenders for the West.—10/12/75.—J.L.

Waratah Company's tender accepted.—15/12/75.  
Crown Solicitor, for bond.—21/12/75.

## No. 15.

## COMMISSIONER TO WARATAH COMPANY.

Department of Public Works,  
Railway Branch,  
Sydney, 15 December, 1875.

SIR,

I have the honor to accept your tender, on behalf of the Waratah Coal Company, for the supply of Newcastle Engine Coal required during the year 1876, for the Great Southern, Western, and Richmond Railways, and to request that you will wait upon the Crown Solicitor with your sureties in order to execute the required bond.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

## No. 16.

## NOTICE TO GAZETTE.

Department of Public Works,  
Railway Branch,  
Sydney, 15 December, 1875.

## Engine Coal for Government Railways.

FRESH Tenders will be received at this office until Tuesday, the 28th December, 1875, at 11 o'clock, a.m., from persons willing to contract for the supply of Engine Coal from the Bowenfels Mines for the year 1876, for the Southern and Western Railways.

Specification may be seen, and further particulars obtained at the Railway Office, Phillip-street, Sydney.

Tenderers must state the price at which they will deliver the coals at the coal sidings, Bowenfels.

Estimated quantity required of Bowenfels coal, 10,000 tons. This quantity is approximate only, and the Commissioner will not be bound to adhere to it.

Tenders to be endorsed "*Tenders for Engine Coal.*"

JOHN RAE,  
Commissioner for Railways.

## No. 17.

## COMMISSIONER TO ENGINEER-IN-CHIEF.

Department of Public Works,  
Sydney, 28 December, 1875.

SIR,

The Tenders (four in number) for the work specified in the margin are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct for submission to the Minister.

Supply of 10,000 tons Bowenfels coal for Great Southern and Western Railways.

Mr. Whitton.—28/12/75, J.R.

I have, &c.,  
JOHN RAE.

(No. 1.)

J.R. E.O.M. J.B.

305, George-street,  
Sydney, 24 December, 1875.

SIR,

I hereby tender to supply from the Lithgow Valley Colliery Company's pits engine coal for the Great Southern, Western, and Richmond Railways, for the year 1876, in accordance with the terms of the specification, at the rate of five shillings and sixpence (5s. 6d.) per ton.

I have, &c.,  
THOMAS WILTON.

*Memorandum.*

In the event of this tender being accepted, we the undersigned agree to be answerable for the due performance of the contract, and undertake that we will severally execute and deliver a bond to Her Majesty, in a penal sum of one-tenth of the gross amount of the contract for securing such performance.

J. BUSBY.  
ED. GELL.

(No. 2.)

11

J.R. E.O.M. J.B.

(No. 2.)

*Tender for supply of Engine Coal.*

Sydney, 28 December, 1875.

To the Commissioner for Railways.

Sir,

In accordance with notice in *Government Gazette*, I hereby beg to tender for same in strict accordance with specification; and do hereby bind myself to supply the best screened coal from the Lithgow Valley or the Vale of Clywdd Collieries, put into the Government trucks at their respective sidings, at such times and in such quantities as may be required, for the sum of five shillings and nine-pence (5s. 9d.) per ton.

I am, &amp;c.,

JOSEPH MITCHELL,

Agent for the Lithgow Valley  
Vale of Clywdd Collieries,  
Ultimo Road, Sydney.

In the event of this tender being accepted, I hereby bind myself to find two good and sufficient securities for the due fulfilment of this contract.

JOS. MITCHELL.

J.R. E.O.M. J.B.

(No. 3.)

Esk Bank Colliery,  
24 December, 1875.

I HEREBY offer to supply engine coal from the Esk Bank Colliery, for the Southern and Western Railways, for the year 1876, as may be required by the Commissioner for Railways, at the rate of (6) six shillings per ton in trucks at Mr. T. Brown's siding.

I have, &amp;c.,

WILLIAM PITT.

J.R. E.O.M. J.B.

(No. 4.)

Bowenfels Coal Mining and Copper Smelting Co. (Limited),  
Offices, 84, King-street,  
Sydney, 28 December, 1875.

Sir,

I have the honor to tender for the supply of engine coal for the year 1876, best screened, delivered at Bowenfels Company's siding, four shillings and nine-pence per ton, and would respectfully request that there be fresh samples taken, as our coals was sent just as it comes from the mine, and had not been hand-picked like other samples were. It is impossible to send large lumps with our hand-picking, which is not a fair criterion of what the Government would be supplied with.

To John Rae, Esq.,  
Commissioner for Railways.

I have, &amp;c.,

W. H. BOGIE,  
Manager.

No. 18.

ENGINEER-IN-CHIEF to COMMISSIONER.

*List of Tenders.*

No. 1. Lithgow Valley Colliery Company	...	...	...	5s. 6d. per ton.
No. 2. Joseph Mitchell	...	...	...	5s. 9d. "
No. 3. Esk Bank Colliery	...	...	...	6s. "
No. 4. Bowenfels Company	...	...	...	4s. 9d. "

The price of the Esk Bank coal has been reduced, while the prices of the other Companies have been increased; and although the price of this coal is still the highest, I again recommend the acceptance of the Esk Bank tender, for the reasons stated in my memo of the 11th November last.

J. W.

30 December, 1875.

Approved.—J.L., 28/1/76. Mr. Pitt, Esk Bank Colliery, 29/1/76.

Prepare memo. for Crown Solicitor, and let storekeeper know by memo.; also Engineer-in-Chief.

C.A.G., 2/2/76.

Mr. Pitt, 29/1/76.

C. Sol., 3/2/76 (for preparation of Bond).

No. 19.

12

No. 19.

COMMISSIONER to MR. W. PITT.

Department of Public Works,  
Railway Branch,  
Sydney, 29 January, 1876.

SIR,

I have the honor to accept your tender, dated the 24th ultimo, for the supply, during 1876, of engine coal from the Esk Bank Colliery required for the Great Southern, Western, and Richmond Railways, and to request that you will at once wait with your sureties on the Crown Solicitor for the purpose of executing the required bond.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

No. 20.

CROWN SOLICITOR to COMMISSIONER.

Crown Solicitor's Office,  
Sydney, 7 March, 1876.

SIR,

In compliance with your instructions of date 16th December last, I have had prepared and forward herewith a bond executed by the Waratah Coal Company and sureties, for the supply of Newcastle Coal for the Great Southern, Western, and Richmond Railways during the present year.

I return also the specifications.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

D. N. Joubert,  
Charles Smith,  
and Samuel  
Dickinson.

No. 21.

CROWN SOLICITOR to COMMISSIONER.

Crown Solicitor's Office,  
Sydney, 7 March, 1876.

SIR,

In compliance with the instructions contained in your memo. of date 2nd February last, I have had prepared and forward herewith a bond executed by Mr. W. Pitt and sureties for the supply of Bowenfels engine coal during the present year.

I also return specification, &c.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Robert Pitt,  
Thomas Costello.

No. 22.

WARATAH COMPANY'S BOND.

Know all men by these presents that the Waratah Coal Company, a Corporation created by an Act of the Parliament of New South Wales, made and passed in the twenty-seventh year of the reign of Her Majesty Queen Victoria, and Didier Numa Joubert, of Sydney, in the said Colony, merchant, Charles Smith, of Sydney aforesaid, merchant, and Samuel Dickinson, of Sydney aforesaid, merchant, are jointly and severally held and firmly bound unto the Commissioner for Railways, a Corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," in the penal sum of three hundred pounds sterling, to be paid to the Commissioner for Railways aforesaid and his successors, for which payment well and truly to be made the said Waratah Coal Company binds itself and its successors; and we, the said Didier Numa Joubert, Charles Smith, and Samuel Dickinson, bind ourselves and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents: In witness whereof, the Waratah Coal Company hath hereunto caused its common seal to be affixed, and the said Didier Numa Joubert, Charles Smith, and Samuel Dickinson, have hereunto set their hands and seals, this seventh day of March, in the year of our Lord one thousand eight hundred and seventy-six:

See No. 8.

Whereas the Waratah Coal Company made the tender hereunto annexed, marked A, under the terms and conditions of a notice dated the first day of October last past, and published in the New South Wales *Government Gazette* of the fifth day of October last (of which notice a copy signed by the said Didier Numa Joubert, Charles Smith, and Samuel Dickinson, is also hereunto annexed), to provide, supply, and deliver at Sydney aforesaid best Newcastle engine coal, for the use of the Great Southern, Western, and Richmond Railways; in the said Colony, in such quantities as may be required from time to time during the year one thousand eight hundred and seventy-six, in accordance in all things with the specification hereunto annexed, marked B, and at and after the rate mentioned in the said tender, that is to say,—the coal to be delivered under this contract is to be paid for at the current selling rate of the day of delivery at Newcastle, together with four shillings and nine-pence per ton to be added thereto: And whereas the above-bounden Didier Numa Joubert, Charles Smith, and Samuel Dickinson, have severally agreed to become and be bound to the Commissioner for Railways aforesaid and his successors, for the due performance and fulfilment of the said tender, within the time mentioned in that behalf, according to the terms

terms and conditions of the said notice: And whereas the said tender has been duly accepted by the Commissioner for Railways aforesaid on condition that this bond should be entered into by the said Company and them, the said Didier Numa Joubert, Charles Smith, and Samuel Dickinson: Now the condition of the above-written bond and obligation is such, that if the Waratah Coal Company do, and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations of the said specification during the time therein in that behalf mentioned, then this obligation shall be void and of none effect, otherwise to be and remain in full force and virtue.

The common seal of the Waratah Coal Company has been this day affixed to this }  
bond by D. N. Joubert, Secretary, in the presence of,— } (L.S.)  
CH. SMITH,  
Chairman.

Signed, sealed, and delivered by the said Didier Numa Joubert, { D. N. JOUBERT, Secy. (L.S.)  
Charles Smith, and Samuel Dickinson, in the presence of,— { CH. SMITH. (L.S.)  
SAM. DICKINSON. (L.S.)  
J. F. BOWDEN.

### No. 23.

#### MR. W. PITT'S BOND.

Know all men by these presents, that we, William Pitt, of \_\_\_\_\_, in the Colony of New South Wales, contractor, Robert Pitt, of \_\_\_\_\_, in the Colony aforesaid, householder, and Thomas Costello, of \_\_\_\_\_, in the Colony aforesaid, householder, are jointly and severally held and firmly bound unto the Commissioner for Railways, a Corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" in the penal sum of three hundred pounds sterling, to be paid to the Commissioner for Railways aforesaid and his successors, for which payment well and truly to be made we bind ourselves and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals. Dated the seventh day of March, in the year of our Lord one thousand eight hundred and seventy-six.

WHEREAS the above-bounded William Pitt made the tender hereunto annexed, under the terms and conditions of a notice dated the fifteenth day of December now last past, and published in the New South Wales Government Gazette the seventeenth day of December last past (of which notice a copy signed by the said William Pitt, Robert Pitt, and Thomas Costello, is also hereunto annexed), to provide, supply, and deliver, in trucks at Mr. T. Brown's siding on the Great Western Railway, Engine Coals from the Esk Bank Colliery, Bowenfels, for the use of the Great Southern and Western Railways in the said Colony, in such quantities and at such times as may be required during the year one thousand eight hundred and seventy-six, in accordance in all things with the annexed specification marked A, and at and after the rate or price of six shillings per ton: And whereas the above-bounded Robert Pitt and Thomas Costello have severally offered to become and be bound to the Commissioner for Railways aforesaid and his successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice: And whereas the said tender has been duly accepted by the Commissioner for Railways aforesaid, on condition that this bond should be entered into by them the said William Pitt, Robert Pitt, and Thomas Costello: Now the condition of the above-written bond and obligation is such, that if the said William Pitt do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise to remain in full force and virtue.

Signed, sealed, and delivered by the above-named William Pitt, }  
in the presence of,— } JNO. BEYNON JACKSON. WILLIAM PITT. (L.S.)

Signed, sealed, and delivered by the above-named Robert Pitt, }  
in the presence of,— } JNO. BEYNON JACKSON. ROBERT PITT. (L.S.)

Signed, sealed, and delivered by the above-named Thomas }  
Costello, in the presence of,— } JNO. BEYNON JACKSON. THOMAS COSTELLO. (L.S.)



1875-6.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON THE

SUPPLY OF COAL FOR RAILWAY PURPOSES;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
30 *June*, 1876.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES No. 50. TUESDAY, 29 FEBRUARY, 1876.

11. SUPPLY OF COAL FOR RAILWAY PURPOSES ("Formal" Motion):—Mr. Scholey 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 circumstances attending the supply of Coal for the Southern, Western and Northern Railways.
- (2.) That such Committee consist of Mr. Lackey, Mr. Stephen Brown, Mr. Cameron, Mr. Nelson, Mr. Davies, Mr. Cohen, Mr. Piddington, Mr. Wisdom, and the Mover.
- Question put and passed.

VOTES No. 53. FRIDAY, 3 MARCH, 1876.

3. SUPPLY OF COAL FOR RAILWAY PURPOSES:—Mr. Scholey (*with the concurrence of the House*) moved, without Notice, That the Return to Order laid upon the Table of the House on the 19th January, 1876, together with all recorded Questions put to Ministers, and Answers thereto, having reference to the supply of Coal for Railway Purposes, be referred to the Select Committee now sitting on that subject.
- Question put and passed.

VOTES No. 74. WEDNESDAY, 12 APRIL, 1876.

6. SUPPLY OF COAL FOR RAILWAY PURPOSES:—Mr. Nelson (*by consent*) moved, without Notice, That the Papers laid upon the Table by order of this House, having reference to the supply of Engine Coal for the Western and Southern Railways, be referred to the Select Committee now sitting to inquire into the case.
- Question put and passed.

VOTES No. 117. FRIDAY, 30 JUNE, 1876.

3. SUPPLY OF COAL FOR RAILWAY PURPOSES:—Mr. Scholey, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 29th February, 1876, together with Appendix.
- Ordered to be printed.

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**SUPPLY OF COAL FOR RAILWAY PURPOSES.**


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**REPORT.**


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THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 29th February, 1876,—“with power to send for persons and papers, to inquire into and report upon the circumstances attending the supply of Coal for the Southern, Western, and Northern Railways,”—and to whom were referred, on the 3rd March, 1876,—“the Return to Order laid upon the Table of the House on the 19th January, 1876, together with all recorded Questions put to Ministers, and Answers thereto, in reference to the supply of Coal for Railway purposes,”—and on the 12th April, 1876,—“the Papers having reference to the supply of Engine Coal for the Western and Southern Railways,”—have agreed to the following Report:—

Your Committee having examined the witnesses named in the List,\* and carefully considered the evidence and documents appended thereto, have come to the following conclusions:—

1. That in reference to the statement in Mr. Newton's report, that “Mr. Mitchell's coal was in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble, steamed well, and the consumption was not high”—and upon which the Engineer-in-Chief, Mr. Whitton, depended for information to prepare his Report to the Honorable Secretary for Works, it appears to your Committee that the allegations therein contained are fully borne out by the evidence.
2. That while the Waratah Coal has more clinker and more sparks thrown out of the chimney than Mitchell's Four-mile Creek Coal, the latter makes more ash; your Committee are therefore of opinion that these two coals are about equal in quality.
3. That 14s. per ton is paid for the Waratah Company's Coal, delivered at Newcastle, the cost of haulage thence to East Maitland being 2s. 9d. per ton, while Mitchell's Four-mile Creek Coal could be delivered at East Maitland Station at 9s. 7d. per ton.
4. That under the circumstances revealed in the evidence, your Committee are of opinion that Mr. Mitchell's tender should have been accepted for that portion of the Great Northern Railway north of East Maitland, if not for the whole line.
5. That in reference to the acceptance of the tender of the Eskbank Colliery for the supply of Coal to the Great Western, Southern, and Richmond Railways, your Committee consider that the Lithgow Valley Company's Coal is equal in quality to the Eskbank Company's, and that as the Lithgow Valley Company's tender was the lower it should have been accepted.
6. That the accepted tender of the Waratah Coal Company, to supply at “the current selling rate of the day,” is in respect of price so uncertain and liable to variation that your Committee recommend the acceptance in future of tenders at a specified price only.

No. 3 Committee Room,  
Sydney, 29th June, 1876.

STEPHEN SCHOLEY,  
Chairman.

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PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 1 MARCH, 1876.

MEMBERS PRESENT :—

Mr. Scholey, | Mr. Davies,  
Mr. Piddington.

Mr. Scholey called to the Chair.

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

Committee deliberated.

Ordered,—That John Rae, Esq., Mr. Thomas Boag, and Mr. G. Newton, be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at half-past Ten o'clock.]

TUESDAY, 7 MARCH, 1876.

MEMBERS PRESENT :—

Mr. Scholey in the Chair.  
Mr. Piddington, | Mr. Wisdom,  
Mr. Lackey, | Mr. Cohen,  
Mr. Nelson.

Entry from Votes and Proceedings referring Return to Order, together with recorded Questions put to Ministers, and Answers thereto, read by the Clerk.

John Rae, Esq. (*Commissioner for Railways*), called in and examined.

Witness handed in copy of the advertisement calling for Tenders for the supply of Coal for the Great Northern Railway, which was ordered to be appended. (*See Appendix A.*)

Mr. George Newton (*Inspector of Rolling Stock, Great Northern Railway*), called in and examined.

Witness withdrew.

Mr. Thomas Boag (*Locomotive Foreman, Great Northern Railway*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That John Whitton, Esq., John Mitchell, Esq., and Thomas Pearce, Esq., J.P., be summoned to give evidence next meeting.

[Adjourned to Friday next, at Eleven o'clock.]

FRIDAY, 10 MARCH, 1876.

MEMBERS PRESENT :—

Mr. Scholey in the Chair.  
Mr. Piddington, | Mr. Wisdom,  
Mr. Cameron, | Mr. Cohen.

John Mitchell, Esq., called in and examined.

Witness handed in certain documents, which were ordered to be appended. (*See Appendix B1 & B2.*)

Witness withdrew.

Thomas Pearce, Esq., called in and examined.

Witness handed in certain documents, which were ordered to be appended. (*See Appendix C1 & C2.*)

Witness withdrew.

Committee deliberated.

Ordered,—That John Whitton, Esq., Captain Summerbell, and Henry Westcott, Esq., be summoned to give evidence next meeting.

[Adjourned to Wednesday next, at half-past Ten o'clock.]

WEDNESDAY, 15 MARCH, 1876.

MEMBER PRESENT :—

Mr. Scholey.

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

THURSDAY,

THURSDAY, 16 MARCH, 1876.

MEMBERS PRESENT :—

Mr. Scholey in the Chair.

Mr. Nelson,

Mr. Piddington,

Mr. Cameron.

John Whitton, Esq. (*Engineer-in-Chief for Railways*), called in and examined.

Witness requested to furnish a copy of the Specifications for the supply of Coal for the Great Northern Railway for the year 1876. (*See Appendix D.*)

Witness withdrew.

Captain Summerbell (*Coal Contractor*), called in and examined.

Witness withdrew.

Henry Westcott, Esq. (*Engineer to the Botany Water-works*), called in and examined.

Witness withdrew.

Committee deliberated.

*Ordered*,—That Samuel Charles, M.P., be requested, and James Brown, Esq., and Mr. Alexander Halket, be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at *Two o'clock.*]

TUESDAY, 21 MARCH, 1876.

MEMBERS PRESENT :—

Mr. Scholey in the Chair.

Mr. Piddington,

Mr. Nelson.

Samuel Charles, M.P., called in and examined.

Witness withdrew.

Alexander Halket, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

*Ordered*,—That James Brown, Esq., be summoned to give evidence next meeting.

[Adjourned to Thursday, 30 March, at *Two o'clock.*]

THURSDAY, 30 MARCH, 1876.

MEMBER PRESENT :—

Mr. Scholey.

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

THURSDAY, 6 APRIL, 1876.

MEMBERS PRESENT :—

Mr. Scholey in the Chair.

Mr. Nelson,

Mr. Cameron.

John Mackenzie, Esq. (*Examiner of Coal Fields*), called in and examined.

Memorandum of Mr. John Mitchell, enclosing Section of Coal Seam in his Four-mile Creek mine, handed in and ordered to be appended. (*See Appendix E.*)

Witness withdrew.

Committee deliberated.

*Ordered*,—That John Mackenzie, Esq., and Mr. W. Webster be summoned to give evidence next meeting.

[Adjourned to To-morrow, at *Two o'clock.*]

FRIDAY, 7 APRIL, 1876.

MEMBERS PRESENT :—

Mr. Scholey,

Mr. Piddington.

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

WEDNESDAY, 12 APRIL, 1876.

MEMBER PRESENT :—

Mr. Scholey.

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

THURSDAY,

THURSDAY, 13 APRIL, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Piddington, | Mr. Nelson,  
Mr. Cameron.

Entry from Votes and Proceedings referring Papers to the Committee, read by the Clerk.

Chairman produced samples of coal from Mr. Mitchell's mine on Four-mile Creek.

John Mackenzie, Esq. (*Examiner of Coal Fields*), called in and further examined.

Witness produced samples of the Four-mile Creek coal, and handed in Sections of coal seams in Mitchell's Four-mile Creek, Tulip's Four-mile Creek, and the Waratah Coal Company's mines, which were ordered to be appended. (*See Appendix F.*)

Witness withdrew.

Didier Numa Joubert, Esq. (*Agent for the Waratah Coal Company*), called in and examined.

Witness withdrew.

William Webster, Esq., called in and examined.

Witness withdrew.

John Mackenzie, Esq., re-called and further examined.

Witness withdrew.

Committee deliberated.

Ordered,—That John Whitton, Esq., John Rae, Esq., Thomas Brown, Esq., and T. T. Wilton, Esq., be summoned to give evidence next meeting.

[Adjourned to Wednesday next, at Two o'clock.]

WEDNESDAY, 19 APRIL, 1876.

MEMBER PRESENT:—

Mr. Scholey.

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

WEDNESDAY, 26 APRIL, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Nelson, | Mr. Cohen.

John Whitton, Esq., called in and further examined.

Witness handed in Report of Mr. Webster on trials made by him on Coal from different Mines on the Great Northern Railway, which was ordered to be appended. (*See Appendix G.*)

John Rae, Esq., called in and further examined.

Witness withdrew.

Thomas Talbot Wilton, Esq., called in and examined.

Witness withdrew.

Clerk laid before the Committee claims of Messrs. Mackenzie & Pearce for Witnesses expenses.

Resolved,—That the sum of £9 be awarded to Mr. John Mackenzie as expenses attending before this Committee as a Witness.

Resolved,—That the sum of £3 3s. be awarded to Mr. Thomas Pearce as expenses attending before this Committee as a Witness.

Committee deliberated.

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

[Adjourned.]

WEDNESDAY, 14 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Nelson, | Mr. Cohen,  
Mr. Lackey.

Committee deliberated.

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

TUESDAY, 20 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Scholey, | Mr. Cohen.

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

FRIDAY,

FRIDAY, 23 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Cohen, | Mr. Wisdom,  
Mr. Nelson.

The Chairman laid before the Committee a letter from Mr. Lackey, stating that he was unable to attend, and asking for the postponement of the consideration of the Draft Report to another day. Committee deliberated.

[Adjourned to Tuesday next, at *Two* o'clock.]

TUESDAY, 27 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Cohen, | Mr. Nelson,  
Mr. Wisdom.

Committee deliberated.

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

THURSDAY, 29 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Scholey in the Chair.

Mr. Wisdom, | Mr. Cohen.

Chairman submitted Draft Report, which was read 1° as follows:—

“THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 29th February, 1876,—‘with power to send for persons and papers, to inquire into, and report upon the circumstances attending the supply of Coal for the Southern, Western, and Northern Railways,’—and to whom were referred, on the 3rd March, 1876,—‘the Return to Order laid upon the Table of the House on the 19th January, 1876, together with all recorded Questions put to Ministers, and Answers thereto, in reference to the supply of Coal for Railway purposes,’—and on the 12th April, 1876,—‘the papers having reference to the supply of Engine Coal for the Western and Southern Railways,’—have agreed to the following Report:—

“Your Committee having examined the witnesses named in the List,\* and carefully considered \* See List, page 8. the evidence and documents appended thereto, have come to the following conclusions:—

- “1. That in reference to the statement in Mr. Newton's report, that ‘Mr. Mitchell's coal was in first class condition, well cleaned, and apparently carefully picked. This coal gave no trouble, steamed well, and the consumption was not high,’ and upon which the Engineer-in-Chief, Mr. Whitton, depended for information to prepare his Report to the Honorable Secretary for Works, it appears to your Committee that the allegations therein contained are fully borne out by the evidence.
- “2. The statements contained in the 7th paragraph of Mr. Newton's report, and the recommendations of Mr. Boag thereon, are contradicted by the evidence, so that your Committee reject them from their consideration.
- “3. That while the Waratah coal has more clinker and more sparks thrown out of the chimney than Mitchell's Four-mile Creek coal, the latter makes more ash; your Committee are therefore of opinion that these two coals are about equal in quality.
- “4. That 14s. per ton is paid for the Waratah Company's coal, delivered at Newcastle, the cost of haulage thence to East Maitland being 2s. 9d. per ton, while Mitchell's Four-mile Creek coal could be delivered at East Maitland Station at 9s. 7d. per ton.
- “5. That under the circumstances revealed in the evidence, your Committee are of opinion that Mr. Mitchell's tender should have been accepted for that portion of the Great Northern Railway north of East Maitland, if not for the whole line.
- “6. That in reference to the acceptance of the tender of the Eskbank Colliery for the supply of Coal to the Great Western, Southern, and Richmond Railways, your Committee consider that the Lithgow Valley Company's coal is equal in quality to the Eskbank Company's, and that as the Lithgow Valley Company's tender was the lower it should have been accepted.”

On motion of Mr. Cohen, Draft Report read 2°, paragraph by paragraph.

Paragraph 1 read and *agreed to*.

Paragraph 2 read and *omitted*.

Paragraphs 3, 4, 5, and 6, read and *agreed to*.

On motion of Mr. Cohen, the following new paragraph was inserted, to stand as paragraph 6 of the Report,—“That the accepted tender of the Waratah Coal Company to supply at the current selling rate of the day is, in respect of price, so uncertain and liable to variation that your Committee recommend the acceptance in future of tenders at a specified price only.”

Draft Report, as amended, *agreed to*.

Chairman to report to the House.

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

## SUPPLY OF COAL FOR RAILWAY PURPOSES.

TUESDAY, 7 MARCH, 1876.

Present:—

Mr. COHEN,  
Mr. NELSON,  
Mr. LACKEY,Mr. PIDDINGTON,  
Mr. SCHOLEY,  
Mr. WISDOM.

STEPHEN SCHOLEY, Esq., IN THE CHAIR.

John Rae, Esq., called in and examined:—

1. *Chairman.*] You are Commissioner for Railways, I believe? Yes.
2. Do you produce a copy of the *Government Gazette*, in which the advertisement appears for tenders for the supply of coal? Yes; this is the advertisement. (*Document handed in. See Appendix A.*)
3. Do you produce the specifications and contract? I am unable to produce them to-day, as they are in the Crown Solicitor's hands.
4. Look at the printed return before you—can you say whether it is anything like the original documents? Yes, I believe it is a correct copy of the whole of them.
5. The quantity of coal that was delivered last year is fairly stated in that return? I think it is.
6. What quantity do you think will be required during the present year? We estimate we shall require about 10,000 tons for the Northern Railway.
7. You received nine tenders for the supply of coal to the Northern line for this year? Yes.
8. Will you give us the names of the tenderers? Tenders were invited on the 1st September, 1875, and nine tenders were received as follows:—Henry Marshall, Bloomfield Pits, 8s. 10d. per ton, delivered at East or West Maitland; Henry Harper, Stony Creek, 8s. 10d., delivered at Wollombi Road; Anvil Creek Company, Anvil Creek, 9s. 8d. per ton, delivered at the junction of their line—9s. 6d. delivered on Government waggons at the pits, 10s. 10d. delivered at West Maitland, 12s. delivered at Newcastle; Waratah Company, from Waratah pits, delivered at Newcastle at current rates; John Mitchell, Four-mile Creek, 9s. 8d. per ton, delivered at East Maitland (he sent in a second tender for 9s. 7d. per ton); Messrs. Pearce and Nott, 10s. delivered at East Maitland, 13s. delivered at Newcastle; C. Pickard & Co., Landsdale pit, 10s. 6d., delivered at Waratah. This last tender was received too late.
9. You received from four of those tenderers 10 tons of coal for testing? Yes.
10. *Mr. Piddington.*] Who were the four? Mr. Marshall, Mr. Mitchell, Mr. Harper, and Mr. Pickard.
11. Was there any Board for the examination of tenders for the supply of coal to the Northern line? The same Board that opens all tenders. The Board meets every Tuesday at 11 o'clock; it is composed of the Heads of the Departments, and the Under Secretary is Chairman. There are two keys to the box in which the tenders are received. One of those keys is kept by me. When the Board meets, the keys are produced and the box opened. The tenders are then all opened by the Board, and initialled by each member present; and the rates are entered in a minute-book. The tenders are then sent to the Heads of the Departments for which they were required. For instance, these tenders for coal were sent to Mr. Whitton; tenders for public works are sent to the Colonial Architect. The Heads of the Departments send in their opinion as to the eligibility or otherwise of each tender, and then it is referred to the Minister for Works.
12. You say the Board meets every Tuesday? Every Tuesday at 11 o'clock.
13. And certain members have keys? I have one key; for some time Mr. Barnet had the other.

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14. When the Board meets, and the keys are produced, what do they do then? Proceed to open the tender box.
  15. What do they do then? Take out the tenders, and initial each one; merely to show that it has been properly opened, and that the papers are all right.
  16. Do they decide in any way upon the eligibility of the tenders? Not in any way.
  17. The object is merely to secure good faith in the opening of the tenders? Exactly so.
  18. Then I understand, the Board give no advice as to the eligibility of the tenders, founded upon the price or any other circumstances contained in the tenders? Not the slightest. The majority of the tenders are by schedules of prices; and you could not give an idea off-hand as to which was the lowest; it takes a good while to schedule them out.
  19. That objection does not apply to tenders for coal? It does not; but we follow the same rule in regard to all tenders.
  20. When the Board meet to consider the tenders for coal, they exercise no authority in the selection of the tenders? Certainly not—it depends upon the Minister entirely. The Minister is guided, no doubt, by the report of the head of the branch.
  21. Then it is quite possible for a dozen tenders to be sent in for the supply of coal, and for those tenders to be opened by the Board appointed to open the box containing them; and then for an arbitrary decision to be arrived at independently of any consideration as regards price? I do not understand your question.
  22. You say the Board does not do anything with reference to deciding? No; it is for the Minister to decide.
  23. In fact it is the Minister, and not the Board, who decides with regard to the eligibility of tenders? In all cases.
  24. Then the functions of the Board are merely confined to opening the tender box, to ascertain what papers it contains, and then to forward them on to another authority? That is all.
  25. Was there more than one invitation for tenders for the supply of coal to the Northern line? I think there was only one for the Northern line.
  26. When were the tenders received? They were invited on the 1st of September, they were received up to 11 o'clock on Tuesday the 5th October, and were decided upon on the 3rd December.
  27. With reference to the supply of coal, does the decision rest with you as Commissioner for Railways? It does according to the Act, but I invariably consult the Minister.
  28. Then you do not decide? The Minister decided in this case, but I may say I quite approved of the decision.
  29. In the return referred to the Committee, I find a minute by Mr. Whitton to this effect:—"As it appears that none of the above coal can be looked upon as of a reliable quality, although a little cheaper than the Newcastle coals, I advise the Commissioner to use Waratah, Wallsend, Lambton, or Co-operative. These coals are all known to be good, and the quality can be depended upon"? Yes, that is quite right.
  30. Were all those coal proprietors parties who tendered? Not this year. The only one that did tender was the Waratah, and consequently I said that I presumed that it must be accepted.
  31. Do you consider it advisable to invite tenders from the public at large, when the decision, or the question of acceptance, may be made without respect to the parties who tendered? I do not see how it can with parties who never tender at all.
  32. Did the Wallsend Company, the Lambton Company, or the Co-operative Company—Companies mentioned in Mr. Whitton's minute—tender? No.
  33. Still Mr. Whitton says that either of these three Companies might be selected? Supposing they tender; he is merely giving us the character of their coals.
  34. It seems to me that the minute has no reference to the tenders in any way whatever? The Waratah is one of the Companies that tendered.
  35. It happens to be so; but in the minute there is no reference to the question of tendering? It was upon the tenders that the minute was made.
  36. Is there in the minute of Mr. Whitton, to which I have referred you, any reference to tendering? Of course; it says, "as it appears that none of the above coal can be looked upon as of a reliable quality."
  37. Does it refer to the whole of the tenders? It has reference to the four—Marshall's, Mitchell's, Harper's and Pickard's.
  38. Do you recollect the lowest price submitted in any of these tenders opened on the 5th of October, for the supply of coal delivered at East Maitland? 9s. 7d. appears to be the lowest.
  39. And what is the price of the coal for which the tender was accepted, delivered at East Maitland? It is not accepted to be delivered at East Maitland. It would be 14s. per ton, besides the freight from Newcastle to East Maitland.
  40. *Mr. Wisdom.*] And what is the charge for freight? 2s. 9d. I think. The correct freight is 2s. 6d. in Commissioner's trucks, and 1s. 10d. in owner's.
  41. *Mr. Piddington.*] My question had reference to the price of coal delivered at East Maitland; I understood that 9s. 7d. was the lowest tender for coal delivered at East Maitland? He gave two tenders—9s. 7d. for coal delivered at East Maitland, and a second tender for 9s. 8d. I presume it was the second tender that was intended.
  42. That was the one at 9s. 8d.? Yes.
  43. My second question was, what price was charged by the successful tenderer for the supply of coal to be delivered at East Maitland? A tender was not accepted for a supply of coal to be delivered at East Maitland. The Waratah Company delivers it at Newcastle at the current rate, which is 14s. per ton.
  44. *Chairman.*] Suppose that delivery was taken at East Maitland, the cost of carriage would have to be added? Yes, but there is a great convenience in putting it on at Newcastle, instead of stopping at these other places to coal.
  45. *Mr. Wisdom.*] You say that the tenders, after being opened by the Board, were referred to the Head of the Department? Yes; the Head of the Railway Locomotive Branch, Mr. Whitton.
  46. The tenders were reported upon by him? Yes.
  47. Then the Minister decided as to which should be accepted? Yes.
  48. I presume the Minister is guided entirely by the report of the Engineer-in-Chief? I presume he is; he is not bound by it, but of course he would be guided by it.

49. All the Minister had to guide him in the acceptance of the tender was the report? He would have the whole of the papers that guided Mr. Whitton.

50. But nothing specially is brought to his notice, except the minute of Mr. Whitton? The whole of the papers are laid before him.

51. But this minute of Mr. Whitton's is what would be specially brought under his notice? I believe so.

52. Do you know as a matter of practice whether Ministers do go through all the papers laid before them? I think they generally do in matters of this kind. I know that in this instance the Minister went through them. It is a very difficult thing to decide upon the question of coal tenders. We have every year great trouble in arriving at a decision, because it is not the cheapest coal we have to look to, but the coal that suits our purposes best.

53. With regard to the tender of Mr. Joubert, on behalf of the Waratah Company, was that the only tender sent in by that Company? Yes.

54. How do you fix the rate at 14s.? It is a very simple matter; the current rate of coal has been fixed at 14s. per ton since 1873; it has never varied from that price since.

55. What is meant by the current rate—it does not mean the current rate on any particular day? No, the current rate at the time the coal is supplied.

56. Then if the coal varies in price—say it is 14s. to-day, and in a month hence it is £1 a ton—the Government would have to pay the extra price? No doubt of it. But we are expected to exercise common sense in matters of this kind. We know that 14s. per ton is the highest price that coal has been known to be for years—we think it cannot possibly remain so high; so that we naturally conclude that any change will be for the benefit of the department. We have accepted it on the same terms for years.

57. Can you tell us whether there is more coal used between Newcastle and East Maitland than there is between East Maitland upwards? The heavy coal is principally used from Newcastle to East Maitland. We find from experience that the trains beyond East Maitland are generally lighter; and Mitchell's, or Pearce and Nott's coal would suit very well for the lighter part of the line.

58. Mr. Mitchell was ready to tender for that part of the line? Yes, he did tender.

59. Messrs. Pearce and Nott had the contract last year? Yes, for the other end of it, from Maitland upwards. Their coal steams well, and does for light passenger trains, but it would not answer for heavy goods trains; that was what was reported with regard to it.

60. Whose report was that? It is the report of our officers. They stated at the time that Mitchell's coal, which was from the same seam, would have been of the same kind.

61. Was any fault found with regard to the manner in which Messrs. Pearce and Nott carried out their contract? I think there was a little difference, but I do not remember exactly. We got 2,225 tons from them.

62. They say in their last tender—"We have endeavoured to give satisfaction in the carrying out of our present contract, and hope we have succeeded, as we have not had a complaint since its continuance as to the quality of coal or rate of supply"? I recollect; it was not Messrs. Pearce and Nott, but the Greta Company we had a bother with.

63. Then there was no bother with respect to Messrs. Pearce and Nott? No, I do not think there was; I have no note of it. But even when we had their contract, they supplied only 2,225 tons to 7,320 tons supplied by the Waratah Company for the heavier goods.

64. If there had been no doubt about Mitchell being able to supply coal according to sample, I presume his tender would have been accepted? I cannot say what would have been done. I can say what might have been, because the report was otherwise favourable.

65. *Mr. Lackey.*] You have given the date of the calling for tenders for the supply of coal to the Northern line, and you can produce the specification? It is with the bond. I can produce it with the bond, but cannot leave it with the Committee.

66. You say you require about 10,000 tons next year for the Northern line? Yes, about that. We used about 9,500 tons last year, and shall require fully 10,000 tons this year.

67. You say that the tenders, when they have been opened by the Board, which meets every Tuesday, are referred to the Head of the Department to which the tender refers and for which it is required, for his opinion? For his report.

68. That report is supposed to convey his opinion in respect to the quality of the goods proposed to be supplied, the prices, and the ability of the persons tendering to carry out the contract? Yes.

69. Those are the principal objects for referring the tenders to the Heads of the Departments? Yes, to guide the Minister in arriving at a decision.

70. Then the tenders, with the report of the Head of the Department, are referred to the Minister for his approval or disapproval, as he may think proper? Yes.

71. That was done in the present case with reference to the coal contract? Exactly.

72. There was no deviation from the usual practice followed under similar circumstances? No, precisely the same rule was followed as has been followed for years, with one exception, that was when I accepted a tender myself as Commissioner. That I think was in 1874. In 1872 and 1873 the tenders were accepted by Mr. Sutherland; in 1874 the tender was accepted by me, and in 1875 by you.

73. When the tenders were referred to the Engineer-in-Chief, he stated generally what coal it was most desirable to use? Yes.

74. And one of the Companies' tenders was included in the list he supplied? Yes, the Waratah Company's.

75. That is the Company whose tender was accepted? Yes.

76. Are you aware on what grounds Mr. Whitton founded his opinion as to the character and quality of the coal? He has always been of opinion that the Waratah coal was the best suited of all coal in the Colony for steam-producing purposes. We find from long experience that that coal is best suited for locomotive engines, and the consequence is that we always have some to mix with the other coals on the Southern and Western lines.

77. In the advertisement calling for tenders there was nothing to prevent the Wallsend and other Companies tendering, if they had thought proper to do so? Nothing whatever.

78. Have you any other reports besides this particular one from Mr. Whitton having reference to the quality of the coal supplied for the Northern line? Not for this year.

79. Have you any report for previous years? Yes, there is a report every year. In 1875 we had to call for tenders a second time, because four were too late in coming in. It was supposed that those tenders were

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were sent in under a misapprehension. On the coal being tested it was found that Pearce and Nott's and the Waratah coal were the best, and the tenders for those coals were therefore accepted, namely Pearce and Nott's for coal required between Singleton and Murrurundi, and the Waratah for the supply of the Newcastle or lower part of the line.

80. Then the Railway Department has had an opportunity of forming a definite opinion as to the relative character of the two coals? Yes. This was Mr. Whitton's report, dated 20th October, 1874:—"Upon the Southern and Western lines I recommend the acceptance of W. Summerbell's offer to supply at Sydney Wallsend or the approved Northern coal at the rate of 19s. 3d. per ton, and that of the Lithgow Valley coals for the Western Railway, delivered at the stations, and at the prices named in Mr. Haselden's tender. For the Great Northern Railway I cannot recommend the acceptance of either of the tenders received; and I strongly advise that coal from the Wallsend, Waratah, or Lambton mines be purchased for Newcastle, and that arrangements be made for Singleton or further north, the best coal to be had in the district."

81. The tenders were brought before the Minister in this case in the same way as in all other cases? They were submitted to him in exactly the same way.

82. The Waratah Company were to receive the current rate for their coal? Yes.

83. That means the current rate at Newcastle? Yes.

84. And that rate would depend upon the increased or decreased value of the coal? Yes.

85. That is to say, if the price increased, the Company would get the increase; if it decreased, the Government would get it at the reduced price? Yes; and as I stated before, there is every chance of the price decreasing.

86. You stated, in regard to the way in which these tenders were called for, that there had been no deviation from the usual practice? Not the slightest.

87. The same practice was adopted that had been adopted previously; and it was thought by the Department that the tender that was accepted was the most desirable one under the circumstances? Yes.

88. That in fact these coals delivered at Newcastle would be cheaper than the others at the prices tendered for? That was our belief.

89. *Mr. Cohen.*] I say that Mr. Newton, in his report with regard to Mr. Mitchell's coal, says—"Mr. Mitchell's coal was in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble—it steamed well, and the consumption was not high." Do you regard that as a high-class recommendation for coal? It is a good recommendation so far as it goes, but you must read the whole of the report before you can understand the meaning of it.

90. The only other portion of the report having reference to Mitchell's coal is the last paragraph, where it says—"For your guidance in considering the relative values of these coals, I think it my duty to advise you that the coal supplied by Mr. Mitchell for his trial was superior to any I have hitherto seen delivered from his pits." Do you see anything there that detracts from the general character of the coal previously given? No, I do not.

91. The report goes on to say—"I have had opportunity of seeing the coal he has supplied to the steamers at Morpeth, and I tested the sample he previously supplied to this line, which leads me to think that this was a picked sample, and that it is a matter for doubt whether he is in a position to supply large quantities of the same quality in the same condition." Do you see anything there that derogates from the previous character of the sample? I do. The officer states that he is doubtful, for what he knows, whether the quality of the coals supplied would be equal to sample.

92. Keeping in view simply the sample of coal sent in by Mitchell, and keeping in your mind also this previous certificate, as to its high class character, do you see anything in the report that derogates from the character of the particular sample that was sent in? You cannot pick out part of a sentence and get the meaning. I take the whole of it, and its general effect is that the quality of the coal could not be relied on. Mr. Newton adds this:—"It seems to me that the average of his coal may be classed with Messrs. Pearce and Nott's coal—that like theirs, it is of variable quality in different parts of the seam, so that the supply will have to be carefully watched to keep it good enough for our traffic." That created a doubt in our mind, and we cannot afford to have a doubt when we have to run engines to time.

93. You had a sample of 10 tons sent in to be tested; and with regard to that sample, we have Mr. Newton's testimony in the third paragraph of the report. Now keeping that 10 tons in your mind, do you see anything in the after-part of the report that lessens the character of the coal as described in the third paragraph? Certainly not, as regards the 10 tons; but I imagine the conclusion is only to be arrived at from the whole report. Mr. Newton merely throws a little doubt upon it. I do not say he says it is bad coal at all, but there is a doubt as to the quality being kept up for the whole year.

94. I see that Mr. Mitchell tendered the names of two gentlemen as his sureties—Mr. James Pitt and Mr. James McLaughlin—Had you any doubt as to their responsibility as sureties? It was never suggested.

95. You say that, inasmuch as coal at Newcastle is now 14s. per ton, and as that is the highest price to which coal has ever attained, you do not think it likely that it will ever go beyond that price? No, I do not think it will; I judge from past experience.

96. When coal was 13s. per ton you might have formed the same opinion? I know for a fact that since 1873 it has been fixed at 14s. as certain as that a £1 note is fixed at 20s. It has remained at 14s. up to the present.

97. What was the price of coal previous to its being raised to 14s.? It went from 8s. to 10s., then to 11s., then to 12s., then to 14s.; in a short time it went from 8s. to 14s.

98. Can you say how long the price of coal remained at 12s. before it was raised to 14s.? I cannot say that; but I recollect that after the strike of 1873 the sliding scale for the payment of the men was introduced,—that is to say, the price was to vary according to the varying price of coal. The Companies then raised and fixed the price definitely at 14s., and it cannot be altered until they meet again. We were obliged to take this into consideration when arriving at our conclusion. I may say that we have never had any difficulty in ascertaining the current rate of the day.

99. I am talking about the price being 14s. per ton. Do you know whether the parties to that arrangement definitely fixed the price at 14s. for a certain period? No.

100. It is for an indefinite period? I believe so.

101. *Mr. Nelson.*] Was it the doubt expressed by Mr. Newton that caused the rejection of Mitchell's tender? Mr. Whitton would be able to answer that. I had the same doubt; and when Mr. Whitton recommended that the Waratah coal should be taken I thought it would be the best thing we could do.

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- 102. With reference to Mr. Newton's report on the sample 10 tons, where he says it gave no trouble, steamed well, and the consumption was not high;—do you think that was a first-class certificate? Yes, for a coal for general purposes.
- 103. I presume that that 10 tons of coal supplied by Mitchell was equal to the coal supplied to the Government from Wallsend? I cannot say that; I can only give an opinion.
- 104. Did Mr. Mitchell offer any sureties? Yes.
- 105. Was there any objection to them? Not the slightest; the matter never came before us.
- 106. And you never doubted the sureties or Mitchell's ability to carry out the contract? No.
- 107. Mr. Mitchell's tender was to supply coal equal to the sample of 10 tons, and he was prepared to give good and ample security for carrying out the contract? I believe the sureties were perfectly good, but they never came before us at all.
- 108. How much lower was Mr. Mitchell's tender than what the Government are now paying for the coal? He tendered to deliver at East Maitland at 9s. 8d. per ton; then you would have to add 2s. 9d. for freight. The tender we accepted for Newcastle was 14s. per ton.
- 109. That would be 12s. 5d., and you are paying now? 14s.
- 110. Or, in other words, you are actually paying 1s. 7d. more at Newcastle than Mr. Mitchell tendered for? There is another way to look at it. If we had taken Mitchell's, delivered at East Maitland, we should have had to bring it to Newcastle and take it back to East Maitland again. There would have been double carriage.
- 111. The Government are now paying the Waratah Company 1s. 7d. per ton more than Mitchell's coal would cost at Newcastle? Yes.
- 112. And the Government are paying 7s. 1d. more for Waratah coal at East Maitland than Mr. Mitchell's coal would cost at East Maitland,—that is to say, they are paying 14s. per ton at Newcastle, and 2s. 9d. for freight? That is hardly a fair way to put it. You must have coal from Newcastle, and if you take Mitchell's coal to Newcastle you would have the carriage back again.
- 113. Your answer to me is that the Waratah coal costs the Government at the present time 1s. 7d. per ton more at Newcastle than Mitchell's coal would have cost, even adding the cost of freight to it? If it had been brought to Newcastle.
- 114. If it had been brought to Newcastle it would have cost 12s. 5d. per ton, and you are paying 14s.; then take the coal consumed on the line north of East Maitland—the Waratah coal costs the Government 7s. 1d. per ton more from that point than Mitchell's coal would have cost them? Yes, but I need not tell you that that is not the way we should arrange generally. If Mitchell's coal had been considered equal to Waratah, we should have taken Waratah for Newcastle, and Mitchell's for the other end of the line.
- 115. But if the Government could save money by it, why not accept a tender from one pit; you have shown that Mitchell's coal would only have cost 12s. 5d. at Newcastle? We do not expect to take the cheapest article—we take the best article.
- 116. You would have had the best article? That is not our opinion.
- 117. Mitchell's sample was equal to any other coal sent in to be tested? I cannot say that.
- 118. The certificate given could not be found fault with? No.
- 119. And therefore, if Mitchell was prepared, as he says he was, to supply coal equal to sample, and could give sufficient security for carrying out his contract, the Government, by accepting his contract, would have saved 1s. 7d. per ton on the coal delivered at Newcastle and 7s. 1d. per ton on that delivered at East Maitland and upwards? You can judge of that as well as I can.
- 120. *Mr. Piddington.*] What is the reason that tenders are invited from the public generally, if Newcastle coal is considered superior to all other coal for locomotive engines? That is a question I cannot answer; we invite tenders every year.
- 121. But what is the reason? We do not always take Newcastle coal; other tenders would be taken just as soon as a tender for Waratah coal, if suitable.
- 122. But what is the reason that tenders are invited from the public generally if Newcastle coal is considered superior to all other coal for locomotive engines? We have accepted tenders from many other places besides Waratah. We have had coal from Greta and other mines.
- 123. Have I misunderstood your evidence in favour of the Newcastle coal being superior to other coal for locomotives? We believe it is.
- 124. Then what is the reason that tenders are invited from the public generally, if Newcastle coal is considered superior to all other coal for locomotive purposes? We have found other coals suitable for locomotives, but we consider Newcastle to be the best. We have had report after report from Mr. Scott and others that they must have Newcastle coal on the Southern and Western lines. It is hard to expect a driver to keep time with coal which he reports he cannot keep time with. We consider Newcastle the best coal; and when we have accepted other coals, we take Newcastle to mix with them.
- 125. You cannot tell the particular quality of Newcastle coal that makes it so superior to other coal? It is more free from clinker and dirt, and steams better.
- 126. On account of its lighting more readily than other coal? I think so, but I should not like to give an opinion upon a matter I do not understand. I remember when we had the Greta tender, I was on the line on one occasion when I was shown a perfect mountain of clinker. It is that which stops the engines running altogether. After trying that coal we had to give it up for Waratah.
- 127. *Mr. Nelson.*] Did the Government ever take any coal from Mr. Mitchell before? I do not think we have ever accepted any tender from him before.
- 128. *Chairman.*] You dwelt a good deal upon the price of coal, and as to the current rate being fixed at 14s. per ton—Are you aware that some years ago coal was £1 16s. a ton? I remember it was high, but I do not remember exactly the price.
- 129. If you remember that, how can you found upon past experience your opinion that coal is likely to decrease in price? My opinion is founded upon the fact that since July, 1873, the price has been definitely fixed at 14s. per ton; and I find from the latest accounts from England that coal from the English ports can be shipped to foreign ports at a lower rate than 14s. They are underselling us in foreign markets now.
- 130. You have Mr. Whitton's report on the tenders for 1874 and 1875, recommending the acceptance of Messrs. Pearce and Nott's? Yes.
- 131. Did you receive any rebate on the coals they supplied to the Government? No; I never heard of such a thing—I never heard of such a thing being suggested.

George

George Newton called in and examined:—

- G. Newton. 132. *Chairman.*] You are in the employ of the Government? I am Inspector of Rolling Stock on the Great Northern Line, and reside at Singleton.
- 7 Mar., 1876. 133. Look at page 4 of the return before the Committee—is that your report on samples of coal sent in by tenderers for coal for the Great Northern Railway? Yes, I believe that is my report.
134. *Mr. Nelson.*] Did you consider the coal supplied by Mr. Mitchell for the trial to be of first-class quality—that is, the 10 tons you tried? I do not say it was of first-class quality; it was a good serviceable coal.
135. You say in your report that Mr. Mitchell's coal was in first-class condition, clean, apparently carefully picked, and that the consumption was not high? Yes, but I do not say it was first-class.
136. Is not that a first-class certificate? So far as it goes, it is.
137. Was that coal equal to the Waratah Company's coal? No, I think not.
138. What reason had you to doubt as to Mr. Mitchell's being in a position to supply large quantities of coal equal to the sample which he sent in for the test? I stated the reason in my report. I have seen his coal delivered to the steamers at Morpeth, and I have seen it sent in before for testing.
139. Is that the only reason you had? That in conjunction with what I knew as to the manner in which Messrs. Pearce and Nott fulfilled their contract.
140. I want to know why you should have doubted Mr. Mitchell's ability to supply large quantities of coal according to sample,—have you any reasons beyond those assigned in your report? I do not doubt his ability to supply large quantities of coal, but I doubt his ability to supply large quantities according to sample.
141. You have no other reason? No other reason except the way in which Messrs. Pearce and Nott supplied their coal.
142. Did Mitchell ever supply coal to the Government before? Only for testing.
143. I presume that Mr. Mitchell offered good and responsible sureties to the Government, so far as you know? I know nothing of that.
144. I presume that in the event of Mitchell's tender being accepted he would have been obliged to have found good and responsible sureties for carrying out his contract? My object in writing what I did in my report was to get that in if possible.
145. I presume that would have been the case? I cannot say.
146. At all events you considered that the 10 tons he sent in for testing was in first-class condition, well cleaned, that it gave no trouble, steamed well, and the consumption was not high? I considered so.
147. I see you report also on Mr. Pickard's coal,—you say it resembles in appearance the Waratah Company's coal, to (which it bears favourable comparison in regard to being free from clinker and the amount of consumption. Is that coal much inferior to that now being supplied by the Waratah Company? It gives out much more dirt than the Waratah Company's coal.
148. Is the consumption higher? It is, but not so very much higher.
149. Is there so much as 3s. 6d. per ton difference? I should not like to answer that question now. The value of a coal depends upon so many circumstances. If it is dirty, then 10s. per ton would not be much difference.
150. You say in your report that "Mr. Pickard's coal resembles in appearance the Waratah Company's coal, to which it bears favourable comparison in regard to being free from clinker and in the amount of consumption"? Yes.
151. It bears favourable comparison? Yes.
152. You go on to say in your report—"It is, however, inferior to the Co-operative Company's coal, and to the coal supplied from the tunnels by the Waratah Company, in making steam rapidly—a quality much wanted on the inclines"? That defect is a great drawback to it. When I was testing the coal we had only five-sixths of a load going up the Wallsend Range, and we stuck for some time. If we had had a full load we should have stuck there altogether.\*
153. Have you ever been stuck with the Waratah Company's coal? Not on account of the coal.
154. Are you sure it was the fault of the coal in the case of Pickard's coal? Yes, because the engine was in good order and had been testing the other coals.
155. *Mr. Piddington.*] What is the peculiar quality of the Waratah coal that makes it so superior to Mitchell's or to Messrs. Pearce and Nott's? In the first place it is very economical in consumption; in the second place it is much more free from dirt. For instance, the Waratah coal may give 11 per cent. of dirt after the work is done. The last test of Mitchell's, which was the best test I have done with the coal, gave 15½ per cent. of dirt. When testing it in the previous year it gave 21 per cent. of dirt. When you consider the smallness of the fire-boxes, and the quantity of dirt the coal makes, it will be seen that there is a great difference in the value of the coal.
156. Does it light quicker than other of the Hunter River Company's Coal? Not quicker than the Anvil Creek coal.
157. Leaving out the Anvil Creek coal, does the Waratah coal light quicker than other Hunter River coal? I think not.
158. Is Waratah coal superior to Wallsend for steam purposes? I have had but very little experience with Wallsend coal.
159. Have you had any experience with the Lambton or Co-operative Company's coal. I have had small experience with the Co-operative Company's,† and I think that it is superior to Waratah in every other point, except that Waratah makes steam better.
160. You mean in making a larger quantity of steam in regard to the quantity of coal used? No, in making it quicker. In going up an incline you want steam generated quickly, and for that purpose Waratah is better than any other.‡
161. Then except§ in cases of emergency the Co-operative coal is better than Waratah? Yes; but I may say that my experience with Co-operative is very small.

162.

\* NOTE (on revision):—This answer should read,—“This defect is a great drawback to it. When I was testing the coal we had only five-sixths of a load going up Warland's Range, and were nearly stuck. If we had had a full load we should have stuck altogether, and probably been delayed half-an-hour.”

† NOTE (on revision):—Should be,—“but I think it superior to Waratah coal in making steam quickly.”

‡ NOTE (on revision):—Should be,—“and for that purpose Co-operative coal is better than Waratah.”

§ NOTE (on revision):—The word “except” should be expunged.

162. *Mr. Wisdom.*] It has been said that you are a shareholder in the Waratah Company,—is that correct? No. G. Newton.  
7 Mar., 1876.
163. You state in your report that although Pickard's coal bears favourable comparison with the Waratah coal, it is inferior to the Co-operative Company's coal and to the coal supplied from the tunnels by the Waratah Company? Yes.
164. Are you able to state whether the contract coal will be supplied from the tunnels? I know nothing of that.
165. If the coal is supplied from the mine, not from the tunnels, then do you think that Pickard's coal would be as good as it? I think so. I am only speaking however from limited experience. I speak only of the tunnel coal;—of the pit coal I would say nothing about.
166. You do not know whether it would be supplied from the tunnels or not? I am not in a position to know.
167. Messrs. Pearce & Nott had a contract last year for the supply of coal above Maitland? Yes.
168. Was there any dissatisfaction felt or expressed with regard to the fulfilment of their contract? Yes.
169. To whom? To Messrs. Pearce & Nott, Pearce more particularly.
170. Is there any official report? I wrote to him twice officially.
171. Is there any record of your letter? Yes, I have a record.
172. Any record in the Works Office? No.
173. Have you a copy of the letter you wrote? I have a copy in my note-book, which I have with me. This is it:—"19th April, 1875. Notwithstanding your promise to send in good coal only in future, the coal now being supplied is very inferior, it being mixed with a large percentage of band and stone. I took a few pieces from the truck on Saturday and left them with Mr. Wallace, that you may see the kind of stuff your men are sending. You are doubtless aware that if the coal is not up to the trial sample it is my duty to reject it. This I must do if better coal be not supplied to us." My next memo. to him was on the 14th September, 1875, as follows:—"Your men are again sending to us very inferior coal; much of it is top, and little better than stone. Will you kindly give orders for better coal to be supplied to us."
174. Would it not be more convenient, with regard to the supply of coal, to have what was required for the line above East Maitland, delivered at East Maitland instead of at Newcastle? In what respect?
175. For the use of the Government on the railway? It is just a matter between the officers. It would, perhaps, be a little more convenient to me personally, because I should have it more under my control, and should be able to get coals as I wanted them.
176. That is a matter of consideration, is it not? It is only saving myself a little trouble perhaps. Personally I should prefer it.
177. Would there not be less wear and tear on the line between Newcastle and East Maitland if all the coal required above the latter place was delivered at East Maitland instead of being carried along the line from Newcastle? Of course freight is paid for coal carried from Newcastle. It would save haulage.
178. So that even if it were of the same price and the same quality of coal, it would be better from these considerations to have it delivered at East Maitland than at Newcastle? Only better from the simple circumstance that I should like it better, and it would also save haulage.
179. Do you know anything about Pickard's pit? Nothing whatever; I was not aware that there was a pit of the kind until the coal was sent in.
180. Do you know anything about Mitchell's pit? No, I know nothing of it; I was never there.
181. How can you say this in the report,—“It seems to me that the average of Mitchell's coal may be classed with Messrs. Pearce and Nott's coal—that, like theirs, it is of variable quality in different parts of the seam”? Because I see the average being delivered. I am at Morpeth very frequently, and round the trucks at Morpeth, and see the coals that they deliver.
182. But if Mitchell chose to deliver the best part of his coal to the Government? That has not hitherto been done.
183. He never had a chance? He supplied it as a test before.
184. But he never had a chance of supplying the Government and showing that he could supply according to sample? Pearce and Nott's tender was accepted on the conditions that they would supply according to sample, but we found ultimately they did not. Now and then it was kept up to sample.
185. I presume it would be immaterial to the Government how much Mitchell's coal might vary in quality, so long as he supplied the Government according to sample? It would not be immaterial altogether. There is a far higher percentage of dirt with his coal, and it gives far more trouble. Pearce and Nott's coal was only used on short distances, and on comparatively light trains. Had his coal been used on the through goods trains, I am positive we should have been stuck many times. As it was, the short goods train many times went into Murrurundi with the fire-box full of ashes; there was scarcely a live coal, and the moment it was touched the fire all fell through the bars. Probably you are aware that through this coal there are large thick bands, and if they are not properly picked out they get into the fire-box and burn slowly, surround themselves with a thick ash which you cannot get through the bars.
186. *Mr. Cohen.*] Suppose you had been called upon to report with regard to the Waratah coal, do you think you could have given a much higher character than this:—"The coal was in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble—it steamed well, and the consumption was not high"? Yes, I could have given it a much higher character. I could have said that not only was it not high in consumption, but it was low in consumption; and I could have said that it was cleaner and threw out a less percentage of ash.
187. You say that Mitchell's coal, at your last testing, gave 15 per cent. of dirt, as against 11 per cent. from the Waratah coal; why did you not point out that in your report? My report is condensed as much as possible. Whilst noting that for my own guidance in framing my report, I do not think it necessary to enter into minute details when reporting to my chief.
188. Is not the quantity of dirt made by coal a very important ingredient in testing its fitness for locomotive purposes? Yes.
189. Then why did you not point out to your superior officers that Mitchell's coal made 15 per cent. of dirt, as against 11 per cent. made by the Waratah Company's coal? It would perhaps have been better for me to have done so.
190. You give as your reason for not doing so, your desire to condense your reports. Look at the last paragraph of your report, it seems to enter rather lengthily into the possibility of Mitchell's coal varying from the sample; do you not think the question of the dirt was of more consequence than the possibility of

G. Newton. of the coal supplied varying from the sample? No; for the short and light trains we could have managed with this coal, probably; but to have any worse we could not have managed, and I was anxious to draw the attention of my chief to the fact that I had not seen it delivered in such condition before, that steps might be taken, in the event of the tender being accepted, to prevent its being delivered in a worse condition.

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191. That was your object in drawing attention to the quality? I did not want it any worse.

192. You say you have seen Mitchell's coal delivered at the steamers. Is a higher class of coal required for locomotives than for steam-vessels? Yes, a much higher class.

193. Then as they require a lower class of coal for steam-vessel purposes, I suppose you were not surprised at seeing coal delivered to the steamers at Morpeth of a lower quality than that sent in to you for a test? I was surprised at seeing them deliver what they call unscreened coal for any such purpose.\* I was given to understand that the Companies were paying for screened coal.

194. When I refer to the quality of the coal, I refer to its steam-generating quality? I could only give a guess, that is all. Persons situated like myself get information quietly from those in similar positions.†

195. Suppose the Waratah Company had delivered coal to you, and you had reported upon it in the same way that you have reported with regard to Mitchell's,—“It is in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble, it steamed well, and the consumption was not high.” Would you think that a sufficient justification for the department accepting the contract for the supply of coal? Yes, so far as my report is concerned it would be justifiable.

196. You think that coal up to the quality indicated by the paragraph I have read would be sufficient for the general purposes of the line? I should not like to go to that extent. It would be good enough—and I may state that that is what I had in my mind when writing my report—it would be good enough for what I call my end of the line, that is, from Morpeth to Murrurundi, but it would not be good enough to run the other trains with.

197. Then is it because the trains from Newcastle to East Maitland are generally heavier and longer than the trains from Morpeth and Murrurundi? They are, and we should have to stop the engines to clean out the firebox.

198. Do you know anything at all about coal seams? I do not.

199. Then you cannot tell us whether, as the seam is being worked, and as an advance is being made in the seam, the quality of the coal will improve or not? No, but I have heard coal miners say that the more you go to the dip the worse the coal gets in this country. In the old country the reverse is the case—the more you go to the dip the better is the coal.

200. I should like to call your attention to this paragraph in Messrs. Pearce & Nott's tender, dated 2nd October, 1875:—“We would respectfully intimate that we have endeavoured to give satisfaction in the carrying out of our present contract, and hope we have succeeded, as we have not had a complaint since its continuance as to the quality of coal or the rate of supply”? It is not true.

201. You said something about a report on Mitchell's coal,—have you got it with you? The first trial was made on the 21st of September, 1874.

202. If Mr. Mitchell had supplied coal according to the sample you tested, do you think it would have been adequate for all purposes on the line between Maitland and Murrurundi? We could have managed with it. The consumption would of course have been higher than Waratah coal.

203. Is there much difference in the consumption do you know? Yes, a great deal.

204. Have you any idea what the percentage would be? Certainly more than one-eighth.

205. What is the consumption of the Waratah? In the big trains it would be nearly 45 pounds to the mile; Mitchell's was 50 pounds to the mile. In making tests we are very careful. When I say 45 pounds for Waratah, I allude to the ordinary run of work, when the men have a full fling. But when testing I am on the engine, and see that nothing goes wrong. To show how differently the same coal burns under different circumstances, I may mention that I tested Messrs. Pearce and Nott's coal in September, 1874, and the consumption was then 64 lbs. to the mile; I tested it again in the following month, and the consumption was 42½ lbs. The train in the latter instance was much lighter; but it nevertheless shows that the coal is much better when it is well cleaned and screened. In reporting upon the coal after the first test, I stated that the coal was not delivered in good condition, and I suppose the Head of the Department insisted upon another trial.

206. Do you find much difference in the rate of consumption of the Waratah coal? Sometimes there is a little difference, but not to any appreciable extent.

207. During the last two or three years have you made any special tests of the Waratah coal? No; now and then we take an average.

208. Have you a memorandum of the tests of the Waratah Company's coal? Not with me. I recollect testing nine trips with Waratah coal against Glennie and Williams's.‡ I reported very favourably upon Glennie and Williams's.§ I think it gave 35 lbs. to the mile; Waratah gave 29½ lbs.

209. Why did you not test the Waratah coal as you have tested the others? I have not had it sent me to test.

210. *Mr. Wisdom.*] So far as your end of the line is concerned you could have done very well with Mitchell's coal? I do not say we could have done very well with it—we could have managed with it.

211. But it would not have done so well as Newcastle? I doubt it.

212. Is not the goods train from Morpeth to Murrurundi heavier than the train from Newcastle—is it not after the junction of the two trains that the train becomes heavy? Not always; there is often a very large traffic between Newcastle and East Maitland.

213. The train from East Maitland to Murrurundi, after the Morpeth train joins it, is much heavier than any train could be from Newcastle to East Maitland? Not always.

214. But as a rule? I should not like to give a direct answer to that; I do not come down much between East Maitland and Newcastle, but I know we have very heavy traffic to Woodford and East Maitland.

215. What do you call heavy traffic? Timber and coal traffic.

216.

\* NOTE (on revision):—Should read,—“I was surprised at seeing them deliver what may be called unscreened coal for any such purpose, when I was informed that the Company paid for screened coal.”

† NOTE (on revision):—This answer should be,—“I could only give a guess, that is all. I have heard complaints about it from others. Persons in my position get information quietly from men in similar positions.”

‡ NOTE (on revision):—Should be,—“I recollect taking an average of nine trips with Waratah coal against Webb and Williams.”

§ Revised.—Webb and Williams.

216. Are you not aware that three trucks go from Morpeth to Murrurundi, to every one that goes from Newcastle to Murrurundi? No; there is a large traffic from Morpeth. But at Newcastle and East Maitland, it may be said that there are three stations. Hexham, which does not do much sometimes, does a great deal at other times, because of the Minmi waggons. At East Maitland there is a large timber trade. Very frequently a large load is left both at Woodford, and East Maitland, and the train takes it on again from Morpeth, so that there is a load right through.\*
217. Are you speaking of coal trains as well as goods trains? No, not in that respect; all coal trains are short.
218. Are you not aware that the goods traffic from Morpeth to Murrurundi is much greater than it is from Newcastle to Murrurundi? Yes, I think it is.
219. The Morpeth train joins on to the Newcastle train at East Maitland; and is it not a fact that the heaviest traffic is between East Maitland and Murrurundi? I think it is very likely that it is so, but there is not a very great difference.
220. *Mr. Nelson.*] Did you make the tests personally? Yes, I was on the engine during the tests.
221. *Chairman.*] You say that between the 19th of April and June you complained about the coal sent in by Messrs. Pearce and Nott;—did you ask Mr. Pearce to make you a present of any coal? No.
222. Did he send you a truck of coal? He sent me about 2 tons.
223. Did he not send you 6 tons? No.
224. Did you pay for what he sent you? No; I ordered the coal in the usual way from Mr. Pearce, and he sent it me; but I have not paid for it.
225. Did you offer to pay for the coal? No, I should not think of offering to pay for a bit of coal like that.
226. On the 13th of February did you not offer to pay for 6 tons of coal? I never had 6 tons.
227. And Pearce refused to take payment? He never did. Perhaps you will allow me to explain. Mr. Pearce was on the West Maitland platform about that date; I was standing in the office; he came to the ticket window, and there made mention about this coal. He was speaking more to the Station-master than to me, and he said that the whole department from head to tail was corrupt. I said,—“Mr. Pearce, I belong to the tail,—do you know anything corrupt about me; did you ever give me anything?” He said,—“No, I did not, except a bit of coal.” I said,—“Did I not order the coal?” He said,—“Yes.” I said,—“Did you ever send in your bill?” He said,—“No.” I said,—“Did you ever offer to give me anything?” He said,—“I am not aware.” I said,—“You know you did.” That is all that occurred between us. Mr. Vindin, of the Greta Company was present, and no doubt he will recollect all that took place.
228. You charged Mr. Pearce with having offered you a bribe? Not with a bribe direct; he said if he got the tender I should not be a loser, or words to that effect.
229. What tender do you allude to? To the tender for 1875—Pearce and Nott’s tender.
230. The second report on their coal was favourable? Yes, and their tender was accepted.
231. But the first report you gave on their coal was very unfavourable? I reported that his coal was delivered in a very dirty condition.
232. You made two tests in 1874 for the supply of coal for 1875? Yes.
233. After the first test you reported very unfavourably? This is my first report:—“19th September, 1874. I have to report as follows on trial of coal received from Messrs. Pearce and Nott, of Four-Mile Creek. The coal was tested on No. 22 engine, running the down goods train, yesterday. The train was light to Singleton, fairly loaded from Singleton to Muswellbrook, light from Muswellbrook to Scone, loaded from Scone to Murrurundi. The coal, which has a dull dirty appearance, was delivered very small, and very badly screened; four tons of it was used on the journey, and about 20 per cent. of this was taken from the ash-pan and smoke-box, in dirt, clinker, and unburnt cinder. This consumption was greatly in excess of the coal now being used (the Waratah I think it was), the percentage of ash in consumption being also greatly in excess. This excess I attribute to its dirty condition; in other respects the trial was satisfactory. It burns freely, makes steam well, and leaves only a moderate amount of clinker. Altogether, so far as a trial of this limited nature can be accepted as a test, it promises to be a serviceable coal for locomotive purposes if delivered well screened and well cleaned. I have observed coal from the same or from adjoining pits delivered at Morpeth, and have remarked that either it passes over no screen or over one of the shortest description. I therefore beg to urge that if this coal be used as contemplated,† provision be made to ensure its being delivered in good condition.”
234. *Mr. Wisdom.*] Is not that the coal that gave 64 lbs. to the mile? Yes.
235. Now for the other report? My report after the second trial was as follows:—“I have to report a second trial of coal from Messrs. Pearce and Nott, Four-mile Creek. This coal was tested on No. 21 engine, on the down goods train, yesterday. The coal presented the same dull appearance as that previously reported upon by me, but it was in a much better condition. There was, however, still room for improvement in the screening. The train was light all through. A little over 50 cwt. was consumed on the journey; this consumption being about equal to the Waratah Company’s coal. They gave out a small amount of clinker, but they left a higher percentage of dirt. This trial confirms me in the opinion I gave in my previous report, that if delivered clean and well screened, it will be a serviceable coal for locomotive purposes.” I heard nothing of the bribe with the coal before this contract was questioned.
236. *Mr. Nelson.*] Were you ever offered a bribe by any other person? No, never directly; they have said to me that if they got the contract it would be all right, or something like that.
237. *Chairman.*] Then other people have offered you a bribe? No.
238. Only Mr. Pearce? I do not call that offering a bribe—it is only leading to a bribe. If I had said it would be all right, no doubt he would have offered me a bribe; but he did not offer me a bribe.
239. Did any one on behalf of the Waratah Company tell you it would be all right? No, I do not know any one of them; I do not know a single shareholder.‡
240. Then some of the other tenderers have said to you that if they got the tender it would be all right? There was no offer at all; you know how these things are said.
241. Then the coal delivered by Mr. Mitchell as a sample for 1876 was not better than Waratah coal? Certainly not. As I have said, it was higher in consumption, and gave more dirt, although not high in consumption compared to the 1874 sample. But I compared it with Waratah, which is a low consuming coal.

Mr.

\* NOTE (on revision):—Should read,—“and then the train takes on the Morpeth goods, so that there is a load right through.”

† NOTE (on revision):—Should be,—“I therefore beg to urge that if the use of this coal by us is contemplated,”

‡ Revised:—I do not know a single shareholder that I am aware of.

Mr. Thomas Boag called in and examined:—

- Mr. T. Boag. 242. *Chairman.*] You reside at Newcastle? Yes.
- 7 Mar., 1876. 243. What are you? Locomotive foreman under the Government.
244. Will you look at page 4 of the return before the Committee—you have made some report with reference to coal delivered for use on the Great Northern Railway? Yes, that is my report.
245. *Mr. Nelson.*] Had you any reason to doubt Mr. Mitchell's ability to supply coal in sufficient quantities as required for the Great Northern Railway? I based the remarks in my report upon Mr. Newton's report. I said unless he could supply it in quality and quantity equal to the sample. It was Mr. Newton who raised the doubt.
246. You do not know of your own knowledge that Mr. Mitchell was not quite prepared and able to supply coal equal to the sample in any quantity that might be required? Not of my own knowledge.
247. Do you know Mr. Mitchell? I saw him a few months ago, but I do not know whether I should know him again.
248. Did you ever hear him say that he was not in a position to supply large quantities of coal? He never said anything of the sort to me.
249. I presume in the event of Mitchell's tender being accepted, he would have been obliged to furnish sureties for the due performance of his contract? When tenders are accepted the contractors generally have to find securities.
250. I suppose he would have been compelled to have supplied coal of a quality equal to sample? Of course he would have had to supply coal according to sample.
251. And if his tender had been accepted, and he gave sufficient sureties, those sureties would have been responsible for the due performance of the contract? I should think so.
252. Have you ever been at his pit? No, I have never seen his pit.
253. Then you do not know of your own knowledge anything to lead you to doubt Mitchell's ability to supply any quantity of coal according to the sample which he sent in? I have no reason to doubt it. The expression I make use of in my report is based upon Newton's report.
254. *Mr. Wisdom.*] It has been stated that you are a shareholder in the Waratah Company? I never was, nor am I a shareholder in any other Company.
255. What is the difference in the quality of the Waratah pit coal and the Waratah tunnels coal? We tried some of their coal out of a shaft they sunk, but I think it was never reported upon. I think they abandoned that shaft.
256. Is the coal which they are supplying under their contract obtained from the tunnels? The old tunnels, where they have been working for years. In fact the new pit is not in working order yet.
257. You have not had any experience with Mitchell's coal at all? No.
258. You cannot say of your own knowledge whether the Waratah tunnel coal or the Co-operative coal is superior to Mitchell's? The Waratah is a coal that we have proved; I only know what Newton said.
259. Is the Waratah coal superior to the Lambton or the Wallsend? We like it better; it does not clinker so much as Wallsend.
260. Is the consumption of the Waratah coal low? It is about 45 lbs. per mile with the heavy trains.
261. Does it make much dirt? Very little dirt and no clinker.
262. And as to its making steam? It makes any amount of steam, no matter what load we have. We have had trains with twenty-five to thirty-five trucks—and I have never known the engines to stick from want of steam with the Waratah coal.
263. Does it make steam quickly? Yes, very quickly.
264. Why is the Waratah coal better for locomotive engines than other engines? I do not know that they are not good for other engines, unless it is because of the blast. In the locomotive engines there is always a strong blast. In stationary engines or vessels you can clean out the clinker, but in a locomotive engine, when once the fire is made up you cannot draw the clinker out.
265. Then coal that might do for steamboats or stationary engines would not do for locomotives? Not all coals. I dare say the Waratah coal would do very well for steamboats. The Greta coal is a beautiful coal for burning; it will give any amount of steam, but it makes a great deal of clinker. The blast of the locomotive is too strong for it; it burns it away so quickly that it forms a large clinker—the bars are choked up. In a steamboat, where there is a steady draught, I believe it would answer very well, because the blast being steady it would not burn away too quick. They are long furnaces in steamboats, and you can get at them better to get the clinkers out, and not lose perhaps a pound of steam. You cannot do that with the locomotive.
266. I suppose the three chief qualities of coal are, its making steam rapidly, its freedom from dirt, and its lowness of consumption? Yes.
267. And in these three respects you say the Waratah coal ranks high? I like it best; I have proved it to be good; we have burnt it a number of years now, and we have never had any equal to it.
268. *Mr. Cohen.*] Suppose Mr. Newton had not thrown any doubt upon Mitchell's ability to supply the full quantity of coal required equal to sample, would you have recommended the acceptance of his tender? Not in preference to the Waratah—I should have recommended the Waratah; I should have taken no notice of the doubt if I found by the trial that the dirt and consumption were high. I should have recommended the Waratah in preference, because it does not make any dirt and makes steam better.
269. You do not understand my question. Mr. Newton presents his report, and in that report he raises a doubt as to Mitchell's ability to supply a large quantity of coal according to sample. Suppose he had not expressed any such doubt, would you then have recommended the acceptance of Mitchell's tender? I can scarcely answer that question. I should scarcely have recommended the use of his coal at all—I should have left it to the Engineer-in-Chief. I had no opportunity of seeing for myself, and therefore cannot give any opinion as to the quality of the coal.
270. Would you not have thought yourself justified in making a report upon such a certificate as this:—“Mr. Mitchell's coal was in first-class condition, well cleaned, and apparently carefully picked. This coal gave no trouble—it steamed well, and the consumption was not high”? I should not have recommended it at all—I should have left it to the Engineer-in-Chief.
271. Do all Mr. Newton's reports go through your hands? Yes, they all come to me first.
272. Are you guided simply by the report Mr. Newton makes? I look over the report and send for Mr. Newton, and we talk the matter over before I send the report to the Engineer-in-Chief.

273. Were you aware of the prices named in the different tenders? No, we never know anything of the prices; in fact we do not know who has tendered until the tenders are opened.
274. It is said that Waratah coal, delivered at East Maitland, costs 16s. 9d. per ton; that Mr. Mitchell's coal delivered at East Maitland would cost 9s. 8d. per ton—Do you not think, with that margin of difference, that it would have been better to have accepted Mitchell's tender for the supply of coal north of Maitland? I should not have suggested that to the Engineer-in-Chief, because we have nothing whatever to do with the prices.
275. Keeping in mind the quality and price, do you not think Mitchell's coal would have been cheaper to the Government than the Waratah coal? I do not think it would.
276. Not if Mitchell's coal was equal to the sample? I do not think it would have been cheaper than Waratah.
277. Not with a difference of 7s. 1d. in the price? I do not think it would. I think the Waratah would have been cheaper in the end, because it is coal which we can always depend upon.
278. Suppose Mr. Mitchell had delivered coal equal to the test sample, could not that have been depended upon for the general purposes of the line? I do not know that it could, because it makes so much dirt; and we should have to use a greater quantity of it. I should recommend Waratah in preference, even at the price it is. But we do not recommend any one's coal; Mr. Newton and I merely report, and give our experience.
279. You have not had personal experience in trying the coal? No; Mr. Newton makes the tests.
280. And whatever information you give is based upon the reports and information which Mr. Newton gives you? Yes; of course I have seen the ashes taken out of the fire at times, and seen the percentage of the ashes higher than the Waratah coal, and the dirt too.

FRIDAY, 10 MARCH, 1876.

Present:—

MR. CAMERON,  
MR. COHEN,

MR. PIDDINGTON,  
MR. WISDOM.

STEPHEN SCHOLEY, Esq., IN THE CHAIR.

John Mitchell, Esq., called in and examined:—

281. *Chairman.*] You live at Dunmore, near East Maitland? Yes.
282. You are a coal contractor? Yes.
283. For how long have you been a contractor? From twelve to fifteen years.
284. You use coal yourself in your mills? Yes, I have been burning the coal of the district for twenty-five years.
285. You saw an advertisement in the *Government Gazette* for the supply of coal for the Great Northern Railway? Yes.
286. Did you tender to supply the Great Northern Railway for 1876? Yes.
287. At 9s. 7d. per ton north of East Maitland, or 9s. 8d. for the whole contract from Newcastle to Murrurundi, delivery to be taken at East Maitland? Yes.
288. Your sureties were Mr. James Price and Mr. Alderman M'Laughlin, and you submitted their names with your tender? Yes, they signed the foot-note to both tenders.
289. Had your tender been accepted, would you have been prepared to carry out the contract? Yes.
290. With coal according to sample? Yes.
291. Will you look at page 4 of the return before you—Was the sample you delivered a fair sample of what you could supply? Yes, it was a fair sample of the bulk of the coal.
292. The usual sample? Yes, just taken from the heap.
293. Was there any band or stone in that sample? No, there are no bands in my coal at all. There is only one small band, which they call the holing band in my coal, and that is white stone. Otherwise it is a perfectly clean seam. I work 4 ft. 6 in. of this coal. The seam is 7 ft. thick, and the portion that is a little bandy we leave up.
294. Then if Mr. Newton has stated in his report that the sample was picked, it is not true? No, it is not; the sample was not picked more than any other coal. Of course all coal, as it passes over the screen, is picked to a certain extent.
295. And if Mr. Newton has stated in his report that it was "matter for doubt whether" you "could supply large quantities of the same quality in the same condition," is that true? No; I do not see what grounds he had to suppose I could not do it. I believed I could do it, and on the faith of that other people were willing to be responsible for my doing it.
296. Was Mr. Newton ever at your pit? No, not that I know of. I never spoke to the man in my life until about two days ago, when I saw him on the platform, and said "Good morning" to him.
297. Then you cannot give any reason why Mr. Newton should say in his report that the supply from you should be carefully watched? No, I cannot tell his reason for it. It must have been something imaginary, or somebody must have been trying to assist him in endeavouring to make a doubt.
298. As to the steaming qualities of your coal, does it clinker? No, there is not a bit of clinker in a thousand tons of it. It is the freest burning coal and the best steam coal in the Colony, and they can go where they like to look for it.
299. Does your coal make much ash? No.
300. Not more than any other coal? I think it makes much less as a rule; it burns all away, and passes through the bars, so that the man never has to clean his fire. I have had my engine kept going night and day for a whole week, and the fire has never been cleaned out.
301. Has your coal been held to be as good for steaming purposes as the Waratah coal? Better. The Waratah coal was tested on one occasion with mine at the new Company's—40 tons of each. I forget the exact result, but I think they made my coal worth about 1s. 9d. a ton more for steam purposes than the Waratah coal.
302. Can you lay before the Committee any certificates of trials for steam purposes from engineers and others able to judge in this matter? Yes, a good number of them.

J. Mitchell,  
Esq.

10 Mar., 1876.

- J. Mitchell, Esq.  
10 Mar., 1876.
303. For large coal and small coal? Yes.
304. Will you oblige us with the certificates for the large coal? Yes, coal similar to that supplied to the Railway. (*The witness handed in five certificates. See Appendix B 1.*) One of the trials referred to in a letter signed by Mr. F. J. Thomas (*read*) was made by Mr. Henry Westcott, now mechanical engineer in charge of the Botany Waterworks. He was at that time engineer of the "Morpeth." Mr. Westcott wrote to me, saying that he had had a copy of the report, but the matter had been so long past that he had destroyed it.
305. *Mr. Piddington.*] Did you state when that trial took place? In 1864.
306. *Chairman.*] Do you produce any certificate with reference to your small coal? Yes, I produce three from the largest consumers in Maitland—men consuming from 10 to 12 tons a week. This is the small coal, the refuse, more properly speaking, that falls through the screen.
307. Which you do not deliver for steaming purposes? No, the portion screened away from it. (*Three certificates handed in. See Appendix B 2.*)
308. Could you suggest to the Committee the names of any engineers that have tried your coal? Yes, any of the engineers of the boats of the A.S.N. Company, and of the Hunter River Company; Mr. Westcott and others long since him, Mr. M'Dougall, of the "Maitland,"—and in fact all these engineers. To tell you the truth, I hardly know them by name, for I do not speak to the engineers of the boats once in six months.
309. Will you look at the tender of the Waratah Company in the return before you. In your business would you have accepted that tender as worded—"at current rates"? Certainly not; you can get things at current rates anywhere at any time—you need not call for tenders.
310. Then in your opinion it is not a tender at all? I should not take it as such; at any rate it does not comply with the advertisement calling for tenders, which says tenderers are to state a rate at per ton of 2,240 lbs.
311. You have found coal to vary in price very often, from strikes and other causes? Yes, three or four hundred per cent.—from 7s. up to 42s.
312. Do you remember the time that coal delivered at Morpeth was from 30s. to 40s. a ton? Yes, and at Newcastle too—45s.; and I delivered hundreds of tons myself at Morpeth at 22s. or 23s. a ton—from £1 and upwards—several hundreds of tons at any rate—thousands, I believe.
313. Did you see Mr. Boag about the time that this coal was being tried? Yes.
314. What observations did he make to you? I did not know Mr. Boag—I had never seen him; and I went to Mr. Higgs and told Mr. Higgs that I had sent down a sample, as requested by the Government, for trial, and asked if he had received it, and if it was satisfactory; he said "I have nothing to do with it, but here is Mr. Boag, and he will tell you all about it"; he then went with me to Mr. Boag, and introduced me; that was the first and last time I ever spoke to Mr. Boag. I asked Mr. Boag if he had got the coal, and he said "Yes"; I asked if he had tried it, and he said "Yes"; I asked "How do you like it?" he said, "Very well, but it is a picked sample;" I said, "Indeed! where did you get that information?" "Well," he said, "I heard it"; I said, "I suppose you did hear it, or you would not say so—who did you hear it from?" he said, "The other day, when I went into the yard at Honeysuckle Point, there was a man there who asked me if I was Mr. Boag," and I said, "Yes;" "I want to know," the man said, "if you have tried Mitchell's coal;" I said to the man, "What business is that of yours—why do you want to know?" he said, "I came here to tell you that that is a picked sample of coal, and he cannot supply you with coal like it—he cannot supply more than a ton of that coal a day." I said to Mr. Boag, "It was very thoughtful of him to come so far to give you this information, but these are little things I cannot say I did not expect, for I did expect them; you can take them for what they are worth; I am in a position to supply you with the coal; that is a fair sample of the coal I intend to supply you with, and I have made arrangements so that the bulk will be as good as the sample, so on that score you can be easy." That was all the conversation with Mr. Boag. I asked him who told him, and he very nearly told me, but he scratched his head, and said he had forgotten. I have read his report, and it seems to me he has built all his report upon the statement of this individual whom he would not name. I do not know who he was; I have an idea, certainly, but I think Mr. Boag ought to have placed as much confidence in what I said as in what the other individual said, or he should have given me some opportunity to have refuted his statement at any rate.
315. If Mr. Newton has said that your coal is "of variable quality in different parts of the seam," is that true? No, it is not.
316. *Mr. Wisdom.*] Was the one you have stated just now the only conversation you had with Mr. Boag? Yes, that was the only conversation I ever had with Mr. Boag.
317. Did you ever have any conversation with Mr. Newton? No, not a word.
318. Did you ever have any conversation with any other person at the time your tender was being considered, about this matter or any matter of importance connected with your tender? No, the only other man I spoke to was Mr. Higgs; I told him I was going to tender, and asked him for information with reference to waggons; he is traffic manager. I put the question to him—"Now, if I tender in such a way can you supply me with waggons?" and he said there was a doubt about the Government finding the waggons; I asked him if it would be better for me to tender if the Government found the waggons, at the Newcastle end or at East Maitland, so that I could tender to deliver the coal into their waggons.
319. *Chairman.*] Your tender was to deliver at East Maitland? Yes, only.
320. Did any one tell you it was of no use your tendering? Yes; for the last two years I have been told it continually.
321. By whom? I do not know whether it is fair to mention the man's name. I do not think the man himself would have any objection.
322. *Mr. Cameron.*] Is he a Government official? No, a private individual; he did not ask me not to use his name.
323. Did he state why it was of no use your tendering? He said—"There is something about the Waratah Company so that nobody else can get a chance to supply this coal." This man is a coal owner himself and largely interested in coal, and he said there was no chance for anybody else to get the contract. The year before this last I tendered for the Railway contract, and the second time I told this man I was going to tender, and he said, it was no use, because the Waratah Company would get the contract whatever I might tender.
324. Did this gentleman give any reason for what he said? He said there was something behind the scenes

scenes that he could not get at, what it was, he said he would like to find out. This same individual said he had tendered with coal that came from right alongside the Waratah coal that there could be no difference in, and yet the Waratah Company always got the contract.

J. Mitchell,  
Esq.

325. *Chairman.*] For how many years did you supply the new Hunter River Company with coal for their steamers? I think I have supplied them for fourteen years with Four-mile Creek coal. 10 Mar., 1876.

326. How long have you been supplying the A. S. N. Company? On one occasion previously I supplied them for twelve months, but this is now the fourth year that I have supplied them continuously.

327. Are you supplying them now? Yes.

328. With this same coal? Yes.

329. Have you ever had any complaints about your coal being unfit for steam purposes? No.

330. Is the coal a dirty coal? It is a remarkably clean coal—the cleanest coal in the Colony. Where I am working now, on the old ——— tunnel, is the best coal; it has been sent to England and tested, and I believe the Government have the reports now, that there was only one coal in England superior to it,—the best Welsh steam coal; it was equal to the second best Welsh steam coal, and far superior to any Australian coal sent home with it.

331. Will you name persons in the Maitland District, having steam-engines or foundries, who use your coal? There is Messrs. Paton's steam saw mills.

332. That is a stationary engine? It is a locomotive, a portable engine on wheels, with a tubular boiler. John Ewing, ironfounder, he has a large establishment; James Wolstenholme, steam flour and saw mills; the *Maitland Mercury* printing office; Cohen and Williams, very large brewers; and Peter Logan, soap-works.

333. *Mr. Wisdom.*] These are all the establishments of that kind in Maitland? Yes, I supply the whole lot of them.

334. *Chairman.*] That is with small coal? Some of these are supplied with steam coal; Cohen and Williams have steam coal, and Messrs. Paton, steam coal chiefly. All the others burn small coal. Paton, in his locomotive, burns half slack; he would burn all slack if I had it to give him.

335. *Mr. Wisdom.*] There is reference made in Mr. Newton's report to Mr. Pickard's coal as "resembling in appearance the Waratah Company's coal, to which it bears favourable comparison in regard to being free from clinker and in the amount of consumption."—Do you know Mr. Pickard's pit? I just know where it is—close to the Waratah. Mr. Alexander Brown told me it was exactly the same coal.

336. He is the managing man of Messrs. J. and A. Brown? Yes; and his statement is borne out by that very report.

337. Can you give us any reason, on thinking over the matter, why Mr. Newton should have doubted your capability of supplying coal in bulk equal to the sample? I could not give the slightest reason.

338. Who supplied the Government the previous year? Messrs. Pearce and Nott.

339. Theirs is Four-mile Creek coal from other pits? Yes.

340. Do you know of your own knowledge whether they continued to supply coal equal to the sample? I know they did not.

341. Do you know the pit from which they got the sample? Yes.

342. Do you know the pit from which they supplied the bulk of their coal? Yes.

343. Is there great difference in the quality of the coal? Yes; where they are working now the coal is very bandy; there is a great deal of stone in it, and it would want the most careful picking and watching to secure a supply equal to the sample. They are on what we call the tail of the seam, and there are a great many bands in it there.

344. Was the coal of which a sample was supplied of similar quality to your coal? It was a good deal like it, where the sample was got.

345. But the sample and the bulk were from different pits? Yes; it is a hill, and the seam crops out round the hill. They went on to Tulip's coal to supply the bulk, and that coal was condemned many years ago. The sample came from a piece of a Government reserve there.

346. Is Mr. James Price, who is willing to become one of your sureties, one of the wealthiest men in the Hunter River District? He is considered to be very rich.

347. Has he been surety for you in many other contracts? Yes; he is surety for me now to the A.S.N. Company, and has been surety for me to the new Company nearly always, I think.

348. You state unhesitatingly that you were prepared and able to supply coal in bulk of the same quality as the sample you sent in with your tender? Yes.

349. *Chairman.*] Is there anything else you have to state? No, I think you have almost exhausted all the information I have to give. The coal that I am now working is known as the "Inganee" coal; I work it out from a tunnel. I think it is called in Scotland "Jago." The men call it "Stingaree." As far as the quality of my coal is concerned, no man in the Colony can bear me out as well as Mr. James Brown of J. & A. Brown, for he first opened the place and supplied the Companies with it. He has no hesitation in saying it is the best coal in the Colony. He said to me the other day—"If I am wanted you can send for me; it is not for my interest, being a coal-owner myself, to praise your coal up, but it is the best coal in the Colony, and that is a fact nobody can refute."

350. *Mr. Wisdom.*] Was not Mr. James Brown the first man who opened a coal mine after the A. A. Company's monopoly ceased? Yes.

351. *Mr. Cameron.*] Do you supply the A.S.N. Company with all their coal? No, merely for their Hunter River trade. There is a report there from Captain Trouton, which, I think, will clear up all doubt as to the quality of my coal.

Thomas Warwick Pearce, Esq., called in and examined:—

352. *Chairman.*] You belong to the firm of Pearce and Nott? Yes.

353. You are a coal contractor? Yes.

354. Your pit is at Four-mile Creek, near East Maitland? Yes.

355. For how many years have you been a contractor? Three or four years.

356. You tendered, on the 2nd October, 1875, in accordance with the Government advertisement, to supply coal for steam purposes, delivered at East Maitland Station, at 10s. per ton, or delivered at Newcastle at 13s. per ton, for the year 1876? Yes.

T. W. Pearce,  
Esq.

10 Mar., 1876.

- T. W. Pearce, Esq.  
10 Mar., 1876.
357. You offered good sureties? Yes. If our sureties had been objected to we could have procured sureties to any extent.
358. And if your tender had been accepted you were prepared to carry out the same? Yes.
359. Is your coal and Mr. Mitchell's of about the same quality for steaming purposes? I believe they are.
360. Does it make much clinker in the burning? It makes a very small percentage of clinker—less, I believe, than any other coal that I know of.
361. Does it make much ash or dirt in the fire? Only an ordinary average amount.
362. Compared with the Waratah coal with other coal. The average ash of the coal about Newcastle would be about the same, I believe; as our ash.
363. When you had the contract last year, did Mr. Newton complain of the quality of your coal not being according to sample? I think it was in the month of February we had fire in our pit, and for about ten days we were compelled to get coal elsewhere. That coal Mr. Newton complained of. I saw him, and explained the position, and he was perfectly satisfied. On another occasion Mr. Newton complained that the coal was not sufficiently clean. That was, I think, somewhere about the middle of the contract. I merely speak from memory.
364. Did he write to you on the 19th April, 1875, complaining of the quality of your coal? I do not know the dates, but I have received two letters from him—the one I speak of, and one subsequently. I should say that after the tenders were advertised in the *Gazette* I received another letter from Mr. Newton which I considered so preposterous that I —
365. About 14th September, 1875? Yes. The letter stated that the coal sent in was half stone, which was perfectly ridiculous. I may say that on each of these occasions I saw the engine drivers of the various trains, and asked them how they were getting on with the coal, and they were perfectly satisfied.
366. Was it true, what Mr. Newton stated, that it was all stone, or anything like stone? Nothing near it. There was only an average amount of stone, which is in all coal more or less. You will invariably get small pieces. I have seen stone in the Waratah coal on the engine tenders, and in the Co-operative coal as well, but nothing more than a fair average. With reference to Mr. Newton's complaint that the coal was small and not clean, he had the remedy in his own hands according to the specification—the specification took care of that.
367. Did Mr. Newton ask you to send him a truck of coal in June or July, during the term of your contract? Yes.
368. What quantity did you send him? The truck would average 5 or 6 tons. I do not know whether there were three loads or two loads.
369. Then, if Mr. Newton has stated that there were only 2 tons, he is not right? No. The weight is easily ascertained; the freight was charged to Mr. Newton. I cannot say what was the exact weight, but there was more than 2 tons.
370. Did Mr. Newton ever pay you for that coal? No.
371. *Mr. Cameron.*] Was it a private order? I understood it was coal for his own use, and that there was to be nothing more about it. There was no entry of it in our books.
372. *Chairman.*] Could not Mr. Newton have obtained coal nearer than from your mine? Yes; I believe there are coal mines at Rix's Creek, near Singleton.
373. Did Mr. Newton charge you with offering him "tip"? Yes, on, I think, the 13th February—I made a note of it at the time—it was at the Elgin-street Railway station.
374. What did you tell him? I told him I did no such thing. He said—"Do you remember the time I met you outside Griffin's?" This was after the tenders were advertised for. I got off my horse to speak to him about the note I had received saying that the coal was half stone. He said a party had been there and examined the coal, and had said it never came from Four-mile Creek at all. He then said we were working old pillars that no one else would work. I said it was no such thing, that we were working from as good a face as was ever worked on the creek. I asked him who it was that had told him this, and he told me the name of the party—no one connected with Four-mile Creek. I then said—"The only 'tip' I know anything about is the truck of coal you asked for."
375. What is the general character of your coal and Mr. Mitchell's coal for steaming purposes? The Four-mile Creek coal has been worked for the last twenty-five or thirty years, I believe, and it has always stood as high as any coal in the market. Mr. Keene, the late Examiner of Coal Fields, held a higher opinion of Four-mile Creek coal than of any other coal in the Colony, for steaming purposes.
376. Have you any reports to hand in to the Committee as to its steaming qualities? Yes. This is a report of a series of experiments tried on board the steam dredge in the Hunter River in 1860. (*Handed in. See Appendix C 1.*) This document was, I believe, printed by Mr. Keene, with the intention of spreading copies abroad, with the idea of getting the Four-mile Creek coal consumed by the mail steamers—he had such a high opinion of it. That report shows the Four-mile Creek coal to be the best coal of any then tried.
377. Was the Waratah coal tried? The Waratah mine was not opened then.
378. You will see a return before you. Will you look at the tender of the Waratah Company: should you, as a man of business, accept such a tender? Not for myself, I should not; I should consider it no tender at all. If there was a strike at Newcastle, and coal went up to £3 a ton, the Government would have to pay that or any other price they might be asked for it.
379. Whatever you want, whether it be coal or anything else, you can obtain it at current rates at any time? Yes.
380. Then, in your opinion, that tender is really no tender at all? I should not take it to be a tender. It is merely an offer to supply coal at the same rate as it can be got for anywhere else.
381. Can you say whether that is in accordance with the specification or the advertisements for tenders for coal for the Great Northern Railway? My impression is that the price per ton had to be specified, but I will not be positive.
382. You have been a resident in East Maitland for some time, and you will remember that a few years ago the price of coal varied very much, owing to strikes? Yes; I have obtained double the price for coal in the same month.
383. What would be the amount? At the time of the last strike—I think it was in the beginning of 1873—our contract with the A. S. N. Company was 7s. 8d. per ton, and within a fortnight of the strike I got 20s. a ton, delivered at Morpeth, and within a few days I could have got 25s.

384. Do you not think the Government ought to have a test of all the coal in the Northern District? T. W. Pearce, Esq.  
Decidedly. I think it would be an improvement in knowing the character of the coal, and which was the best adapted for their locomotive engines.
385. *Mr. Wisdom.*] Did you ever send Mr. Newton a bill for the truck of coal you supplied him with? 10 Mar., 1876.  
No; there was no entry of it made in our books.
386. Was it an order? It was a note asking me to send him a truck of coal.
387. With regard to Mr Keene's report which you have just put in—was the coal referred to there from Four-mile Creek, from the same pit as you are now working? It was from the same ground. The pit we are working now is one we sank ourselves.
388. You are now supplying coal from Mr. Tulip's ground? Yes. It was from Mr. Tulip's ground they were working then. The original pit they were working, when that report was made, caught fire, and a brick wall was built to keep the fire back. It is on the other side of that wall that we are working now.
389. Was the coal you supplied, under your contract with the Government last year, from the same pit as the sample sent in with your tender? No, but it was from the same ground. The pit we were then working we were obliged to leave on account of the fire, and we had to sink another one.
390. What distance was it from the old pit? In close proximity—within about 150 yards.
391. You say in your tender, dated 2nd October, 1875:—"We would respectfully intimate that we have endeavoured to give satisfaction in the carrying out of our present contract, and hope we have succeeded, as we have not had a complaint since its continuance as to quality of coal or the rate of supply." Had you not complaints from Mr. Newton? Yes; but I do not think Mr. Newton was the proper person to lodge complaints. What I mean here is that we got no official complaints. I did not look upon the complaint from Mr. Newton as official—I had no official complaint as to the coal.
392. You mean you were not written to from Sydney? From Sydney or from Mr. Boag, whom I looked upon as the responsible person. Mr. Boag is the Chief Engineer on the Northern line.
393. *Mr. Cameron.*] You stated, in answer to Mr. Scholey, that Mr. Newton objected to the quality of the coal, that it was half stone? Yes; after the tenders were called for the supply for the present year.
394. And you spoke to the engine drivers? Yes. They lodged no complaint at all—they were thoroughly satisfied. During the continuance of the contract I have frequently gone to the railway station and asked them how they liked our coal, and have asked for a comparison between the Co-operative, Wallsend, and ours, and they have invariably spoken in the highest terms of our coal.
395. Then, in your opinion, Mr. Newton must have some motive? It looked uncommonly like it.
396. When did this conversation take place about the taking of "tip"? In February last, after the papers had been printed.
397. Did Mr. Newton accuse you of having offered him "tip"? Yes.
398. Did he say to you what the "tip" consisted of? No.
399. What did you think he alluded to—this truck of coal? No, I should imagine it was some pecuniary reward to be given if I obtained the contract. That was what I should understand by saying I had offered him "tip."
400. You never did offer him "tip"? Never, neither directly or indirectly.
401. Any more than this truck of coal? No.
402. You say he sent a note asking you to send him that? Yes.
403. And you did not enter it in your books? No.
404. And you never charged him for it? No.
405. You say the new pit you have opened is in close proximity to the old one—Is it quite close enough not to alter the character of the coal? The coal is of the same character.
406. Is the coal from the new pit equal to that from the old one? It is rather a harder and cleaner coal.
407. You say you had no official complaint of the quality of your coal—Did not Mr. Newton, in July last year, send you a message that the coal was not clean enough? Yes.
408. Was that a written communication? It was. I could not understand what he meant by the coal being dirty, but his personal explanation was that there was too much small coal.
409. Have you the document Mr. Newton sent you at that time? No.
410. Was not that an official complaint? I understood that an official complaint should have come from Mr. Boag. I saw Mr. Boag after the tenders were advertised for, and said I hoped we had given satisfaction, and that we would get the contract again. Mr. Boag's words were—"I hope to God you will get the contract, Pearce; your coal suits our locomotives well, and we have had no trouble in getting supplied." This was after Mr. Newton's complaint that the coal was half stone.
411. Mr. Newton's duty is to watch the supply of coal? Yes.
412. And anything coming from him you were bound to pay attention to? Decidedly; but I should have considered the official way of making a complaint would have been for him to report to Mr. Boag as his superior officer.
413. Will you look at your tender—do you not think that any person reading that, without the explanation you have given to-day, would understand that there had been no complaint at all? The very fact of Mr. Boag telling me we had given satisfaction was quite sufficient to warrant me in ignoring what Mr. Newton had said.
414. What is your opinion of the quality of Four-mile Creek coal? I do not think there is better coal in the Colony, for steam purposes.
415. Would Four-mile Creek coal compare favourably with Waratah coal? Yes. My idea is that if the two were tested scientifically, Four-mile Creek coal would prove to be the best for steam purposes.
416. Do you know anything of Mr. Mitchell's mine at Four-mile Creek? Yes, I worked at it at one time.
417. Could you tell us whether Mr. Mitchell would be in a position to supply the coal for which he tendered, according to sample? Unless compelled, I would rather not answer that question. Where two mines are working together in this way there is a good deal of competition and rivalry, and I had much rather not answer the question. But if the Committee, after consideration, still wish me to answer it, I will do so. (*Witness withdrew. Committee deliberated, and decided not to press the question. Witness recalled.*)
418. *Mr. Cohen.*] You put in a report just now from Mr. Keene? That report was signed by Mr. Thomas Francis, the then master of the dredge, but I believe Mr. Keene superintended the experiments.

T. W. Pearce, Esq., 10 Mar., 1876. 419. Do you know whether coal that might be suitable for steam-vessels would not be suitable coal for locomotives? Yes, in this respect: in the fires of a steamer they can get to use what the firemen call a slice, a sharp instrument which they can use under the bars to let the air play through; but in a locomotive they cannot use this, they are obliged to use a pricker; and therefore it is more essential in the locomotive that there should be less clinker than in steam-vessels. A coal that they would be able to get on with in a steamer, though it might make a good deal of clinker, would stop the engines on the line, from the closing up of the draught. I would point out that the Four-mile Creek coal shows better in that respect than any other.

420. Are you aware whether or not your coal makes more clinker and dirt than the Waratah coal? I think it would make less.

421. Would the coal you supplied last year, and which you could have supplied this year, have been equal to this tested? I think it would have been the same. It is from the same ground; it is called there, "Christian's Morpeth coal."

422. Although coming from the same ground, may not the coal vary in quality as you sink the pit or drive the tunnel? Yes, as you get nearer the crop the coal gets softer; but this coal is far in in the middle of the seam.

423. This is a question I asked Mr. Newton last week:—"Then you cannot tell us whether, as the seam is being worked, and as an advance is being made in the seam, the quality of the coal will improve or not?" The answer is, "No, but I have heard coal miners say that the more you go to the dip the worse the coal gets in this Country; in the Old Country the reverse is the case, the more you go to the dip the better is the coal."—Do you agree with that? No; the more you go to the crop the worse the coal, and the more you go into the bed of the coal the better it is. It stands to reason, the deeper you go the more pressure there is on it, and the coal is harder.

424. In your own mine, the more you go into the dip, does the coal improve? Yes.

425. You said, in answer to a question put by Mr. Cameron, "I do not think there is a better coal in the Colony, for steam purposes," than the Four-mile Creek coal—Do you mean by "steam purposes" locomotives as well as steam-vessels? Yes.

426. Have you had any special locomotive tests made with your coal? No, I do not know of any, excepting on the railway last year; but from the general character of the coal, I do not think better could be found.

427. *Chairman.*] Have you any other statement to make? In support of the assertion in our tender that we had endeavoured to give satisfaction, and had no complaint, I wish to put in a note from Mr. Fligg, the storekeeper at Newcastle, asking us, after the Waratah tender had been accepted, if our firm could supply best coal for the use of the locomotives, during 1876. (*Handed in. See Appendix C 2.*)

THURSDAY, 16 MARCH, 1876.

Present:—

MR. CAMERON, | MR. NELSON,  
MR. PIDDINGTON.

STEPHEN SCHOLEY, ESQ., IN THE CHAIR.

John Whitton, Esq., C.E., Engineer-in-Chief for Railways, called in and examined:—

J. Whitton, Esq., C.E., 16 Mar., 1876. 428. *Chairman.*] If you look at page 4 of the printed return before you, you will see the report of Mr. Newton and Mr. Boag upon some samples of coal tried upon the Great Northern Railway. Do you consider Mr. Newton a competent person to make tests of coal for railways and engineering purposes? I believe him to be so. I may say that if I did not I should soon put some one else in his place.

429. Is he an engineer or a carpenter? He is a fitter.

430. Not an engineer? He is a mechanical engineer.

431. He is employed to look after the rolling stock, I believe? Yes, and to look after the drivers and firemen on the line; in fact, he is what is called out-door foreman.

432. Was it from Mr. Newton's and Mr. Boag's reports that you formed your opinion and recommendation to the Commissioner for Railways to accept the tender of the Waratah Company? Partly from their recommendation, and also from my knowledge of the value of the Waratah Company's coal, the Lambton coal, the Wallsend coal, and the Co-operative coal, in preference to any other coal we have used in the district.

433. Have you ever used any of these coals yourself? We have used them all.

434. Have you yourself ever tested them? I have never tested any coal, and I should think my time very much wasted if I did, because I am quite satisfied that the men who have been employed on the railways for so many years as out-door foremen and overseers of workshops are quite as competent to see the weight of coal put upon an engine, and to ascertain the consumption on the line, as I should be, and therefore I delegate that duty to them.

435. Then if Mr. Boag has stated that he takes Mr. Newton's report when he makes it, his remark has good foundation—he cannot know anything about the matter? He knows no more about it than taking Mr. Newton's report; he acts upon Mr. Newton's report, not upon his own judgment.

436. Will you be kind enough to turn to page 2 of the return, and look at the tender of the Waratah Company. Should you think that a tender in accordance with the specification—But first I would ask you to produce the specification? I have repeatedly asked for it to-day. I sent for it last night, and a copy came to me just before I left the office to come here, but as it was not a certified copy I sent it back and asked to have it forwarded to me at the Committee Room. I presume it will be here shortly. (*The specification here referred to was afterwards supplied. See Appendix D.*) I may say, with reference to the Waratah coal, that from the reports of Mr. Newton and from what I had previously heard myself with regard to the other coal, I consider the Waratah coal by far the best; and although theirs is not a positive tender as to price, it was distinctly known that an arrangement had been made between the Waratah Company, the Wallsend Company, the Lambton Company, and I believe the Co-operative Company, that their

their price at Newcastle should be uniform, and the last arrangement they had made for price was, I believe, 14s. a ton; and as I knew that was their only price, I preferred dealing directly with the Waratah Company to dealing with Mr. Summerbell or any other person acting as a middle-man. Besides, I believed there was very little chance or prospect of the Waratah Company or the amalgamated Companies raising the price of their coal, but I thought there was a very strong prospect that it might be reduced. If I recommended the Waratah coal, and any reduction had been made in the price, of course the Government would get the advantage of it; but if I recommended any of the other tenderers who depended for their supply upon the Waratah Company, it would be the contractors who would get the benefit, not the Government.

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437. You are aware that strikes raise the price of coal? No doubt, and it might fluctuate in any other mine as well as the Waratah mine.

438. Have you not known that coal has gone up as high as £2 a ton? I never knew it.

439. If it has been stated that it has gone up to 30s. and £2 a ton, can you contradict that statement? I do not know that I can contradict the statement; but I do not see that if it did fluctuate in that way the Government would have been in any better position by accepting any other tender than that of the Waratah Company. If the fluctuation were to take place only in the price of the coal of the Waratah Company, and not in that of any other Company, I would admit that there might be an advantage in accepting a tender at a fixed price.

440. Do you not see that if you had accepted a tender at a certain price, and the price had afterwards risen, the Government would have had a substantial benefit? They would, on the assumption, which I never yet saw carried out, that the sureties would have paid the difference, which they never would have done; that is my experience.

441. Had you any doubt about the sureties that were offered? I had no doubt about the sureties, but so far as my recollection serves me, I have never known a single bond forfeited since I have been in the Colony. I do not place the value of one shilling on any surety other than the deposit of cash.

442. Then why ask for sureties? I never did ask for them.

443. Why does the Government ask for sureties? I do not know; that is not my business.

444. If Waratah coal cost 16s. a ton delivered at East Maitland, and Mr. Mitchell's coal cost 9s. 7d., which would be the cheapest? I say without the slightest hesitation that, taking the average of the coal submitted to us, the Waratah coal has been far the cheaper; and the only difference between the cost of Mitchell's coal and the Waratah Company's coal is a mere matter of £700 a year, which would certainly not have justified me in recommending an inferior coal, when I knew a better coal could be supplied. With reference to the drivers, as they are responsible to me for keeping proper time and a proper look-out, I should not be discharging my duty to the public or to them if I were to insist upon their doing that, while I at the same time supplied them with a fuel that had been reported to me as being of inferior quality.

445. Then if Mr. Newton has stated that the Four-mile Creek coal would do for light trains, is that correct? I only go by Mr. Newton's report, which says these coals are not reliable; and he also says Mr. Mitchell's coal was the highest in consumption.

446. Do you not think that all the coal in the northern coal districts should be tried and tested fairly to see which coal is really the best? It has been tried on many occasions; and although it is possible to supply from a very inferior mine a test sample of a very good description of coal, yet if that coal is accepted for the year you will very often find it very objectionable coal.

447. Whose fault is that if the quality delivered as a test sample is not supplied throughout? I dare say you may have found repeatedly that although you may insist upon a thing being done you cannot get it done; and if you object to the quality of the coal supplied, there is a great amount of recrimination passing for months and months together, and you never get the thing settled. The contractor applies to have it arbitrated upon, and very often before the arbitration is even begun the contract time has expired.

448. Then it is of no use to ask for any coal for trial? I do not think so. If you have a good seam of coal, no doubt to get a general sample and try that coal is one thing, but to supply a picked sample from an inferior seam—and I am told these are not good seams—is quite another thing; you may get a good sample, but the coal in its entirety may be objectionable.

449. If it can be proved that Mr. Mitchell's was not a picked sample, what becomes of that statement? I am not aware that that has been proved.

450. It has been proved by Mr. Mitchell's own statement, and I believe Mr. Summerbell will prove it—I am told so—I do not know? I simply make my recommendation upon the reports furnished to me, and upon the reports I have had continually since the line has been going on. I have always made it my duty to recommend the very best coal, without reference to any private consideration whatever.

451. Then you have only recommended according to the reports sent down to you? I have recommended upon the reports sent to me, and from the general knowledge I have had, for a number of years, of the value of four or five of the coals at Newcastle as against all the others.

452. Do you remember that in 1874 you recommended Pearce and Nott's tender for coal for steaming purposes to be accepted for the engines of the Great Northern line north of East Maitland? I believe I did not.

453. Was their tender accepted? I believe it was, but not on my recommendation, I believe.

454. You are aware that Pearce and Nott's coal was used? Yes. I did not recommend Pearce and Nott's coal, so far as my recollection serves me. I cannot account for its being accepted.

455. Then you were not always consulted? My advice is not always taken. I am generally consulted, but my advice is not always taken.

456. I will ask you again, as I am particularly desirous the Committee should have the information, would it not be well for two engineers to be sent from this side to test the whole of the northern coal seams as to their steaming qualities? The steaming quality of the coal is not the only thing required in it. Many people have an impression that getting up steam in a locomotive and boiling a kettle are precisely the same thing. In a locomotive engine the fire is only an assistant to the production of steam; for the cool air entering the fire-box at the bottom and passing through the fire is then drawn by the blast of the engine through the tubes, and it is the hot air circulating through the tubes that produces the steam. If you get a coal producing much ash or much clinker the air cannot pass through, and the generation of steam is retarded; but if you put a kettle in the centre of a fire made of inferior coal you get it boiled just in the same way as with the best possible coal.

- J. Whitton, Esq., C.E.  
16 Mar., 1876.
457. Has it been reported to you that this Four-mile Creek coal does clinker? I really do not remember; I think it has, but I will not be positive about it. It either clinkers or produces a great deal of ash. I do not see anything in Mr. Newton's report about this coal clinking, but he says it is of the same quality as Messrs. Pearce and Nott's coal, and, "like theirs, it is of variable quality in different parts of the seam, so that the supply will have to be carefully watched to keep it good enough for our traffic." I have here a subsequent memorandum from Mr. Newton, in which he says:—"The sample of coal which has been left at your office by Mr. Boag has been for the most part taken from a truck of coal sent by Messrs. Pearce and Nott to the Aberdeen Pumping-engine, with a few pieces added from a heap thrown from stage at Singleton. Two small pieces are a specimen of their good coal; the rest are specimens of the bands which run in their seam, and which, if not picked out, cause a large amount of dirt in fire-box. I cannot speak with certainty, but from the size of coal delivered I believe there is no greater thickness of good coal without a band in this seam than 18 inches." Of course a seam of 18 inches is a very small seam indeed for good coal. That is merely his opinion as to the thickness of the seam in the district; he does not himself know positively, but he believes that to be the case; and it is quite certain that in seams like that you cannot get the coal without the bands.
458. *Mr. Piddington.*] Are the advertisements calling for tenders for engine coal submitted to you for consideration? No.
459. Are these advertisements invitations to the public generally to offer to supply coal for the locomotive engines? They are.
460. Are you aware how many coal-owners offered to supply coal in answer to these invitations? I do not remember; I think about half-a-dozen in the North; and I think most of these merely offered to supply coal from East Maitland north and not at Newcastle. If coal had been accepted at East Maitland, at 9s. 7d. per ton, and had been conveyed to Newcastle, it would have been almost equally costly with the Waratah Company's coal, as two-thirds of the coal used is used at Newcastle for the whole line.
461. Do you approve of the plan adopted by the Government in advertising for tenders for the supply of coal? I do not.
462. Are you of opinion that the Newcastle coal is far superior to all other Hunter River collieries, without exception? So far as the coal has been tried, the Waratah, Wallsend, Lambton, and Co-operative coal have been found to be the best for locomotives.
463. Is your recommendation always the ground upon which the Government decide in favour of a particular tender? Not always.
464. Was it the ground upon which the Government acted with reference to the supply of coal for the present year. I refer to your minute dated "11/11/75." Did the Government act upon your recommendation then? Yes, with reference to the northern coal.
465. Then, if you are of opinion that the four collieries you mention in your minute furnish coal so far superior to all other collieries on the Hunter River, is it reasonable that the Government should advertise for tenders from all persons indiscriminately? I think it gives a very unnecessary amount of trouble. It would be far better for the Government to order the coal from the best collieries; but I believe the Government are compelled to advertise for supplies of all kinds. No private offer can be accepted; everything must be submitted to public competition.
466. If you are of opinion that the Newcastle collieries furnish the best coal, and your opinion is followed by the Government, of what use is it to advertise for tenders? The Government accepted my recommendation because the Waratah coal had been found to be the best; but still they complied with the general usage of the department by advertising publicly for what they require; and I think, if the Government had accepted a private offer from the Waratah Company without advertising, they would have been very severely censured.
467. Do you know how many of the tenders sent in to the Government were tenders from pits in the neighbourhood of Newcastle, and how many were not? I think only three—one from the Waratah Company direct, one from Mr. Summerbell to supply Waratah coal, and one from some one whose name I forget, also to supply Waratah coal.
468. According to the list I have here, there appears to be only one tender from a Newcastle colliery, the Waratah colliery, and six from others? That may be so—I think it is so probably; but it is well known the Companies I have named have an arrangement to sell only at a certain price, and none of these Companies can accept any tender at a higher or lower price without consulting the rest.
469. Did I not understand you to say that the Newcastle collieries furnished by far the best coal? That is my opinion.
470. Why then should not the Government invite tenders for the Newcastle collieries only? Because, as I have said, the Newcastle collieries, or at least the four Companies I have named, which supply the best coal, have come to such an arrangement between themselves as to practically form only one colliery. As long as we have advertised we have never had any offer from any of these Companies except the Waratah. I presume the other Companies do not think it worth their while to send in any offer, knowing that they must do so, if at all, at the same price as the Waratah Company.
471. Although there may be combination with regard to a fixed price, are you of opinion that there is no difference in the quality of the coal produced by the various Newcastle pits? I do not say "various"; I have named the four pits I mean—the Wallsend, the Waratah, the Lambton, and the Co-operative. There are other pits that I do not name.
472. Then do I understand you to express an opinion that, with regard to the Newcastle coals, there is a variation in the quality of the coal? I say so.
473. Out of the four Newcastle collieries you mention in your minute, how many tendered to supply coal. As I have said, these are an amalgamated Company to supply coal at a certain price. Only one of them tendered. After the arrangement made amongst these Companies it was hardly likely they would compete with each other. It is just possible the other Companies did not think the Government order worth asking for.
474. Have you ever brought under the notice of the responsible Minister the inadvisability of advertising for indiscriminate tenders for the supply of coal? I do not think I have. That is a matter entirely for the consideration of the Government, and not for myself. The advertisements generally appear without any sanction or concurrence from me.
475. *Mr. Nelson.*] In Mr. Newton's report upon the different coals tested, Mr. Mitchell's coal is said to have been "in first-class condition, well-cleaned, and apparently carefully picked. This coal gave no trouble;

trouble; it steamed well, and the consumption was not high." Is not that a first-class certificate? No doubt; but if you read on it is qualified.

476. But it seems to be qualified merely on Mr. Newton's opinion that Mr. Mitchell was not in a position to supply large quantities of the same quality? You will see that it is also qualified by saying that the consumption is the highest, which is a very important matter. But I may say that so far as these tenders were concerned, the only object I had in view, and that the Government had in view, was to get the very best article, so that our trains shall keep time and the whole line be worked satisfactorily. If I were to take second-class coal, and a train were in consequence to stop on the line, or the men be unable to discharge their duty, I should consider myself far more to blame than the men, because I had provided them with an article that I knew they could not perform their duty with. I would much rather give three times the price and get good coal. One accident on the line caused by bad coal might cause more expense than all the coal for five years, independent of the loss of life. I have always done all I could to give the men everything necessary to enable them to discharge their duty satisfactorily.

477. How can the quality of the coal used have any effect in causing or preventing accidents? Supposing you provide an engine-driver with bad coal, he may get stuck-up on the road because he cannot get up sufficient steam on account of the inferiority of the coal. Every one knows that nearly all the accidents occur from the trains being behind time. If the drivers are supplied with bad coal, which will prevent them from keeping their time, it is quite clear that the person supplying them with that coal is more guilty than the men themselves. If the men are not supplied with an article that will enable them to keep time, it is manifestly unjust to blame them for anything that may happen in consequence. As I explained a short time ago, a locomotive engine is very different from a kettle.

478. You have every confidence in Mr. Newton? I have; I have always found him discharge his duties very satisfactorily; he is a most intelligent officer.

479. And the same with reference to Mr. Boag? Yes. You must, to a very great extent, leave matters of this kind in the hands of men constantly on the spot, who know what are the reports of the drivers when they come in. I should never think of recommending any coal that they would condemn, no matter if it were supplied for nothing.

480. *Mr. Cameron.*] You alluded, in answer to Mr. Piddington, to some co-operation among the various Companies? I am told it is so.

481. That there is an amalgamation among them? That there is an understanding between the four Companies I have named, that they will only supply coal at the current rate of the day, and that the rate is fixed by the Boards of the Companies.

482. Did only one of these Companies tender for this contract? Only one.

483. Have you any means of ascertaining whether Mr. Mitchell could have supplied, during the year, a sufficient quantity of coal of the test quality he offered to the Government? I have no means of knowing.

484. Have you, in your official capacity, heard anything about that? I have not heard that he would, but I have had it reported that he would not have the power of doing it.

485. You have not had any information upon what you might state to be reliable authority—any more than assumption? No; nor should I have any reliance upon any statement that he could do so, unless he were to deliver coal of the quality required for six months. If the coal supplied for six months were of perfectly good quality I should then believe in Mr. Mitchell's ability to perform the contract.

486. In the acceptance of the tender of the Waratah Company the considerations you have mentioned had some weight? No doubt.

487. Could you give the Committee any idea upon what data these considerations were based? Because I was told Mr. Mitchell's coal supplied in many instances had been of very different quality from the test sample, and it was also doubted whether he could supply a sufficient quantity according to sample. Believing that there was a doubt in one case and no doubt in the other, I took, in my opinion, the wise course of accepting the tender where there was no doubt at all.

488. Is it not the fact that Mr. Mitchell has supplied for some years the A.S.N. Company and the New Hunter River Company with coal for their steamers? Yes; but the coal required for steamers and for railways may be very different, and yet equally good, each for its own purpose, but not for the purpose of the other. What may be a remarkably good coal for a marine engine may be very bad coal for a locomotive.

489. Then, if Mr. Mitchell has stated that the same coal that suits a marine engine suits a locomotive he is mistaken? I should say he knew nothing about it.

490. You would not imagine that coal supplied to a large timber-sawing establishment, with a locomotive engine, would be applicable in any degree to locomotive engines on railways? I can hardly understand that a locomotive engine would be fixed in any timber-yard; therefore I do not think the two cases are parallel.

491. If Mr. Mitchell has given evidence that his coal has been supplied to a large establishment of the nature I have mentioned, there is no analogy between its requirements and the requirements of railway engines? I should say not; and I should say Mr. Mitchell must have made a mistake, as a man will very often do when advocating his own cause; but, I will say again, the only knowledge I have of Mr. Mitchell's coal is the coal he supplied and the report I have received upon it.

492. Have you heard any report about Mr. Boag and Mr. Newton being shareholders in this Waratah Company? I have, but I believe it to be without foundation.

493. Did you make any inquiries as to the truth of that report? I did not, but this Committee did.

494. You are perfectly well aware that statements have been made here that Mr. Boag and Mr. Newton were shareholders? I am not, and I have made no inquiries as to the fact. I should have thought it wrong for me to do so. If I had had no more confidence in these officers than that, I should have dismissed them at once.

495. Then you have every confidence in them? I have.

496. With reference to the tender of Mr. Joubert, on behalf of the Waratah Company, do you think there is anything remarkable in the language of it? No.

497. Is it usual to tender at current price? No; but, as I have mentioned, they could not tender at any specific rate, as the rate might be altered during the year, and therefore all they could do was to tender at the current rate.

498. It is not usual for the Government to accept tenders from private individuals? I do not call a Company a private individual.

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- J. Whitton, Esq., C.E.  
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499. Is not their relation to the Government the same? No, I do not think it is quite the same, particularly under the circumstances of the understanding between these Companies. There were no means of getting the best coal for our purpose at a lower rate than they had agreed upon among themselves.
500. If it could have been demonstrated to yourself and the Government that a private individual could have supplied as satisfactorily as a Company coal of the quality you required, you would have taken no notice of that fact? I should have accepted any offer that had been made from any quarter, provided the article had been as good and the rate as cheap.
501. The opinion you have formed as to Mr. Mitchell's inability to supply this coal is altogether based upon the reports of Mr. Newton and Mr. Boag? Yes, and my knowledge of the Waratah coal. I knew it was a good coal; I had strong doubts about the other, and therefore I should have been very much to blame if I had accepted a tender for coal which I believed to be of a worse description than that which the Waratah Company could supply.
502. And, in your opinion, the tender accepted was the best for the public interest? Yes.
503. *Mr. Nelson.*] Are the Government allowed any rebate or discount upon the coal delivered? I never heard of such a thing.
504. Trade discount I mean? I am not aware of it.
505. *Chairman.*] Upon whose recommendation was Pearce and Nott's tender accepted in 1874? I cannot say positively, but I am pretty certain it was not accepted on mine. The papers of course will show.
506. Are you aware that the Co-operative Company supplied a large quantity of coal last year in connection with the Waratah Company's tender? I am not aware of it; I never heard so before.
507. You have said the East Maitland coal would cost as much at Newcastle when the freight was added as the Newcastle coal costs now? I question whether I said that. It would not cost quite so much, but very nearly; it is within 1s. 3d. a ton I believe. Of course the value of the coal depends to a very great extent upon the consumption per mile. The difference is only a matter of £700 for the whole year.
508. *Mr. Cameron.*] There has never been any test examination between the Four-mile Creek coal and the Waratah coal? The Four-mile Creek coal was tested, as stated in these papers.
509. But the Waratah coal was not tested at the same time? I do not remember; the report will show.
510. Your opinion of the Waratah coal was based upon previous knowledge of it? Yes.
511. You have always considered it a first-class coal? Yes. If the gentlemen about East Maitland wish to have their coal properly tested the better plan will be for an order to be sent, the Government to pay for it, and have it properly screened, and afterwards tested, and if the coal supplied should not be in accordance with the sample we could reject it.
512. *Chairman.*] Would there be any objection on the part of the department to allow any of the engine-drivers that have used both kinds of coal to be examined here? Not the slightest on my part.
513. There would be nothing about dismissal afterwards? Not at all. I never wish to gag the men. Any person you may think proper to send may go by train and see the coal tested, but at the same time the drivers should not be allowed to know whose coal was being tested. I will order any coal to be tested that the Committee may supply, and any one may go and see it tested, upon the engine, but the drivers must not know whose coal it is.

William Summerbell, Esq., called in and examined:—

- William Summerbell, Esq.  
16 Mar., 1876.
514. *Chairman.*] You live in Sydney? Yes.
515. You are a coal contractor? Yes.
516. How long have you been in the trade as a coal contractor? Seven years on my own account.
517. How long have you been connected with steamers or captain of a steamer? Twenty-one years captain of a schooner in the coal trade and captain of the H.R.N.S.N. Co's steamers, and I have had coal contracts with the A.S.N. Company, the Torres Straits Company, and for the Government dredges.
518. Then you ought to be a good judge of the steaming qualities of coal? Yes, from practical experience.
519. What is your opinion of the steaming power of the Waratah coal or the Four-mile Creek coal—Mr. Mitchell's, or Pearce and Nott's? I think the Four-mile Creek coal is the best coal in the country for steaming purposes, and that is not an opinion of the present day, it has been my opinion ever since I have had anything to do with coal. The Steam Companies used these coals up to the time I left them, which was three years ago—the Hunter River Company and the A.S.N. Company.
520. Then you consider Four-mile Creek coal better than any Newcastle coal for steaming purposes? Yes.
521. There is a return before you—will you look at page 2—the tender of the Waratah Company? Yes, I see that.
522. We have not the specification here, but, taking specifications generally, do you consider that that is a tender in accordance with most specifications? It is not a tender at all, because it says "at the current rate of the day of delivery." You can always get anything at the current rate of the day of delivery.
523. As a man connected with tenders would you have accepted such a tender? No, not if I wanted a tender.
524. In your experience have you known the prices of coal to fluctuate, from strikes or other causes, at Morpeth and Newcastle? There has never been but one move in coal, when the Companies amalgamated and rose the price to 14s. a ton.
525. You do not remember any strike? No, I cannot remember that. I thought the rise in the price of coal was made when the Companies amalgamated. There was a strike about that time, but I do not know whether that interfered with it or not.
526. You are aware of the price of Newcastle coal delivered at Newcastle? Yes, 14s. is the price at the present time.
527. Are there not a good many rebates according to agreement? Yes, two and a half per cent. off the Wallsend and Waratah, nothing off the A. A. Company's. The Anvil Creek and others sell their coal at a less rate.
528. Have you ever heard of two or three hundred tons being thrown in? No, not from any reliable source; there are reports of that kind.
529. If the price should go up at Newcastle, from strikes or otherwise, would not the Government be bound

- bound by the Waratah Company's tender to pay any price that may be charged at Newcastle? Yes, the current rate of the day of delivery. If the price went up to £1 the Government would have to pay it.
530. Do you think the Government ought to have tests made of all the coal in the Northern districts, so that they could get at the proper steaming power of the coal? Yes, it ought to be tested, because you can buy coal at 2s. a ton less than 14s.
531. *Mr. Piddington.*] You have been a long time acquainted with marine engines on board steamers? Yes.
532. Do you express an opinion in favour of Four-mile Creek coal for steaming purposes in steamers? Yes. I have been running to Morpeth for over twenty years, first as master of a collier schooner carrying Four-mile Creek coal, and afterwards in command of the H.R.N.S.N. Company's steamers, using the same coal, and I have used it in my own house, and I think it is superior to any other coal in the Colony.
533. Are you acquainted with locomotive engines? No.
534. Then you cannot say whether Four-mile Creek coal would be adapted for locomotives? I should think it would be the best coal for locomotives, because it gets the steam up quickly, and lasts a long time.
535. Beyond that you cannot give an opinion as to its adaptability to locomotive use? No.
536. *Mr. Nelson.*] Have you ever used Newcastle coal? Yes.
537. And the Four-mile Creek coal also? Yes.
538. And from your practical experience you say the Four-mile Creek coal is the best coal, because it burns better, and is more durable? Yes, better than Newcastle coal; it burns as easy as Newcastle coal, and has more durability.
539. That is to say there is less consumption? Yes. I am not interested in Four-mile Creek coal either personally or in money to the value of that pen, but that is my honest opinion. My own contract with the Government is for best Wallsend.
540. Have you any personal knowledge of Mr. Mitchell's colliery? No. I have been out to it.
541. Are you of opinion that in the event of Mr. Mitchell's tender having been accepted he would have been in a position to have supplied coal in sufficient quantities to fulfil his contract, of equal quality to the 10 tons he sent as a test sample? Yes, no doubt he could.
542. *Mr. Cameron.*] You have stated that you have had no experience of locomotive engines? No.
543. Do you know, either from personal observation or common report, whether there is a difference between the quality of coal required for marine engines and the quality of coal required for locomotive engines? No, I always thought the same coal would answer for both. A locomotive wants to get the steam up quickly.
544. Does not that depend very much upon the construction of the engine? Yes, upon the draught to the furnaces in the boiler.
545. Have you at any time heard that coal that will do very well for marine engines will not do for locomotives? No.
546. So far as your experience leads you, you believe that what is good coal for the one will be good coal for the other? Yes.
547. What leads you to believe that Mr. Mitchell could have supplied sufficient coal of the test quality to have fulfilled the contract if his tender had been accepted? From the working of his pit; the coal itself is always the same in the seam.
548. In the Government contracts which you have fulfilled or are fulfilling, has any mention been made of screens for the coal? No, I think not. It is only to be the best Newcastle coal.
549. With whom does it rest to say whether it is the best Newcastle coal? The engineer can refuse to receive it, and if the contractor requires it a survey can be called. The other day the engineer said the coals supplied were not good; I told him they were the best Wallsend coals; but if they refuse the coals again I will call a special survey.
550. Supposing the engineer had said the coal you were supplying was not the best Newcastle coal, would you have had to find some other? No, I would have called a survey, and have produced my certificate from the Wallsend Company.

William Summerbell, Esq.  
16 Mar., 1876.

Mr. Henry Westcott called in and examined:—

551. *Chairman.*] You are Engineer in charge of the Botany Waterworks? Yes.
552. You were formerly Engineer of the "Morpeth" steamer, belonging to the New Hunter River Steam Company? Yes.
553. How long have you been using the different coals of the Colony for steaming purposes? During the last fourteen years.
554. When on board the "Morpeth" did you make any test of the steaming qualities of Waratah coal and Four-mile Creek coal? There were two or three different coals tested on one occasion, the only one that I remember.
555. Would you be good enough to look at this letter from Mr. F. J. Thomas, the Manager of the Hunter River Steam Navigation Company, dated 9th March, 1876, addressed to me. (*See Appendix B 1.*) Do you remember anything about that? I perfectly remember the circumstance referred to; I thought the Company would have had the report itself; I did not preserve a copy myself.
556. What is your opinion with reference to the Waratah coal and the Four-mile Creek coal, as to their quality for steaming purposes? I cannot give you minute details, but I distinctly remember that the advantage in percentage of use besides percentage of ash was in favour of the Four-mile Creek coal as compared with the Waratah.
557. Does the Four-mile Creek coal clinker? I do not think it clinkers much. I have not used any for so long that I cannot tax my memory with the peculiarities of it, but I distinctly remember that the result of the experiment gave the advantage unmistakeably to the coal then in use, which was the Four-mile Creek coal.
558. Do you remember whether it makes much dirt? The percentage of dirt was greater in the Waratah coal than in the Four-mile Creek coal. The Four-mile Creek coal leaves less deposit.

Mr. H. Westcott.  
16 Mar., 1876.

- Mr. H. Westcott.  
16 Mar., 1876.
559. Do you remember whether the Waratah coal clinkered? I think the Waratah coal clinkers more, if I remember rightly.
560. Then your opinion is that in both respects the Four-mile Creek coal has the advantage,—that the Waratah coal clinkers more and makes more dirt than the Four-mile Creek coal? Yes, that was the result of our experiments decidedly.
561. If you were a purchaser of steaming coal, would you prefer the Four-mile Creek coal or the Waratah coal? That would depend upon their present qualities. The quality at the time of the trial I refer to was decidedly in favour of the Four-mile Creek coal.
562. You are not using that coal now at the Waterworks? No, we are using Southern coal—Osborne's Wallsend, similar to the Bellambi coal.
563. Was it not generally admitted that the Four-mile Creek coal is, for steaming purposes, the best coal in the Colony? It was admitted, I believe, by all that I knew at the time—those with whom I was associated. I remember the then Manager of the Company, Mr. P. J. Cohen, was very anxious that the test should be fairly conducted, and it was.
564. Will you look at page 4 of the printed return before you—the second clause of Mr. Newton's report referring to Mr. Mitchell's coal—could you have a better coal than is there described? It seems to me to be all a coal is required to be. It says "it gave no trouble, it steamed well, and the consumption was not high." I think that is a very comprehensive report.
565. Could you from that report come to the conclusion that the Waratah coal was better than the Four-mile Creek coal? I should not infer it from what I have just read.
566. *Mr. Nelson.*] You are a mechanical engineer? Yes.
567. Have you ever had any experience of railway engines? Very little—comparatively none; during the last twenty-four or twenty-five years my experience has been entirely confined to marine engines.
568. Is it a fact that coal that would be considered first-class for a marine engine might not be good for locomotives? Yes, that may be the case; some coals may possess peculiar qualities not adapting them so well for one kind of engine as the other.
569. From your knowledge of the Four-mile Creek coal, should you consider it adapted for use in locomotives? I should think it equal to any coal I have seen in New South Wales; I have never seen it tested for that purpose, but that is my opinion.
570. *Mr. Cameron.*] Is it a fact that there is a difference between the requirements of marine engines and the requirements of locomotives? Yes, and there is a great difference between many marine engines.
571. That depends upon the construction of the machinery itself? Yes, a badly constructed boiler would condemn the best coal in the world.
572. Is it not a great consideration in the acceptance of any coal for locomotive purposes, that it should be one with which you could be assured the men would be able to keep time? Undoubtedly, that it should maintain the requisite amount of steam.
573. That should be taken into consideration far more than the price? Yes.
574. Do you know anything of the resources of this Four-mile Creek mine? I do not; I have only been there once, when the vessel I had charge of then was delayed for three days at Morpeth, and Mr. Cohen, Mr. Vindin, and myself took a drive out there.
575. You cannot give an opinion whether Mr. Mitchell would be able to comply with the requirements of his tender? No.
576. *Chairman.*] Have you generally understood that Mr. Mitchell always carries out his contracts? I never knew of any failure on his part; it never occurred during my connection with the Hunter River Company.

TUESDAY, 21 MARCH, 1876.

Present:—

MR. NELSON,

MR. PIDDINGTON.

STEPHEN SCHOLEY, ESQ., IN THE CHAIR.

Samuel Charles, Esq., M.P., examined:—

- S. Charles, Esq., M.P.  
21 Mar., 1876.
577. *Chairman.*] I believe you were at one time master of one of the steamers trading to Newcastle and the Hunter River? No, not to Newcastle, but along the south coast; our supply of coals came from Newcastle.
578. You have had a good deal of experience with reference to coal? Yes, for some years.
579. Do you remember using the Four-mile Creek coal at any time for steam purposes? I cannot speak positively as to its having come from Four-mile Creek, but the coal we used was what we called river coal—coal that came down the river Hunter in small vessels, for which the late Captain Kendall was agent.
580. You could not say whose coal it was? I was led to believe it belonged to Mr. Brown, of Messrs. Brown, simply from conversation with Captain Kendall.
581. You remember using the two different coals—the Newcastle coal and Brown's coal? Yes, quite distinctly.
582. Of the two coals which was the best for steaming purposes? We always considered we had the best results from what we called the river coal, as compared with that shipped direct from Newcastle. I may state that at the time I allude to I was running in opposition to another Company, and that we attached a good deal of importance to the best steaming coal.
583. And you preferred Brown's coal? We found from the ship's log that we got better results—made better passages—from Brown's coal than from the other.
584. You do not remember trying any of the Waratah coal? No, I do not think the mine was opened at that time.
585. What was the name of your vessel? The steamer "Kiama."
586. *Mr. Nelson.*] How long ago is this? It must be eighteen or twenty years ago. We found Brown's coal a lighter burning coal, and that it generated steam quicker, but I do not say it was a more profitable coal to use.

Mr.

Mr. Alexander Halket called in and examined:—

587. *Chairman.*] You are an engineer? I am.
588. You sailed with Captain Charles in the steamer "Kiama"? Yes.
589. Do you remember what coal you used for steaming purposes? I forget what coal was used at the time I joined her, but very shortly afterwards I advised Captain Charles to get Morpeth coal, and that coal I found better than the coal we were using before. I found that what was then called Christian's Morpeth coal was the most suitable.
590. You are not aware whether Christian's Morpeth Coal was from Four-mile Creek or not? No; I could not tell. I think Molison & Black were the agents for it at that time.
591. Did you prefer Christian's Morpeth coal to any other coal? I will not say that, because we did not try others, except what they had been using before I joined the vessel. My reason for advising the change was that in the boat I was in previously I had found this to be an excellent steaming coal, and on that account I recommended it when I joined the "Kiama."
592. Had you tried any other coal before that? There was the coal that they were using before that, but I do not remember what coal it was.
593. Was it Newcastle coal? Yes; but I cannot tell you the pit it came from; it is a long while ago.
594. *Mr. Nelson.*] Have you had any experience since then? Yes.
595. Are you still following your profession as an engineer? I am, in a certain sense; I am master of the dredge "Hercules" here in the harbour.
596. Have you had any experience of coal from what is known as Four-mile Creek? No, I do not think I have ever burnt any of it. I have had experience of the Waratah coal—that is an excellent steam coal. I have had likewise experience of the New Lambton and the A. A. Company's. These are all good coals.
597. Have you had any experience of Pearce & Nott's coal from Four-mile Creek? I do not think I have.
598. You have had no experience of Mitchell's coal? No, of Wallsend I have had.
599. *Chairman.*] If you remember the result from Christian's Morpeth coal, and Waratah coal, and Wallsend coal, which would you prefer for steaming purposes? I should prefer the Waratah coal myself to any coal from the Newcastle district that I have had to do with.
600. Will you look at the second clause of Mr. Newton's report with reference to Mr. Mitchell's coal? If you were given that report would you call it a first-rate report or a middling report? I would say that was a very good report.

Mr.  
A. Halket.  
21 Mar., 1876.

THURSDAY, 6 APRIL, 1876.

Present:—

MR. CAMERON, | MR. NELSON.

STEPHEN SCHOLEY, ESQ., IN THE CHAIR.

John Mackenzie, Esq., examined:—

601. *Chairman.*] You are the Examiner of Coal Fields? I am.
602. I suppose you have examined the principal coal pits in the Northern District? Yes, I have seen the whole of them.
603. Have you examined Mr. Mitchell's, at Four-mile Creek? Yes.
604. Do you find it to correspond with the plan which I now show you (*handing a plan to the witness*)? I cannot say.\*
605. Does the section of coal, as shown there, in any way correspond with that coal pit? I have a section of the seam by my own measurement, but I have not brought it with me, as I did not know upon what I was to be examined.
606. *Mr. Nelson.*] Can you tell us from memory? I can only tell you that the portion of the seam he works is about 4 feet 6.
607. *Chairman.*] Mr. Mitchell desires to put in that as a plan of his ground? I believe this to be similar to a copy of the plan from the office, but the principal thing is the thickness of the seam he is working and the bands; this is correct. Mr. Mitchell says the portion he is working of the seam is about 4 feet 6 inches. The upper part of it—the portion of the seam worked by him—is 3 feet 5 inches by my measurement; it is about 3 feet 6 clean coal without any bands. Then there is a band of from 1 to 2 inches of indurated clay.
608. Could you identify that band if you saw a piece of it (*handing a specimen to witness*)? There is such a similarity in a great many of them that I could hardly say. No; I think it is of a rather softer nature than that—some of it. That may be the same; it is the nature of it, only rather harder than some I have seen. It is an indurated clay band.
609. From 1 to 2 inches the band is? Yes.
610. There is only one band in 4 feet 6? Yes, that is all.
611. Do you consider it a clean seam of coal? Will you excuse me, perhaps it may be well to finish my remarks on this section. Below the 3 feet 5 inches there is 10 inches to a foot of coal, and they hole in this lower portion of the seam of coal with the 1-inch band between it and the 3 feet 5 inches, and bring down the whole of the 3 feet 5 inches of clean coal.
612. Below that it makes it up to 4 feet 6? Yes, altogether.
613. Is the memorandum I hand you correct (*handing witness a paper—vide Appendix E*)? Yes; I think it is rather under-estimated. The seam measured it, and think it varies from 10 inches to a foot. That is an accurate section of it. The seam is thicker, but that is the portion he works of it.
614. Have you any comments to make upon the letter I have handed to you? No; I think that is a correct section.
615. Do you consider that a clean seam of coal? Yes; there is only one band of 1-inch in 4 feet 6, all the other is clean.

J. Mackenzie,  
Esq.  
6 April, 1876.

616.

\* NOTE (on revision):—I could not say for certain whether this is the plan I have seen before or not.

- J. Mackenzie, Esq.  
6 April, 1876.
616. You call that the clay band? Yes, the specimen produced is of that nature, but sometimes it is softer, sometimes harder.
617. Is there any other composition of clay, or smut, or anything connected with the coal? They have this on the facings of the coal as I noticed when I was there the other day, there is some clay —
618. About the thickness of what? You often find it with a good many seams of coal, owing to the small covering there is sometimes on it. The manager wanted to persuade me it made no difference, but any foreign matter you may have in the coal must make a difference in its burning.
619. Do you consider it a good fair seam of coal? Yes.
620. From your observation would your opinion be that it is free from clinkers? I believe it has very little if any clinkers with it, when there is no foreign matter with it. If you get with it clay, which contains alumina and silica, that will form a clinker.
621. You think this seam of coal is free from this matter, excepting the 1-inch seam you have mentioned? It is perfectly free from any foreign matter, except at the facings. In some portions of the working there is some clay. I believe that is partly owing to the shrinking of the surface, and there is a great deal of indurated clay on the roof of this seam of coal, and I believe it has got to the facings.
622. What thickness would that be? It is only a small coating occasionally on the surface of the coal.
623. An inch thick? No, perhaps an eighth of an inch, and in some places a quarter of an inch, and that is only in occasional places.
624. Have you examined other seams of coal being worked in the neighbourhood of Four-mile Creek? Yes.
625. Do you know Pearce & Nott's on Tulip's land? Yes.
626. And how do you find the seam compared with Mr. Mitchell's, as to quality? It is very inferior; it has a greater number of bands of stone in it. I could give you a section of one portion of it, but I have not got it with me.
627. What bands does it contain? I cannot tell you exactly without my book, but I could send for it to-night; there are a much greater number of bands—I do not think in any case more than 1 foot 2, or 1 foot 4 of coal without bands, and the coal is not of such good quality; that is in Tulip's pit.
628. Then if Mr. Whitton has said, or Mr. Mason has said, he was informed that Messrs. Pearce & Nott's was half stone, is that true? No, it is not true that it is half stone.
629. There is one question I should like to be very clear upon, with reference to the thickness of the seam;—if Mr. Whitton has said that Mitchell's Creek was only 18 inches thick and full of bands, is that true? I have given the answer to that in my section; I say it is 4 feet 6, the seam he is working. I do not wish to have anything to say about what Mr. Whitton has said.
630. I have a sample of what they call splint coal—An uncommon coal I am informed—and it is said to come from Mitchell's Creek? It is all of a splint character in the Four-mile Creek. (*The specimen was handed to the witness.*) That is not Mitchell's coal, is it?
631. Mr. Mitchell brought it to me last night? It looks to me very different; that looks more like Western coal. This is a splint coal, and there is a peculiarity about it.
632. You could not say whether that is a sample from Four-mile Creek or not? I do not think it is; I would not like to say it was.
633. You would not like to say it was not? I would not say it was not, but I am rather inclined to think it is Western coal.
634. That was brought to me at East Maitland, and it has not been out of my hand, except when in the custody of the librarian? I would not undertake to say that it is not Four-mile Creek coal, but it does appear to me more like the character of the Western coal.
635. You have examined Waratah coal in the pit? Yes.
636. Can you give us any idea how many bands there are in that? I could not say without I had the sections here; of course I cannot carry all these things in my mind.
637. You know there are bands? There are bands, but sometimes there is as much as 3 feet in some places, 18 inches or 2 feet without bands. I could telegraph for these sections to-night, and then to-morrow I should be prepared to give the Committee more precise information upon these points.
638. If there are bands in the Waratah coal, they will have to be picked out in the same way as in all other pits? Yes; but there are some coals with very little streaks or bands of clay which cannot be taken out. For instance, I came down yesterday by the Waratah boat and they were burning Co-operative coal and Lambton coal—that is both the same seam of coal not far apart—but the Lambton coal they had on board there had thin streaks of earthy matter, and of course that made a little more clinker and more ash; another time the Co-operative might have something similar.
639. Then all coal has to be picked as it is thrown out of the curves? Not all, for we have an exception in the Southern district.
640. I am speaking of the Northern district now? In the Northern district it all has bands.

THURSDAY, 13 APRIL, 1876.

Present:—

MR. CAMERON,

MR. NELSON,

MR. PIDDINGTON.

STEPHEN SCHOLEY, ESQ., IN THE CHAIR.

John Mackenzie, Esq., Examiner of Coal Fields, called in and further examined:—

- J. Mackenzie, Esq.  
13 April, 1876.
641. *Chairman.* This is the sample of coal (*produced*) shown to you by me at the last examination? My own opinion is that it is more like a piece of Western coal from Lithgow Valley; that is all I can say; it is like a piece of Western coal.
642. At your request I have obtained some coal from Mr. Mitchell, which I produce. (*Three pieces of coal produced.*) What is your opinion of that coal? It is not the general character of the coal I got from the "Collaroy" steamer, which came from Four-mile Creek. (*Another piece of coal handed to witness.*) There is

a general resemblance. I can only show you a sample I took from the "Collaroy," which Mr. Mitchell supplies, and which is the general character of coal from there. (*Piece of coal produced.*) That is the character of the coal that is on board the steamer. J. Mackenzie, Esq.

643. You have no doubt about the coal I have produced being Mitchell's coal? I say that is not the general character of the coal; I say that I produce is the general character of the coal, which is a very different coal and a very different sample. It is very easy to see the difference between these two. The coal I produce is of the general character of the greater portion of the seam. 13 April, 1876.

644. You have no doubt that is coal from Four-mile Creek? Really I cannot say. I repeat it is not the general character of the whole of the seam of Mitchell's coal, and he cannot supply 4 ft. 6 in. of that coal. I say it partakes more of the character of the Western coal, and that there is not 4 ft. 6 in. of that coal.

645. That is some part of the seam? It may be some part of the seam, but it is not what Mr. Mitchell could supply to the Government. The coal produced by me is the general character of the coal he would supply to the Government.

646. *Mr. Nelson.*] You would consider that a first-class coal? A very good coal.

647. *Chairman.*] That is a piece of the band (*produced*)? As I said before, as far as the band was concerned, it is one of those things that varies very much in very short distances, and it is impossible for me to say whether that is a piece of Mitchell's band or any one else's. I would wish to be distinctly understood that what I supposed I was asked my opinion upon, was whether that was the general character of the coal that would be supplied by Mr. Mitchell or not. To me it appears more like the character of the Western coal, and I say that he could not supply 4 feet 6 inches of coal like that.

648. Will you produce the sections with reference to the Four-mile Creek coal? These are the sections of Mr. Mitchell's seam, the seam of coal at Tulip's pit, and the average of the seam worked by the Waratah Company. (*Handed in. See Appendix F.*) I may tell you that the seam will vary in the number of bands in it in different places; you cannot give a section that will represent the seam worked in every part of the mine.

649. I think you said there was one band in the 4 ft. 6 in. seam, at Four-mile Creek? Yes.

650. How many are there in the Waratah seam? The thickness of the seam of coal worked is about 10 feet, and in that there are three bands, one of one eighth of an inch and two of one inch each.

651. As to steaming power? I have never been consulted on the matter at all, and I could not give an opinion unless I saw the coal tested.

Didier Numa Joubert, Esq., called in and examined:—

652. *Chairman.*] You are agent for the Waratah Coal Company? I am Secretary of the Waratah D. N. Joubert, Esq. Company in Sydney.

653. You have the contract for the Great Northern Railway? Yes.

654. At what rate? At the current rate of the day of delivery at Newcastle.

655. You are paid monthly? Yes. From the 1st of January the price has been 14s. per ton.

656. What discount? No discount.

657. Is discount allowed to any other parties? It depends upon agreement and mode of payment.

658. In a transaction like this for cash? The Government does not pay cash. I have had accounts with the Government standing for twelve months.

659. In this case is it not equal to cash? In this case they pay the following month—about the middle or end of the following month.

660. Have they not paid for January and February of this year? Yes.

661. What is the difference between the case of the Government and the case of those to whom you allow discount? To a ship that would receive coal from the cranes we would allow 2½ per cent. discount, but in the case of the Government we have to pay a man to deliver the coal on the Government stage at Honey-suckle Point, which costs more than the discount we would allow to a ship.

662. *Mr. Piddington.*] I think you say that in supplying the Government you have to pay some man? We have to pay a certain sum per ton to a man to take the coal from the trucks and put it on the stage for the use of the locomotives, and the cost of that amounts to nearly double the discount we would allow to a purchaser.

663. Does that form the reason why you do not allow the Government discount for cash payment? I suppose it was taken into consideration by the Board in fixing the price.

664. The extra charge the Company have to bear? Yes.

665. *Mr. Nelson.*] Have the Government ever asked for any discount? No.

666. Is 14s. per ton the lowest price the coal has been sold for? There is an understanding between certain Companies at Newcastle, to sell at a uniform rate, and at present this rate is 14s. for the best coal.

667. That is the lowest price you sell at? Yes.

668. You supply the best coal to the Government? We supply any kind of coal they ask for; for small we only charge 7s. a ton.

669. Do you supply any small coal to the Government? Sometimes we do to the Harbours and Rivers Department; I do not know that we do to the Railway. What is called engine coal is the best screened coal.

670. *Chairman.*] That is what they use on the Northern line? Yes.

671. *Mr. Nelson.*] I presume the Government pay these accounts as soon as the vouchers are passed? Yes. The Railway Department is pretty regular; but in other offices there is sometimes difficulty in getting accounts passed.

Mr. William Webster called in and examined:—

672. *Chairman.*] You have been lately sent up to the Great Northern Railway to test the Waratah and Four-mile Creek (Mitchell's) coal? Yes; Mitchell's coal I was given to understand it was, whether it was Four-mile Creek coal or not I do not know. Mr. W. Webster.

673. You have tested it? Yes.

674. 13 April, 1876.

- Mr. W. Webster.  
13 April, 1876.
674. Would you give the Committee the information with reference to the testing of this coal? It will be found in my report sent in to the Engineer-in-Chief for Railways.
675. How many times did you test the Waratah coal? Three times—twice with goods trains and once with passengers.
676. How many times did you test Mitchell's coal? Three times.
677. In the same way? Yes.
678. Do you think the 10-ton sample you first tried of Mitchell's a fair sample of his coal? I have no means of knowing that.
679. You had 10 tons for a trial? Somewhere about 10 tons, I believe.
680. Does it make any clinker? No.
681. Or much ash? Very much, a great deal.
682. Is it not a free coal, keeping a clean open fire? It is open enough, but not clean.
683. How does it compare with Waratah coal in consumption and in steam-generating power? In steam-generating power it is good as long as the fire is clean.
684. Does it compare with the Waratah coal? In steam-generating yes, for a short distance.
685. Of the two coals which would you prefer for a locomotive? The Waratah most decidedly.
686. Did you go to Mitchell's pit at any time? I did.
687. Did you obtain a fair load of coal? I asked for two loads; one they gave and one they refused.
688. How did that compare with the 10 tons you tried? There was more dirt, and it was smaller in size.
689. Did Mr. Mitchell's manager tell you that the coal you got was not a fair average sample? Not exactly. He told me the coal I wanted was not a fair sample, but he was content to allow the load he consented to go as being a fair sample as to quality though not as to size.
690. Did he offer to load you as many loads as you liked while you staid? Yes.
691. Did you go into the pit? No; my instructions did not extent that far.
692. *Mr. Nelson.*] What railway do you belong to? The Government Railway, Southern and Western line.
693. I understand you were sent up specially to test this coal? Yes.
694. And what you have stated is the result of the test? Yes.
695. You would prefer the Waratah coal? Yes.
696. For what reason? It makes less dirt and requires less attention; can run a longer journey without interfering with the fire, and also under some circumstances the consumption of the Waratah coal is less than Mitchell's.
697. Did you make these tests with the same engine? Yes, the same engine and the same drivers, and the same load as far as the goods engine was concerned, but a different driver for the passenger engine.
698. *Mr. Cameron.*] Did Mr. Mitchell's manager refuse to give you one load of coal of your choosing? Yes.
699. For what reason? He said it was not a fair sample of the coal coming from the pit; he said it was a recommencement of some of the old drive that had not been worked for a number of years.
700. Does not the punctuality of trains to a large extent depend upon the quality of coal used? Yes.
701. *Mr. Nelson.*] Have you had anything to do with testing the quality of the coal at the Western lines? No.
702. Have you had any experience of coal from the Western Collieries? Very little.
703. *Mr. Cameron.*] Do you know if the same coal is good for locomotive purposes that is good for marine purposes? I do not know; I never had anything to do with anything but locomotives.

John Mackenzie, Esq., re-called and further examined:—

- J. Mackenzie, Esq.  
13 April, 1876.
704. *Mr. Nelson.*] We wish to make some inquiries about the coal seams in the Western District, or Lithgow Valley—of course you have inspected all these collieries? I have.
705. You know the seam of coal in the Eskbank Colliery? Yes.
706. What extent of coal have they got? It is about 10 feet thick; a little over.
707. Are there any bands in it? Yes, several bands.
708. Do you know anything as to the quality of the coal? It is splint coal.
709. Do you know the Lithgow Valley Colliery? I do.
710. Is that a very great distance from the Eskbank Colliery? It joins it.
711. Is the seam in both these collieries the same seam? It is.
712. You are quite sure of that? Yes.
713. What distance is there between the workings of the Eskbank Colliery and the workings of the Lithgow Valley Colliery? From half a mile to a mile; I cannot say exactly from recollection, but it is under a mile.
714. I have been informed that it is within 20 chains—would you think it possible it might be so near as that? Really I could not say from memory, but I think not.
715. It is the same seam of coal you are quite positive? The same seam of coal.
716. In your opinion—of course you will give us a scientific opinion—is there any difference in the quality of the coal in these two collieries? Taking the specific gravity, and seeing the samples of coal, I should not imagine there was very much difference. Not having had anything to do with testing the coals, I could not say what difference there is, but I should imagine there is very little, if any.
717. I see there is a Company, called the Vale of Clwydd Company—have you inspected that colliery? Yes.
718. What is the quality of that coal as compared with the Eskbank coal? The Eskbank Colliery are only working the lower part of the seam, and when I was at the Vale of Clwydd Colliery they were working the whole thickness of the lower portion of the seam. About 4 ft. 6 in. to 5 ft. in thickness generally, the best portion of it.
719. There is another Company there—the Bowenfels Company—is theirs also the same seam? Yes; but you must bear in mind that though they may be working the same seam it may vary in quality in different collieries, and frequently does, especially when they are 3 or 4 miles apart.
720. You are of opinion that the coal from the Lithgow Valley and Eskbank Collieries is equal in quality? I should imagine there was very little, if any, difference. That is my opinion without having seen any tests made.

721. Would you consider there was 50 per cent. difference? Certainly not.
722. I mean 50 per cent. in favour of the Eskbank Colliery. You would not consider the Eskbank coal worth 50 per cent. more than the Lithgow Valley? Decidedly not.
723. *Mr. Piddington.*] Do you know anything of the comparative value of the coals from the various collieries at Lithgow Valley by test? I do not, as I have not been consulted in the matter.
724. Do you know whether the Eskbank coal is obtained from a shaft or by a drive? It is obtained from a shaft.
725. Is that the case with the other three collieries at Lithgow Valley? The Vale of Clwydd raises it from a shaft, and the Lithgow Valley and Bowenfels Companies bring it out from an adit. But I may say that the mere fact of raising coal out of a shaft, or bringing it out of an adit, does not make one coal superior to the other. Raising it from a shaft will not make it better than bringing it out of a tunnel, or bringing it out of a tunnel better than raising it from a shaft.
726. That should not affect the quality of the coal? No. The great thing is having sufficient covering over it. If you have a sandstone roof 20, 30, or 50 over it, it may often give you an excellent coal, whereas in another case where friable shale is the roof it will require more covering upon it.
727. *Mr. Nelson.*] Which of the two collieries, Eskbank or Lithgow Valley, has the greatest amount of covering over the coal? I have not been to the Western district for more than six months. I cannot say what covering the Lithgow Valley coal has got on it where they are now working. I believe the Lithgow Valley coal, with the sandstone roof it has got, would be just as good with 50 or 100 feet of covering on it as it would be with 200 feet.

J. Mackenzie,  
Esq.  
13 April, 1876.

WEDNESDAY, 26 APRIL, 1876.

Present:—

MR. COHEN, | MR. NELSON,

STEPHEN SCHOLEY, Esq., IN THE CHAIR.

John Whitton, Esq., Engineer-in-Chief for Railways, called in and further examined:—

728. *Chairman.*] Do you hand in Mr. Webster's report respecting trials made by him of coal from different mines on the Great Northern Railway? I do. (*Handed in. See Appendix G 1.*)
729. On whose recommendation was coal for the use of engines on the Western line supplied for the year 1876? On my recommendation.
730. Were trials made of the coal from the respective collieries? Yes.
731. Are the reports respecting these trials contained in pages 6, 7, 8, and 9, of the Return to Order, on motion of Mr. Nelson, respecting tenders for coal for Southern and Western Railways? They are.
732. You did not see the tests made? I did not.
733. Then there is only one report—that from Mr. Tipping? Only one report. I may explain that the coals were given to the drivers to test without their knowing whose coals they were; the drivers then reported separately to Mr. Tipping, and he wrote on each of their reports whose coal it was that had been tested, and forwarded them, with his own report, to me, through Mr. Scott the locomotive foreman.
734. Was the trial in each case precisely equal in respect to weight and other circumstances? I think it was as nearly as possible. Fair average loads were taken on each trip.
735. Was the same engine used? No, different engines were used, but they are the same class of goods engines precisely.
736. Were the tests made by the same firemen and engine-drivers? There were four different drivers, but each makes his own report.
737. Were the trials made on the same length of line? Yes, between Penrith and Mount Victoria.
738. *Mr. Nelson.*] Have you any knowledge personally as to the steaming and other qualities of the coal in the Western collieries? I cannot possibly have any further knowledge than is obtained from the reports I receive from those employed in working the line—the drivers and the locomotive foremen on the line.
739. You are entirely guided by the reports of your officers? No doubt.
740. Will you be good enough to cast your eye over the reports in page 7 of this return. You will see that on the 28th October Thomas Walsh reports that the coal used by him on that day "is of a dirty nature, and not the best for steam; I have used much better this week." On the 28th October, George Knight reports that the coal used "is inclined to be dirty, steams middling, consumption about usual average." Charles Randall reports that the coal used on the 27th "was of very good quality, and free from dirt." Edward M'Dougall reports on the 28th October, "that the coal we have had to use this day is good coal, and clean, and the consumption about as usual." The coal in all these cases is stated to have come from the Lithgow Valley mine. Can you give the Committee any explanation how it is that there should be this difference in the reports. I presume coal of the same quality was supplied to all these drivers? Very often the coal from the same mine is a very different coal. You will often find a seam of good coal, but with a great number of bands in it, which if not picked out may make it a very inferior coal.
741. I presume this was one lot of coal sent to be tried, and tried by different drivers? They could not all try the same coal.
742. But coal from the same lot? The same lot probably, but some of it may have been inferior coal. You will see in several cases before that I recommended the use of Lithgow Valley coal, when the reports were favourable to its use.
743. I see by this return that you recommended the acceptance of a tender for the Eskbank Colliery coal, on 11th November, 1875;—I believe you recommended this after the first tenders had been sent in; the first tenders being,—Lithgow Valley 4s. 10d. per ton, Eskbank (Thomas Brown), 6s. 4d., Bowenfels Company 4s. 5½d., and the Vale of Clwydd 4s. 2d.? I did.
744. Did you consider the coal from Eskbank, at 6s. 4d. per ton, cheaper than the coal from Lithgow Valley, at 4s. 10d.? I do not look to cheapness at all, but I look at the quality of the coal, and I never recommend a bad coal if I know it. It would be extremely unfair to supply the drivers over the mountain line with bad coal, and to expect them to keep time.

J. Whitton,  
Esq.  
26 April, 1876.

- J. Whitton, Esq. 745. Have you any knowledge why your recommendation on that occasion was not adopted—why this tender at 6s. 4d. was not accepted? I have not.
- 26 April, 1876. 746. Are you aware that fresh tenders were called for? Yes.
747. Are you aware that Mr. Brown did not tender a second time? I am.
748. Do you know of your own knowledge why he did not tender? I have no knowledge at all.
749. I believe a person of the name of Pitt tendered at a reduced price? Yes, Pitt did tender at a reduced price afterwards, and the whole of the other Companies raised their prices.
750. Can you explain this? I cannot explain it at all; nor can I explain a combination that all these Companies entered into that they should all tender at a high price, something like 12s. 6d., when we had previously been paying 6s. 9d., and that should the contract be given to one Company they should each supply an equal proportion of the coal, but that they should charge the Government nearly double the price paid the previous year.
751. I believe Mr. Pitt's tender was ultimately accepted? I believe it was.
752. Did you recommend it? I did. I recommended the Eskbank Colliery coal.
753. Of course from your own personal knowledge you cannot say that the coal from the Eskbank Colliery is superior to the coal from Lithgow Valley? I have not seen the whole of these coals burnt—I have not had time to do that; and I think it would be a waste of my time if I did see it done; I have therefore no knowledge of the matter beyond the reports I have received from the officers whose particular duty it is to see to these things, but I have every reason to believe that the Eskbank coal is the best coal.
754. Do you think that a trial of these coals made by different, or even the same engines, where they are drawing different loads, is likely to lead to apparently similar results? No, not with different loads.
755. Would any difference in the state of the atmosphere be likely to affect the consumption of coal? The only way it could affect it would be that by causing a slippery state of the rails, it would cause the consumption of more steam, and therefore of more fuel; but during the whole time these coals were tested there was perfectly fine weather.
756. If you were testing a trial of different samples of coal, would you not consider it necessary that the conditions should be precisely similar in each case? You can hardly arrange that without great difficulty.
757. As all engines and trucks differ in weight, do you think it a fair and conclusive test to cause to be hauled in each case such as is implied in the statement that they were fair average loads? A fair average load would be the same number of trucks about equally loaded; the engine of course is the same weight.
758. If different men, different engines, and different loads were employed in trials of coal from four contiguous collieries, would you consider the results attained sufficient to justify a decided condemnation of any coal, if such results closely approximated? The engines were all of the same class, and the loads were reported to be fair average loads, such as are usually taken over the mountains. The report was that the consumption per mile of coal from the Eskbank Colliery was less than that from any other colliery; but that does not amount to a condemnation of all the other coals, with the exception of that from the Bowenfels mine, which is reported as the worst of the number. When these trials are made we must arrive at some conclusion, and if we find that one coal is better than another it is clearly the duty of the person who has charge of the locomotive department to recommend the best coal he can find for the drivers, who are expected to keep time.
759. Mr. Cohen.] I understood you to say that you had previously recommended the use of the Lithgow Valley coal for the Western lines? Yes.
760. When this coal has been used has it given satisfaction? I believe generally it has.
761. I see by a report printed in this return that the consumption per mile of Brown's coal is 63·26, and that of the Lithgow Valley 67·94. That would be a difference of about 6 per cent. in favour of Brown's coal? Yes.
762. Simply keeping the difference in consumption in view, it will bring the price of Lithgow Valley coal tendered for at 4s. 10d. up to (say) 5s. 3d., as against Mr. Brown's price of 6s. 4d.—a difference of 13d. per ton, or say 20 per cent., in favour of the tender of the Lithgow Valley Company. Now, as the Lithgow Valley coal had given you satisfaction previously, do you not think that saving of 20 per cent. is important? There is this difference between them, as well as the difference in consumption per mile, that one may give much more trouble than the other, and I have always made it a rule to recommend the coal that is the best for the engines; the price is a matter of not very much consideration.
763. I quite agree with you that you should have the best article for the use of the engines, but if an article has given satisfaction, why should it be set aside for one at a higher price? It has given satisfaction to this extent, that there have been no serious reports against it.\*
764. Had you, previous to these tenders for Brown's coal being accepted, used Eskbank coal? Yes, it was the first coal used for the lines.
765. Did you accept tenders for Lithgow Valley coal after you had been using Brown's coal? We did.
766. And you afterwards reverted to Eskbank coal? Yes, because it was reported as the best coal. In the former case the Lithgow Valley coal was reported as being equal to the other coal in quality, but in the latter case it was reported as not being equal to it either in consumption per mile or in quality.
767. Chairman.] Do you think it would be well for the Commissioner for Railways to select the best coal without calling for tenders? I do not think that would give satisfaction. I think as a general rule of the department, tenders must be called for for everything, and that when sent in the best tender should be accepted. In all cases I recommend the best coal as a rule, but I do not think Parliament would permit that the Government should order from one particular pit the whole of the coal required for the Colony, independent of any other consideration.
768. Independent of good or bad bondsmen? I have never looked upon bondsmen as being of the slightest use. A cash deposit is much to be preferred.
769. You would recommend a cash deposit? Yes, in all cases, for every purpose.

John Rae, Esq., Commissioner for Railways, called in and examined:—

- John Rae, Esq. 770. Chairman.] Is this Return a copy of the papers relating to the supply of coal for the Southern and Western Railways? Yes.
- 26 April, 1876. 771. How many tenders were sent in? On the first occasion eleven tenders. 772.

\*NOTE (on revision):—On referring to the office records I see there are several complaints against the coal supplied by Mr. Haselden the contractor. I have appended copies. (See Appendix G 2.)

772. For the Southern and Western line? Yes.
773. Mr. Pitt's tender for Eskbank coal was ultimately accepted after fresh tenders had been called for? Yes.
774. *Mr. Nelson.*] Were any of the first tenders accepted? The Waratah Company's tender for coal from their mine at Newcastle was accepted on 10th December.
775. I am speaking of the Southern and Western line? Yes, their tender was accepted for so much Newcastle coal as might be required for the Southern and Western line.
776. How many tenders were there for Western coal? Four—Lithgow Valley Company at 4s. 10d.; T. Brown, Eskbank, at 6s. 4d.; Bowenfels Company at 4s. 5d.; and Vale of Clwydd at 4s. 2d.
777. Were any of these tenders accepted? No.
778. Why? The Engineer-in-Chief recommended Mr. Brown's coal, but the Minister, seeing that there was such a difference in price, hesitated about accepting it, and while he was hesitating, the Vale of Clwydd Company withdrew their tender.
779. How long did he hesitate? I suppose from the time that recommendation came in till fresh tenders were called for.
780. I see the Vale of Clwydd Company withdrew their tender on 29th November? Yes; and fresh tenders were called for on the 10th of the following month.
781. Have you any knowledge why the Government did not accept the recommendation of the Chief Engineer? I believe the reason was that there was such a difference in price that they did not feel justified in doing it off-hand. I cannot know what the Minister's motives were; I can only judge from their actions.
782. Have the Government not been using coal from Lithgow Valley Colliery the previous year? Yes.
783. Was any objection found to it? Yes, great fault was found; there is a discussion going on at present about some coal that was rejected.
784. Was not that coal that the Lithgow Valley Company obtained from other collieries, when they were not able to work their own colliery? I believe there was something of that kind.
785. Was any complaint ever made against the coal from the Lithgow Valley Colliery? I cannot say. The coal supplied was found to be inferior to the sample. My impression is that we complained of the contractor getting the coal from other sources. There was some combination among the Companies, I believe.
786. Did Mr. Thomas Brown tender in his own name on the second occasion? No.
787. Some person of the name of Pitt tendered for Eskbank Coal? Yes.
788. Did he tender at the same price? No, rather a lower price—6s. as against 6s. 4d.
789. Can you explain how it was that the other three collieries all raised their price in submitting their second tenders, while Mr. Pitt tendered at a lower price for Eskbank coal? I have not the slightest idea.
790. Do you not think it was because they had been informed in the meantime as to the prices submitted in the first tenders? I do not know; you are as able to judge of that as I am.
791. Did the prices named in the first tenders become public? They were not made public by us; but there is never much secrecy about them after the tenders are once opened. I believe it is impossible to prevent the prices oozing out through some one in the department. They might have been known, I have no doubt.
792. You cannot give the Committee any information as to the motive of the Government in not accepting one of the original tenders? I cannot; I hardly think it should be expected that I should.
793. *Mr. Cohen.*] Did Mr. Brown ever tell you the reason why the Eskbank Colliery coal was tendered for by Mr. Pitt and not by himself the second time? Never.

John Rae,  
Esq.  
26 April, 1876.

Thomas Talbot Wilton, Esq., called in and examined:—

794. *Chairman.*] You thoroughly understand coal, I believe? I have had an interest in a colliery for several years. T. T. Wilton, Esq.
795. What colliery? The Lithgow Valley Colliery.
796. Did they formerly supply the Government? We had the contract for 1874 and 1875. 26 April, 1876.
797. You know the Eskbank Coal? Yes.
798. What distance is the Eskbank pit from the Lithgow Valley? I should think about half a mile.
799. You have seen the two seams of coal worked? I have never been in Mr. Brown's pit; I was in his adit once; he opened the coal from his colliery by an adit at first, but afterwards abandoned the adit, crossed the railway line, and sunk a pit.
800. *Mr. Nelson.*] Is the seam worked by the Eskbank Colliery and Lithgow Valley Colliery the same seam of coal? Yes.
801. Was any complaint ever made against the quality of coal supplied by the Lithgow Valley Company to the Government? No, with the exception of a period in March, 1875, when we had supplied some coal from other collieries—Mr. Brown's, the Vale of Clwydd, and the Bowenfels Company. Three or four months after this, upon the Government paying us an account, we found they had made a deduction of some £280, and upon inquiring the cause we were told we had supplied inferior coal. This coal had been taken from the other collieries. That was the only complaint I know of.
802. What was the reason you obtained this coal from the other collieries? There was a combination of the collieries at that time, and we had obtained the coal from the other collieries in pursuance of an arrangement with them. It made little difference to us where it came from.
803. The Government at this time considered the coal from the Lithgow Valley Mine superior? Yes, evidently so, for they issued orders that no coal was to be taken except from the Lithgow Valley siding.
804. Have you sufficient experience as to the quality of coal to say whether there is any difference between the quality of coal in the Eskbank Colliery and Lithgow Valley Colliery? No, I do not consider myself scientifically qualified as an authority upon coal, but I know the opinions of scientific men upon the question; they say there is little or no difference. We are at present putting our main heading in the direction of Mr. Brown's boundary—we adjoin him. Our mining manager gives it as his opinion that our mine headings are about 12 chains distant from Mr. Brown's drive towards us. All our land consists of

T. T. Wilton, of mountain land. We have a very heavy covering over our coal at the point where we are now; and it is said we have some 200 feet, whereas Mr. Brown has only 60 or 80 feet.

Esq.  
25 April, 1876. 805. Would that make any difference in the quality of the coal? At one time I thought so; but I have been told now that with a covering such as that at Lithgow Valley, the roof being thought and free from fissures, it might not make much difference. In ordinary seams, not having a firm and compact roof, it would. To assert in such cases that a colliery with 60 feet covering would be equal to another with 200 feet would be denying a natural law.

806. You were one of those who submitted a tender for the supply of coal for 1876? Yes.

807. What was the price you tendered for? In the first instance 4s. 10d.

808. I believe no tenders were accepted in response to these offers? No.

809. Did you again tender the second time? Yes.

810. Will you explain how it was you altered the price to 5s. 6d.? Previous to this there had been a combination amongst the collieries, but the combination broke up, and when tenders were called for we were all at daggers drawn; the contest between us all was as to who should get the Government contract, and we all put in an absurdly low price. There is one tender here at 4s. 2d.; the coal must have cost nearly that sum to raise. Our price would have given a profit, but not a very good one, but we knew we had the other people to contend against. The delay made by the Government gave time for reflection, and as we saw no use in giving the coal away we raised our price.

811. Did the prices become public after the first tenders were opened? That I cannot say. The other people told me in conversation what price they had put in their tenders at, but I declined to give mine because I was afraid there might be fresh tenders called for. I knew the prices of the others within two days after the tenders were put in—they told me themselves.

812. It appears that Mr. Brown did not tender in his own name the second time, and that the price for Eskbank coal was lowered from 6s. 4d. to 6s.? Yes.

813. Can you explain to the Committee how that occurred? I cannot tell. We had an impression months ago that it would be very little use any of us tendering this year, but I can give you no good grounds for that impression; but we had it. We expected that Mr. Brown would have the contract. There was a conversation between Mr. Saywell and myself shortly after we had been on a deputation to Mr. Lackey, in which Mr. Saywell said to me that he was certain it was no use our tendering, from something that passed at the deputation.

814. *Mr. Cohen.*] In 1874 and 1875, when you had the contract, no complaint was made against the quality of your own coal? No. There were some complaints of insufficient supply, but that arose from want of trucks, on the part of the Government. There was no complaint as to the quality of the Lithgow Valley coal.

815. Were you prepared to supply, in 1876, coal equal in quality to that supplied in 1874 and 1875? Yes; if anything better, because we have gone in further with our headings, and have now a heavier covering.

816. You cannot give any reason why you formed this impression, that Mr. Brown would get the contract this year? No. I know we had the suspicion, because he was a Member of Parliament, and that there would be more disposition to give him the contract—that was the main idea.

817. Do you know of your own knowledge, whether or not Mr. Brown had made arrangements, prior to the acceptance of his tender, for the opening up of his mine with the view of supplying the coal in case his tender was accepted? I have a letter from my own manager, which tells me that during January, Mr. Brown was preparing his mine for the contract. That was before it was known that his contract was accepted.\*

818. Had you any conversation with Mr. Brown about it? No. They were making skips and other things.

819. Had they not use for skips previously? Yes; but they would require more if they got the contract.

820. Would you not think it reasonable for Mr. Brown, having sent in a tender, to prepare his appliances in anticipation of his tender being accepted? I should hardly expect a man to go to any expense until he knew for certain what he was going to do. There are one or two matters I should like to call the attention of the Committee to. The first is with respect to the trial of coal by the department upon which they based the acceptance of Mr. Pitt's tender. According to the answers given to some questions put by Mr. Taylor, it is shown that the coal was tested in five different engines, and by four different engine-drivers. Now, if you wanted to produce a result that would be sure to be contradictory you could hardly adopt a better method than by taking five different engines with guesswork loads and four different men to try the coal, because with precisely the same coal in each trial you would get no two results the same. The slightest difference in the atmosphere will make a difference in the draught. The question is also asked whether the same load was taken in each case, and the answer shows that there was simply a guess made; they tell you a fair average load was taken. Now that is not a fair test—not a sufficient test to condemn any one of these coals, especially when you find the results are so close as those given in their own figures. The consumption of Eskbank coal per mile they say was 63.26, that of Lithgow Valley coal 67.94, and so on; Mr. Brown's being the lowest in consumption. To have made the test properly, the same engine should have been used in each case. I am not speaking merely my own opinions, but those of people who have knowledge, and who assure me the trial was an absurd trial. Upon that they condemn our coal, though the fact that the two coals were pretty nearly equal is shown by the closeness of the figures in the result. Then again, though the coal is supposed to be condemned by authority of Mr. Whitton, it is quite clear from the papers laid before Parliament that the ultimate acceptance of the tenders rests with the engine-drivers who send in their reports to the locomotive inspector. There seems to have been no supervision over these men. They may have made delays, burnt coal, and allowed steam to escape which might have been performing the journey; or a man may have run 4 or 5 miles with his furnace door open; or he may have arrived at the end of his journey with a fire that would carry him 10 miles further. We do not know as to all these circumstances.† Then we do not know the conditions under which each engine started. An engine may have started on Monday morning, after resting on Sunday, with everything cold, the water cold, and the next day with luke-warm water, they

\* ADDED (on revision):—Our contract was supposed to expire at the end of the year; but none of the tenders for 1876 having been decided upon, we continued supplying coal till the 3rd or 4th February.

† NOTE (on revision):—I do not say that such things happened; but there seems to have been no supervision.

they may have tested Mr. Brown's coal or some one else's. Then from Mr. Tipping's report it is quite clear that two of the samples of coal sent in to be tested were picked samples. Now while this made all the difference in the acceptance of a contract on the Northern line it made no difference in the acceptance of a contract on the Western line. Any one of experience in collieries knows that it is quite impossible to send coal to market without some slack. Our Western coal is very free from slack ordinarily; it bears no comparison of the Northern coal in that respect; but here you have from the Vale of Clwydd "all very large lumps;" from Lithgow Valley, "not extra clean, about the same as that usually supplied;" from Mr. Brown's mine, "round, lumpy coal, free from small and dirt;" and from Bowenfels mine, "not selected with any extra care." This picking of the coal would make all the difference between the returns of the test. I do not know how we are to manage these things in future if the Department will accept picked coal as they have in these two instances. We sent in a sample of just such a quality as we should supply throughout. If the test is to be made with picked coal it is as well we should all know it. There has been a prejudice in the Department against Western coal, which has resulted in an increased cost to the country in working the Railway. There is nothing that I am aware of that shows the Western coal to be inferior to the Northern to the extent of from 4s. to 20s. per ton.\* At first they would not take Western coal at all; they said they could not burn it, but at last we got them to use it for goods engines, and now I have been told by engine-drivers that they prefer it to Northern coal, because it is stronger. Then they say it is not suitable for passenger and mail traffic. I have, however, seen the mail train leave Sydney supplied with Western coal. Then in the calculations made as between Western coal and Newcastle coal, Newcastle coal is not charged with the expense of haulage on the railway. In Bathurst, Newcastle coal is worth 31s. per ton, while Western coal is worth in Bathurst 10s. 11d. Which is it better for the Country to pay, 31s. or 10s. 11d.? The difficulty seems to be that the passenger and mail trains require a different adjustment of the furnace bars, but rather than make that adjustment the Department will burn coal at the increased price. The Northern coal is landed at Darling Harbour at 19s., and no charge is made against that coal for haulage to Redfern; but if we wanted coal taken from Darling Harbour to Redfern we should have to pay 2s. 6d. a ton, and while this coal lies in the trucks at the Redfern station the trucks are kept out of use for the ordinary traffic of the Country. I know a case where seventy trucks were standing for days idle loaded with Northern coal, while the traffic of the Country urgently demanded the use of these trucks. All that ought to be calculated against Northern coal.

\* NOTE (on revision):—I scarcely made my meaning clear in this. What I wished to convey is that the Railway Department (as I am given to understand) sets a higher value upon Newcastle than upon Western coal to the extent of 15 or 20 per cent. Whether the Department is right in this estimate, considering the way in which trials are made, is another matter. If it is held that Northern coal is worth 20 per cent. more than Western coal in Sydney, it must be borne in mind that it is in Sydney where Western coal is at its highest and Northern coal its lowest price. Going from Sydney the positions are reversed in an increasing ratio with every mile run because of the haulage. So at Bowenfels Northern coal is four times as dear as the Western, and at Bathurst about three times. These facts appear to be left out of calculation. At Sydney the two coals may be of equal value, but at every other station on the line the advantage in point of cheapness must lie with the Western coal, because its cost lessens, while that of the Northern increases.

T. T. Wilton,  
Esq.  
26 April, 1867.

SUPPLY OF COAL FOR RAILWAY PURPOSES.

APPENDIX.

[To the Evidence of John Rae, Esq., 7 March, 1876.]

A.

Department of Public Works,  
Railway Branch,  
Sydney, 1 September, 1875.

ENGINE COAL FOR GREAT NORTHERN RAILWAY.

TENDERS will be received at this office, until 11 o'clock a.m., on Tuesday, the 5th October next, from persons willing to contract for the supply at Newcastle of Engine Coal, for the year 1876, for the Northern Railway.

Specifications may be seen, and further particulars obtained, at the Railway Office, Phillip-street, Sydney, and at the Traffic Manager's Office, Newcastle.

JOHN RAE,  
Commissioner for Railways

[To the Evidence of John Mitchell, Esq., 10 March, 1876.]

B 1.

The Manager, Hunter River N. S. N. Company, to S. Scholey, Esq., M.L.A.

Hunter River New Steam Navigation Company,  
Sydney, 9 March, 1876.

Dear Sir,

Since I saw you I have searched the minute-book, from August, 1863, until 31st December, 1864, but I cannot find any record of Mr. Westcott's report.

There is a record on the minutes of Board meeting, held 20th November, 1863, as follows, viz. :—"Result of trial of the Waratah coal in steamer 'Morpeth,' unsatisfactory in comparison with the coal now used."

I have searched amongst the old papers, but I cannot find Mr. Westcott's report. No doubt he gave one, but it has been mislaid, or placed I know not where.

The trial of the coal took place before I was appointed Manager, at the end of 1864, otherwise I should know where to find so useful a record. Mr. Lee has searched at Morpeth, and has also failed to find the document.

Yours sincerely,  
F. J. THOMAS,  
Manager.

P.S.—We were using Four-mile Creek coal at the time when the report was made on the Waratah coal.—F.J.T.

Great Northern Steam Saw Mills,  
Rous-street, East Maitland, 29 February, 1876.

Memo. from D. & A. Paton, timber merchants, &c.

We certify that Mr. John Mitchell's Four-mile Creek coal is clean, and free from dirt or stone. We have tested it with other coals, and we find it to be the best steam coal; it all burns away, leaving a clean fire-box. We can say without doubt that it is second to none in the district for steam purposes.

D. & A. PATON.

Maitland Brewery,  
2 March, 1876.

We, the undersigned having used the Four-mile Creek coal, from Mr. Mitchell, for the past five months, for steam purposes, hereby certify that the coal is clean and good, and gives no trouble to the fireman—in fact we would not desire to use a better coal, and we have found it superior to other coal we have used.

WILLIAMS & COHEN.

Our consumption is from 4 to 5 tons per week.—W. & C.

Australasian Steam Navigation Company,  
Sydney, 10 March, 1876.

I HAVE much pleasure in testifying to the superiority of Mitchell's coal. We find it equal to any we have burned from the Hunter River district, including Newcastle; in no instance have we had to complain of its quality or uncleanness. It is easy to fire, and has little or no clinker.

FRED. H. TROUTON,  
Manager.

Mr. J. Rutherford to Mr. J. Mitchell.

Mercury Office,  
West Maitland, 6 March, 1876.

Sir,

At your request I forward you my opinion on the quality of your Four-mile Creek coal for steam purposes. I have now used it for over three years, and I have found it a good serviceable and economical coal. I have also used Anvil Creek coal, which I believe to be a quicker coal than yours, but as far as my practical experience goes, it does not possess the lasting heat that your Four-mile Creek coal possesses, and I would honestly advise consumers to give it a fair trial.

Yours faithfully,  
JOHN RUTHERFORD,  
Engineer, Mercury Office.

B 2.

B 2.

West Maitland Soap Works,  
29 February, 1876.

I HAVE used the coal from Mr. John Mitchell's mines at Four-mile Creek for the last two years, and find it a very superior article for steam and general purposes, being perfectly free from either clinker or stone, and giving no trouble to the fireman, thus rendering it a very economical coal.

P. LOGAN.

East Maitland,  
2 March, 1876.

I HEREBY certify that I have in my works used all the various coals of the district, and have no hesitation in saying that Mr. Mitchell's Four-mile Creek coal is the best: it is remarkably free from dirt or stone, and burns free, the fire being easily kept clean.

JOHN EWING.

West Maitland,  
3 March, 1876.

THIS is to certify that I have been using Mr. John Mitchell's coal for some years, and I have always found it clean and good, free from any dirt or stone, making a clear and open fire, giving the firemen little or no trouble.

JAMES WOLSTENHOLM.

Steam Flour and Saw Mills,  
West Maitland.

My consumption is about 10 to 12 tons per week.—J.W.

[To the Evidence of T. W. Pearce, Esq., 10 March, 1876.]

C 1.

REPORT of a series of experimental tests made on board the steam-dredge "Hunter," of the quality of the coal from various Mines in the Hunter River District, New South Wales, by Thomas Francis.

S. S. Dredge "Hunter,"  
Hunter River, 30 January, 1860.

Gentlemen,

In submitting the result of the following tests of colonial coals to your notice, I have to inform you that the real economical value is not included, for this reason—the quantity experimented on is not sufficient to obtain an exact economical result, but ample to obtain the intrinsic and comparative value to each other. I may also state, these experiments have been made on the same principle as my late report; and, believing the result of these reports on colonial coals will be highly beneficial to all those interested, I beg to subscribe myself,—

Faithfully yours,  
THOMAS FRANCIS,  
Engineer.

STATEMENT OF EXPERIMENTS.

Name of Coal.	Date of experiment.	Determined weight of Coal used in each experiment.	Duration of each experiment.	Water evaporated, in cubic inches.	Rate of evaporation per hour, in gallons.	Weight of water evaporated, in pounds, including getting up steam by 1 lb. of coal.	Time of raising steam to a determined pressure.	Total amount of water evaporated, in gallons.	Clinker.	Ashes.
	Jan., 1860.	Pounds.	H. M.	Cubic inches.	Gallons.	Pounds.	Minutes.	Gallons.	Pounds.	Pounds.
A. A. Company.....	12	840	2 43	111,751·0	221·80	4·79	54	403·1	6	82
Dr. O'Brien (No. 1), Bulli Mines.	13	840	3 20	116,610·0	188·30	5·00	67	420·6	6	139
C. & C. Company .....	14	840	2 42	95,959·0	187·00	4·12	51	346·1	10	129
Christian Morpeth Coal..	26	840	3 4	109,318·5	183·50	4·68	55	394·3	3	105
Williamson, Tomago ...	15	840	2 48	97,163·0	182·70	4·17	53	350·5	16	103
J. & A. Brown, Hexham	16	840	2 50	97,175·0	181·20	4·17	54	350·5	7	105
Dr. O'Brien (No. 2), Bulli Mines.	17	840	3 7	97,175·0	179·70	4·18	70	350·5	3	140

THOMAS FRANCIS,  
Engineer.

C 2.

Newcastle,  
5 January, 1876.

J. Pearce, Esq.

Dear Sir,

What would your firm supply best coals for during 1876; same arrangements as 1875?  
I want this information by return post.

Yours faithfully,  
HENRY FLIGG.

## [To the Evidence of John Whitton, Esq., 16 March, 1876.]

## D.

SPECIFICATION for the supply of Engine Coals for Great Northern Railway, for the year 1876.

1. The contract to terminate on the 31st December, 1876.
2. The coal must be of the best quality from approved pits, and perfectly free from slack, and the Commissioner claims the right to have the coal screened, if necessary, from the railway trucks into other trucks, if demanded by the officer in charge, before delivery, for which purpose a screen with  $\frac{3}{4}$  mesh will be supplied by the Commissioner.
3. It is to be understood that all trucks must be unloaded by the Contractor; the net weight only (after screened) will be paid for on the certificate of the proper officer once in every month.
4. The Commissioner reserves to himself the right to annul the contract at any time, on giving one month's notice in writing to the Contractor, should he be dissatisfied with the quality or quantity of the article supplied, or the rate of delivery.
5. Should the coal when delivered be found not of the description tendered for, or of the best quality from the approved pits named in such tender, then the Commissioner claims the right to reject such coals; and should the Contractor refuse or fail to supply coals of the proper description, and of the best quality, within fourteen days from the delivery of the usual order, signed by the proper officer, the Commissioner will purchase such other coals as may be by him considered suitable, at the expense and risk of the Contractor, and deduct the amount paid for such coals, together with all costs and charges incident thereto or attendant thereupon, from any money due or which may become due under this contract; but this is not to be considered as a waiver of the Commissioner's right to proceed for any penalty to be provided for in the bond for non-performance or breach of contract.
6. The coal to be supplied on the usual orders of the proper officer, and in such quantities as may be required from time to time during the currency of the contract.
7. The Commissioner reserves to himself the right to purchase other coal for the service of the department during the currency of the contract, should he see fit to do so.
8. The contractor will be required to pay all stamp duties which may become payable under this contract.
9. The person whose tender may be accepted will be required to enter into a bond, with two eligible sureties, to be bound under a penalty of £300 (three hundred pounds) for the due fulfilment of this contract.

I certify that this is a true copy of the original specification, upon which tenders were invited for the supply of engine coal for Great Northern Railway during 1876, referred to in my evidence.

JOHN RAE,  
Commissioner for Railways.

## [To the Evidence of John Mackenzie, Esq., 6 April, 1876.]

## E.

John Mitchell, Esq., to Stephen Scholey, Esq., M.L.A.

Sydney, 4 April, 1876.

Memorandum:—

Dear Sir,

I herewith send you a plan of my coal mine, with section of seam showing 4 feet 6 inches, worked with only one thin band of from 1 to 2 inches in thickness of fire-clay, this being with 10 inches of the bottom of the seam, leaving, at least, a block of clean coal above it of 3 feet 6 thick. Kindly put this and the plan before the Select Committee.

Yours truly,

JOHN MITCHELL.

## [To the Evidence of John Mackenzie, Esq., 13 April, 1876.]

## F.

Section of Mr. Mitchell's seam of coal, at Four-mile Creek.

	ft.	in.	
Coal	1	1 $\frac{1}{2}$	
Band	0	1 $\frac{1}{2}$	
Coal	0	4 $\frac{1}{2}$	
Chitter	0	1	
Coal	1	0	
Band	0	1	
Coal	3	5	} Coal worked 4 ft. 5 in. to 4 ft. 6 in.
Band	2 in. to	0 1	
Coal		0 11	
Total thickness	7	2 $\frac{1}{2}$	

Section of the seam of coal worked at Tulip's pit, Four-mile Creek.

	ft.	in.
Coal	0	7
Chitter	0	2
Coal	1	2
Stone band	0	1 $\frac{1}{2}$
Coal	1	0
Coal and shale	0	8
Stone band	0	3
Coal	1	4
Stone band	0	1
Coal	0	11
Total thickness	6	3 $\frac{1}{2}$

Section of the Waratah Company's seam of coal.

	ft.	in.
Coal	1	0
Band	0	0 $\frac{1}{2}$
Coal	2	5
Band	0	1
Coal	2	3
Band	0	1
Coal	4	3
Total thickness	10	1 $\frac{1}{2}$

[To

[To the Evidence of John Whitton, Esq., 26 April, 1876.]

G 1.

Government Railways,  
Engineer-in-Chief's Branch,  
22 March, 1876.

Memorandum to Mr. W. Webster,—

The purpose for which I desire you to go to Newcastle is to test coal from two collieries, and to report to me which in your opinion is the better coal for locomotive purposes.

I desire you to have no communication with Mr. Boag or Mr. Newton, who have previously tested these coals, but I wish to have your own opinion, expressed in your own manner, as to the value of each coal which you have been instructed to test.

The coals to be tested are from the Waratah Company's pits, Newcastle, and from Mr. Mitchell's pits, near to East Maitland.

To enable you to make a satisfactory trial, I will arrange to have sent to Singleton one passenger engine and one goods engine to run between Singleton and Murrurundi *only*.

You are to make one trip each way with the goods engine in the first instance, taking with you Mr. Mitchell's coal *only*, carefully weighed before leaving Singleton, and then weighed on reaching Murrurundi. Before leaving Murrurundi the coal to be again weighed, as some portion of it will have been consumed in lighting up the fire. On arrival at Singleton the coal to be weighed, so that the exact quantity used in running can be ascertained.

The same process to be gone through with the Waratah Company's coal on the same portion of the line, and with the same load.

The passenger engine must then be run with each coal under precisely the same conditions.

You must state the No. of engine, and lbs. consumption of coal per mile; freedom or otherwise from clinker or ash; steam producing properties, and which coal requires most attention in firing. In all cases the fires to be lighted with the coal which has to be tested, and the weight so used in every instance to be kept separate from the running consumption.

When you have carried through these tests, I wish you to go alone to Mr. Mitchell's pits, which are near to East Maitland, and without explaining your business, watch the coal carefully which is being brought out, and when some of the carts are loaded for delivery, probably to some Steam Co., ask that you be allowed to have such coal taken to East Maitland to test in engines, and explain who you are.

I am anxious to know to what extent the coal supplied for testing purposes has been picked, and whether the ordinary quality of the coal from Mr. Mitchell's pits is equal to the picked samples. You can have this coal taken to Singleton, and test it in the same manner as previously, in the goods engines, running one trip each way.

I think I verbally explained to you the whole process this morning in sufficient detail to render any further instructions unnecessary.

JOHN WHITTON.

True copy,—W. H. QUODLING, 20th April, 1876.

Government Railways,  
Engineer-in-Chief's Branch,  
22 March, 1876.

Memorandum to Mr. Boag,—

By desire of the Committee on the Supply of Coal for Railway Purposes, I shall send to Newcastle, to-night, William Webster, one of the drivers on the Southern line, to test the Waratah Company's coal and Mr. Mitchell's coal, on that portion of the line between Singleton and Murrurundi.

For this purpose it will be necessary to have two engines to run between these stations *only*, one for the goods trains and one for the passenger trains; the Newcastle engine remaining at Singleton until the return of the special engine from Murrurundi. The weight of the trains to be the same during the trial of each coal, and I shall be glad if the Traffic Manager, on your application to him, will instruct the Station-master at Singleton to this effect. I desire that neither you nor Newton take any part in these trials, nor ride on the engines, or have any communication whatever with Webster on the subject upon which he has been sent to report.

Give the drivers of these trains instructions to assist Webster to the utmost of their power, in carrying out the duties entrusted to him.

These trials might commence on Friday morning. Two trucks of coal are now at East Maitland, and might be forwarded by goods train to-morrow. Webster could go by the same train, and see that the trucks are taken on. Bags to put the coal in will be required, and you must send a sufficient number with each engine to take coal for the double trip. I will give Webster a note to you, and you can arrange for his going on by the goods train to-morrow.

JOHN WHITTON.

True copy,—W. H. QUODLING, 20th April, 1876.

Mr. W. Webster to The Engineer-in-Chief for Railways.

8 April, 1876.

Sir,

In accordance with instructions received from you, I went to the Great Northern Railway for the purpose of testing coal from two collieries, and from the trials I have made I have no hesitation in reporting the coal from the Waratah mine to be the better coal for locomotive purposes.

The two coals are about equal in producing steam for 40 or 50 miles, after which Mr. Mitchell's coal requires more attention, on account of the quantity of dirt. When using it in the passenger engine the fire had to be cleaned at Murrurundi, whereas with the Waratah coal there was no difficulty in running from Singleton to Murrurundi and back without touching the fire.

You will see by the table attached that the consumption of Mr. Mitchell's coal on the down journey with the passenger train was greater than with the Waratah, while on the up journey it was a trifle less. This may be accounted for to some extent by there being a strong head wind blowing on the down journey, and a favourable one on the up; but I think it was more on account of the dirt.

As long as the fire was clean there was plenty of steam, but when it began to be dirty the pricker had to be used, which I think was the principal cause of the extra consumption.

You will also see that with the first trial of the two coals in the goods engine, as the trains were very light, there was not much difference: as there was not much coal burnt there was not much dirt in the fire-box; but when with the second trip there was a full load for the engine, and used the coal ordered by myself from Mr. Mitchell's mine, the fire had to be partially cleaned at Scone, and then required considerable attention between there and Murrurundi, while with the Waratah coal the fire did not require to be touched, and at the end of the journey had not more than two-thirds of the ashes either in the ash-pan or smoke-box, and you will see by the table that with a heavier train the consumption of the Waratah coal was considerably less than the other.

In reference to the coal from Mr. Mitchell's mine being picked coal, I beg to state that I went, according to your instructions, to the mine near East Maitland, on Friday 31st March, found a small place with two shoots with screens down which the coal was tipped on to the ground. A small quantity of coal was lying at the bottom of each shoot, from which two carts were being loaded, the coal having a very different appearance, especially at one of the shoots, from what I had tried.

I

I requested the Manager to send it to the railway to be tried. He at once protested that it was not a fair sample of the coal from the mine, as it was the first coal from an old drive that had not been worked for a number of years, and wanted me to allow him to load two other carts with coal as it came from the pit; but, on my insisting on having that particular coal, he consented, on condition that I would mention in my report what he had said concerning it, which I consented to do, and left with the carts, but had not got more than a quarter of a mile from the pit when the Manager came after me, and refused to allow one of the loads to go for trial, but consented to the other going, although it was not a fair sample of the size of the coal but was of the quality; so that I only got enough of the coal from the pit to run the down journey with, which coal was not very different from what had been sent previously, except that there was much more small in it; but I think the refusal to let me have the other load proves there are two kinds of coal in the mine.

The coal from Mr. Mitchell's mine is entirely free from clinker, and in using it there are not so many sparks thrown out of the chimney. The smoke from each coal is about equal in quantity, but that from Mr. Mitchell's coal is far more offensive than that from the Waratah; but the principal objection to it is the quantity of ash that accumulates in the fire-box.

Yours obediently,

WILLIAM WEBSTER.

True copy,—W. H. QUODLING, 20 April, 1876.

COMPARATIVE RETURN showing the quantities of Waratah and Mitchell's coal consumed between Singleton to Murrurundi, distance 71 miles, being the result of trials made between 24th March and 6th April, 1876.

Date.	No. of Engine.	Passenger or Goods.	Up or Down.	Kind of Coal.	Weight of Train.	Miles run.	Weight of Coal consumed.	Consumption per mile.
							1876.	
March 24	19	Goods	Down	Waratah	70 tons	71	31 0 23	49 $\frac{1}{2}$
" 25	19	"	Up	"	87 "	71	18 2 2	29 $\frac{1}{2}$
" 27	19	"	Down	Mitchell's	76 "	71	32 0 20	50 $\frac{1}{2}$
" 28	19	"	Up	"	103 "	71	23 0 0	36 $\frac{1}{2}$
" 29	16	Passenger	Down	Waratah	12 carriages	71	27 0 0	42 $\frac{1}{2}$
" 29	16	"	Up	"	9 "	71	13 0 26	20 $\frac{1}{2}$
" 30	16	"	Down	Mitchell's	12 "	71	32 1 14	51 $\frac{1}{2}$
" 30	16	"	Up	"	9 "	71	12 2 6	19 $\frac{1}{2}$
April 3	19	Goods	Down	"	131 tons	71	46 2 13	73 $\frac{1}{2}$
" 4	19	"	Up	"	124 "	71	22 2 0	35 $\frac{1}{2}$
" 5	19	"	Down	Waratah	145 "	71	41 0 18	64 $\frac{1}{2}$
" 6	19	"	Up	"	121 "	71	21 3 8	34 $\frac{1}{2}$

NOTE.—The down trains run *up hill*, viz., from Singleton to Murrurundi.—W.H.Q.

WILLIAM WEBSTER.  
8 April, 1876.

True copy,—W. H. QUODLING, 20 April, 1876.

## G 2.

Government Railways, Engineer-in-Chief's Branch,  
Penrith, 17 March, 1875.

Memo. to Loco. Foreman,—

I beg to report that some of the coal supplied at Mount Victoria and Penrith by the contractor during the past month has been of a very bad quality, there being a large quantity of stone band and earthy matter in it. Drivers complain that they cannot make steam, owing to the enormous quantity of dirt in the coal.

I am informed by the station-master, Bowenfels, that the coal is obtained from several different mines, and consigned by the contractor to the Locomotive Department. I cannot say from what mines the inferior coal is sent. I have written to Mr. Haselden informing him of the fact that some of the coal now supplied is worse than any we have previously received, but there is no improvement. Perhaps if the storekeeper wrote to him it might have some effect.

Engineer-in-Chief.—W.S., 17/3/75.

J. TIPPING.

Government Railways, Engineer-in-Chief's Branch,  
Penrith, 26 March, 1875.

Memo. to Loco. Foreman,—

I beg to report that up to about the middle of February last the coal was of the usual quality; since then, and up to the date of my report of 17th instant, it has been mixed with a large proportion of very inferior coal.

Several of the drivers complained to me of the bad quality. After examining the coal myself I complained first to the manager of the mine (Mr. Douglass), and then to the contractor (Mr. Haselden); after which I reported the matter to you. I am not aware of any complaints having been made other than the above. I myself have not complained, nor am I aware that any of the drivers have complained to other persons during the present year.

That part of your instructions ordering me not to return for payment any coal of an inferior quality that may have been inadvertently received will be difficult to carry out as regards the past of the present month, as I cannot rightly estimate the quantity of bad coal that may have been sent; but I have taken such action as will in future detect the bad coal before it is unloaded.

I beg to remark that so long as the coal was supplied either from Mr. Brown's mine or the Lithgow Valley mine there was no complaint as to the quality except in a few trifling instances, in which the matter was easily rectified by speaking to the manager of either mine respectively.

Engineer-in-Chief.—W.S., 25/3/75.

J. TIPPING.

RETURN of Coal supplied by Mr. Haselden, Lithgow Valley Coal Company, to Locomotive Department, all Lines, during the year 1875.

1875.	Lithgow Valley Co.	Vale of Clwydd.	Brown's Mine.	Bowenfels Co.
	Tons.	Tons.	T. c. qrs.	T. c. qrs.
January	1,181 $\frac{3}{4}$	Nil.	Nil.	Nil.
February	935 $\frac{3}{4}$	274 $\frac{3}{4}$	33 1 0	144 0 0
To March 27th	432 $\frac{1}{2}$	249 $\frac{3}{4}$	104 3 3	128 17 2

## APPENDIX.

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I have gone through the books with the station-master, Bowenfels, and find that the coal has been supplied by the contractor from different mines in quantities as above. It is true that a large quantity of coal has been received from the Vale of Clwydd Colliery, but I had not the means of knowing this at the time, as the contractor had all the trucks from that mine and also from Brown's and the Bowenfels mines, ticketed as coming from the Lithgow Valley Colliery.

I do not know of any authority for receiving these coals other than the contractor consigning them from the Lithgow Valley Colliery to Locomotive Department.

Mr. Scott.

Engineer-in-Chief.—W.S., 30/3/76.

J. TIPPING. 29/3/75.

COMPARATIVE RETURN showing the Consumption per Mile of Newcastle and Bowenfels Coal.

Number of Engine.	Miles run.	Bowenfels Coal.	Newcastle Coal.	Remarks.
65	116	lbs. 40·65	lbs. 36·79	7 p.m. down goods to Picton, and 5 a.m. up mail, Picton to Sydney.
68	86	24·74	22·02	Suburban passenger train.
49	143	68·93	63·53	Between Penrith and Crusher's.

The above results are the averages of several trips.

W. SCOTT, 26/5/76.

Government Railways, Engineer-in-Chief's Branch,  
2 August, 1875.

Memorandum to Mr. Scott,—

I beg to report for your information that the coal received from the contractor during the months of May, June, and July, in the Western District, has been a decided improvement as regards quality on that supplied earlier in the year; but there is still room for improvement in quality, as it varies—sometimes being very good, and at other times earthy; but on the whole the quality may be classed as fair.

Engineer-in-Chief.—W.S., 3/8/75.

J. TIPPING.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SARAH ANN KEMP.  
(PETITION OF.)

*Ordered by the Legislative Assembly to be printed, 9 February, 1876.*

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

The humble Petition of Mrs. Sarah Ann Kemp, of Marsden-street, Parramatta,—  
RESPECTFULLY SHOWETH:—

That your Petitioner is the widow of William Kemp, lately a fettler on the suburban line of railway.

That your Petitioner's husband was killed by a train whilst employed on the line near the Parramatta Junction on Friday, the 21st of January last, and your Petitioner is thereby left without support.

That your Petitioner's husband was a steady, sober, and industrious man, and had been employed on the railway works for about twenty years, up to the time of his death.

That your Petitioner is not engaged in any business or employment, and her husband's sudden death has deprived her of all means of support.

Your Petitioner therefore humbly and earnestly prays that your Honorable House will take her case into consideration, and grant to her such help and support as the circumstances of her case require.

And your Petitioner will ever pray, &c.

S. A. KEMP.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MONEY PLACED ON ESTIMATES WITHOUT MINISTER'S SANCTION.

(MINUTE OF HON. J. SUTHERLAND, DATED 31 JANUARY, 1873.)

*Ordered by the Legislative Assembly to be printed, 18 January, 1876.*

MINUTE of the Honorable John Sutherland, Minister for Public Works, dated 31st January, 1873, expressing his dissatisfaction that a certain sum of money should have been placed upon the Estimates without his knowledge, alluded to by Mr. Sutherland in his speech made in the Legislative Assembly on the 13th January, 1876.

With reference to the Vote for £3,055 5s. 1d. on further Supplementary Estimates for 1872, which was withdrawn by me in Legislative Assembly last evening, I require a full and complete explanation of the reasons why the matter was allowed to remain over (apparently unknown to the Minister) for so long a period. I cannot refrain from expressing my surprise and dissatisfaction that the sum should now have been placed on the Estimates without my knowledge. The whole matter, with the explanation now required, ought to have been submitted to me before any communication was made to the Treasury. 31st January, 1873.

JOHN SUTHERLAND.

### MINUTE PAPER.

I SUBMIT for the information of the Minister a memorandum from the Accountant, explanatory of the reason why the amount of £3,055 5s. 1d., for stores issued in October, 1870, remained so long unadjusted. The Minister will see that the delay was not in this department. The Treasury was advised of this amount on 12th December, 1870, and again on 10th September, 1872, when it was ascertained that the balance on the Vote for "Working Expenses" had been written off in error, and would have to be re-voted, as was correctly stated by Mr. Secretary Sutherland when submitting the item to the Assembly.

With reference to the amount being placed on the Estimates without the usual sanction of the Minister, it appears that the Accountant's Minute recommending that the sum should be placed on the Estimates was laid on my table on the 24th January, with other papers, by Mr. Goodchap, who naturally concluded that it had been submitted for approval. Unfortunately, however, I left town on the following morning, and did not return till the morning of the 29th, and never saw the document till the 31st, when going through the papers with the Minister at the Assembly.

A statement of the whole of the items which I had received from the different branches was in the Minister's possession, and handed by him to Mr. Thomson on the 29th. The only additional item I was aware of was the amount required to supplement the "working expenses" of 1872, which with the Minister's sanction, I marked for Additional Estimates. But instead of sending the original document to the Treasury, the Chief Clerk for Railways wrote the memo. 73/243, which I initialled and forwarded in the hurry of the moment, without observing the additional item it contained.

I deeply regret the annoyance that the Minister has experienced, but feel assured that he will absolve me from the presumption of knowingly forwarding to the Treasury any item for the Estimates without his knowledge and approval.

3/2/73.

J. R.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## PROPOSED RAILWAY TO ILLAWARRA.

(ESTIMATED COST, ETC.)

*Ordered by the Legislative Assembly to be printed, 28 March, 1876.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 11th January, 1876, That there be laid upon the Table of this House,—

“ A Return showing the Estimates of the Engineer-in-Chief, of the following items in his calculation of the Cost of the proposed Illawarra Railway :—

- “ (1.) The Acreage of the Crown Lands to be used.
- “ (2.) The Acreage of the alienated Land to be resumed.
- “ (3.) The Cost of No. 2.
- “ (4.) The Cost of proposed Bridge over George's River.
- “ (5.) The Cost of the Tunnel, 50 chains long, required on the said proposed Railway.”

*(Mr. Macintosh, on behalf of Mr. Greville.)*

## PROPOSED ILLAWARRA RAILWAY.

No. 1. The Acreage of the Crown Lands to be used.	No. 2. The Acreage of the alienated Land to be resumed.	No. 3. The Cost of No. 2.	No. 4. The Cost of the proposed Bridge over George's River.	No. 5. The Cost of the Tunnel, 50 chains long, required on the said proposed Railway.
210	476	Cannot be given, as no valuation has been made.	£80,000	£70,000



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ILLAWARRA RAILWAY.

(PETITION IN FAVOR OF—INHABITANTS OF SHOALHAVEN, KIAMA, AND WOLLONGONG.)

*Ordered by the Legislative Assembly to be printed, 2 March, 1876.*

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

The humble Petition of the inhabitants, proprietors, farm-tenants, landholders, miners, workmen, and labourers of the Shoalhaven, Kiama, and Wollongong Districts, commencing from Shoalhaven and stretching northward and westward through the various townships of Broughton Creek, Gerringong, Kiama, Jamberoo, Shellharbour, Albion Park, Dapto, Wollongong, Woonona, and Bulli (including the Municipalities of Broughton Vale, Gerringong, Kiama, Shellharbour, Central Illawarra, Wollongong, and North Illawarra) to Bulli and Coal Cliff,—

SHOWETH :—

1. That the above several towns and boroughs embrace an industrious and wealthy population of from 17,000 to 20,000 inhabitants, carrying on various valuable industries.
2. That these districts are thickly studded with farms, and contain coal and oil-shale mines already opened and working, and others prepared to be opened immediately on railway connection being made with the City of Sydney, its suburbs, and the deep waters of Port Jackson, containing conjointly with the metropolis a population of nearly 200,000 persons, exclusive of the shipping population.
3. The distance in length from Shoalhaven to Bulli is about sixty-five miles, and the territory from east to west varies from five to twenty-five miles in width.
4. This territory, comprising upwards of 400,000 acres, is underlaid with coal (as shown in the maps of the Department of Mines), most suitable for steam and domestic purposes. Many of these coal seams crop out to view on the sides of the mountains which border these districts on the West from Shoalhaven to Bulli and Coal Cliff, portions of which are described at pages 249 to 251 of "Mines and Mineral Statistics" as yielding the "enormous and unprecedented quantity" of 249 tons of 52,000 tons per statute acre, not being surpassed for quality by any in the world, and as a steam coal much more valuable than that from the Northern District, as proved by authoritative tests of the steamships of Her Majesty's Royal Navy.
5. This stretch of country, extending over the mountain ranges, also contains the most refractory fire-clays yet found in the colony, valuable oil-shale, very rich iron-ore of unlimited quantity, and vast beds of lime-stone, side by side with the most superior coals, all "favorably situated for working by tunnelling into the sides of the mountain range."
6. This land is of the most fertile and productive character, occupied with dairy farms, producing large quantities of milk, butter, pigs, calves, poultry, and eggs, and general farm produce, as well as cattle and horses. Most of this produce is consumed in the metropolis, which draws a very large portion of its supplies of food from our district, the quantity that could be raised being ruinously restricted for want of railway transit, which in a couple of hours would pour the wealth of the country into the heart of Sydney in the best condition, for use of its inhabitants.
7. The ocean coast-line for 70 miles along the district is generally rocky and most dangerous for shipping to approach; two small basins (one at Wollongong, the other at Kiama) of limited and inferior capacity, only adapted for a few small coasting vessels, have been excavated out of the solid rock at the above places, but they are totally insufficient for export of minerals such as should be carried on from these districts with the metropolis and foreign markets, and cannot, in the opinion of your Petitioners, be enlarged for such commerce, except at an enormous outlay.
8. Vain attempts are made to supply Sydney with abundance of fish and other sea produce, but the delays of an uncertain voyage by steamer frequently cause valuable shipments of fish to arrive in Sydney quite unfit for sale and consumption, and therefore this industry cannot be satisfactorily carried on.

9. The farmers, discouraged by the uncertainty and difficulty of transit by sea to Sydney, in great part abandon general farming and the raising of vegetables and garden produce, and frequently suffer pecuniary losses through deterioration of butter, fat stock, and other perishable produce, when our harbours are inaccessible for several successive days through storms and foul weather.

10. Carriage by sea is well known to be unfitted for transit of milk, which is the principal and most valuable produce of our districts, and is also the most important food for the growth, nourishment, and well-being of the rising population of Sydney and its suburbs.

11. That the produce raised from the land and exported from these districts is estimated to be of the annual value of £500,000 sterling, the imports being of equal value; but the quantity of both our exports and imports, when connected by rail with the metropolis, would be quadrupled.

12. That the certainty of carrying out large contracts for the delivery of coal in Sydney, and the delivery of coal direct from the mines to the ships without the injury, damage, and waste of time attending transshipment, together with the well established fact that carriage of minerals from mines to shipping ports by rail is cheaper than by sea, would necessarily develop an enormous export of coal from Sydney in the largest class of vessels and mail steamers, and would yield sufficient revenue to pay all working expenses, as well as the interest of the cost of constructing such a railway through our district.

13. That the proposed railway would serve the requirements of the large and increasing suburban population growing up between Sydney and George's River, as well as being an additional outlet for the dense population of Sydney, requiring occasional excursions and visits into the country for renovating and maintaining the health, strength, and vitality so much impaired and sacrificed by close employment in cities.

14. Relying upon all experience in railway history with Sydney, large populations on the one hand and Illawarra on the other, conjoined with a country so picturesque, charming, and healthy, it may be fairly expected that the passenger, goods, and farming traffic alone (irrespective of a large coast trade) would furnish an ample return for the capital expended.

15. The rich and splendidly timbered country through which the rail would run from Port Hacking Creek to Bulgo, and reserved by Government, would repay a considerable proportion of the proposed outlay, if sold with the care and caution used by owners of private property, there being vast quantities of turpentine, ironbark, and hardwood timber on such reserve, which also contains much rich land, and is generally well situated for suburban allotments and residences.

16. That a railway from the deep waters of Port Jackson through our district to Shoalhaven would open to increased mining enterprise the enormous Illawarra or Southern Coal Fields, and enable the metropolis (which is the principal seat of manufactures in the Colony) to be supplied with an abundance of the best steam and domestic coal at the lowest cost and price, as well as insuring quick despatch in loading the largest class of modern steam and sailing vessels, and is generally more calculated to forward the trade and progress of the Colony than any other railway that can be constructed, and will make Sydney the great natural mail and ship route terminus of the Australian Colonies, and commercial emporium of the Southern hemisphere.

17. That the various facts stated in this Petition your Petitioners are prepared to verify to a Committee of your Honorable House.

Your Petitioners on the above premises respectfully pray that your Honorable House will take into your early and most favourable consideration the advisability of constructing a railway from the deep waters of Port Jackson direct (*via* Port Hacking Creek and Coal Cliff) to Wollongong, to be afterwards continued southward to Shoalhaven and Jervis Bay.

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

[Here follow 2,270 signatures.]

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ILLAWARRA RAILWAY.

(PETITION IN FAVOUR OF—COAL-MINERS AND OTHERS.)

*Ordered by the Legislative Assembly to be printed, 11 April, 1876.*

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

The humble Petition of the Miners and others employed in the Illawarra Collieries,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners have observed with much satisfaction that a sum of money is placed on the Estimates for constructing a railway from the deep waters of Sydney Harbour to Wollongong.

2. That the proposed railway will be the means of opening to mining industry a large tract of coal-bearing country, from the Coal Cliff southwards, past Bulli and Wollongong, to Mount Kembla,—a distance of upwards of twenty miles.

3. That the annual produce from said twenty miles of coal-bearing country has been limited, restricted, and hindered for want of facilities such as this railway will afford for transport of coals, iron, and other minerals, to shipping ports and foreign markets.

4. That your Petitioners are aware that several other mines will be opened and worked, in addition to those now working in their district, immediately on the construction of this railroad.

5. That by the construction of this railway constant employment would be secured to many thousands of working men, in raising coal, iron, and other valuable minerals abounding in the tract of country between Coal Cliff and Mount Kembla, and the general prosperity, progress, and riches of the Colony considerably increased.

6. That your Petitioners, seeing no way of making artificial harbours on the rocky seaboard of the Illawarra coast, except at extremely heavy cost, respectfully urge their claims to a railway as the cheapest means of providing carriage of coals direct to Sydney Harbour, and there most expeditiously loading the large class of shipping engaged in foreign trade.

7. Your Petitioners most respectfully submit that the coal fields to the north, south, and west all possess speedy, rapid, and cheap transit for their coal by the Government railways to excellent harbours, while the Illawarra coal field suffers and is placed at a disadvantage through not having equal facilities for transit of minerals such as these other coal fields now enjoy.

Your Petitioners therefore most humbly pray that your Honorable House will take the premises into your most favourable consideration, and, to enlarge the means of employment for the mining population and to develop the resources of the district, sanction the construction of the proposed railway from Sydney to Wollongong.

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

[Here follow 388 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

**RAILWAY FROM SYDNEY TO WOLLONGONG.**

(PETITION IN FAVOUR OF—INHABITANTS OF SYDNEY.)

*Ordered by the Legislative Assembly to be printed, 9 May, 1876.*

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

The humble Petition of the Inhabitants of Sydney and others,—

RESPECTFULLY SHOWETH:—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimate, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and consequent thereon a great increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh pure cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city, as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for the Government to connect the Illawarra districts and its coal fields, by means of a Railway, with the fine naturally formed capacious Harbour of Port Jackson, than expending three or four times the cost of such Railway in vain endeavours to make artificial harbours along the rocky sea-board of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

*[Here follow 3,890 signatures.]*



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY FROM SYDNEY TO WOLLONGONG.**  
(PETITION IN FAVOUR OF—INHABITANTS OF PADDINGTON, WATERLOO, AND REDFERN.)

*Ordered by the Legislative Assembly to be printed, 10 May, 1876.*

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

The humble Petition of the Inhabitants of Paddington, Waterloo, and Redfern,—

RESPECTFULLY SHOWETH:—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimates, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the Harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and consequent thereon a great increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh pure cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city; as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city, and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for Government to connect the Illawarra districts and its coal fields, by means of a Railway, with the fine naturally formed capacious Harbour of Port Jackson, than expending three or four times the cost of such Railway in vain endeavours to make artificial harbours along the rocky sea-board of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray, that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

[Here follow 420 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM SYDNEY TO WOLLONGONG.

(PETITION IN FAVOUR OF—RESIDENTS OF WEST SYDNEY, GLEBE, AND BALMAIN.)

*Ordered by the Legislative Assembly to be printed, 12 May, 1876.*

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

The humble Petition of the Inhabitants of Sydney West, The Glebe, and Balmain,—

RESPECTFULLY SHOWETH:—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimate, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and, consequent thereon, a great increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh, pure, cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city, as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for Government to connect the Illawarra districts and its coal fields by means of a Railway with the fine naturally formed capacious harbour of Port Jackson, than expending three or four times the costs of such Railway in vain endeavours to make artificial harbours along the rocky seaboard of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

[Here follow 3,420 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY FROM SYDNEY TO WOLLONGONG.**

(PETITION IN FAVOUR OF—INHABITANTS OF ST. PETER'S, MARRICKVILLE, PETERSHAM, &c.)

*Ordered by the Legislative Assembly to be printed, 8 June, 1876.*

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

The humble Petition of the Inhabitants of St. Peter's, Marrickville, Petersham, &c., in the Electorate of Canterbury,—

RESPECTFULLY SHOWETH :—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimate, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and consequent thereon a greater increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh pure cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city, as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for the Government to connect the Illawarra districts and its coal fields, by means of a Railway, with the fine naturally formed capacious Harbour of Port Jackson, than expending three or four times the cost of such Railway in vain endeavours to make artificial harbours along the rocky sea-board of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

[Here follow 1,095 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY FROM SYDNEY TO WOLLONGONG.**  
(PETITION IN FAVOUR OF—INHABITANTS OF PARRAMATTA, CURRAWANG, &c.)

*Ordered by the Legislative Assembly to be printed, 8 June, 1876.*

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

The humble Petition of the Inhabitants of Parramatta, Currawang, and neighbourhood,—

RESPECTFULLY SHOWETH:—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimate, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and consequent thereon a great increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh pure cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city, as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for the Government to connect the Illawarra districts and its coal fields by means of a Railway with the fine naturally formed capacious Harbour of Port Jackson, than expending three or four times the cost of such Railway in vain endeavours to make artificial harbours along the rocky sea-board of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

[Here follow 168 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY FROM SYDNEY TO WOLLONGONG.**

(PETITION IN FAVOUR OF—INHABITANTS OF WEST BOTANY AND OTHERS.)

*Ordered by the Legislative Assembly to be printed, 8 June, 1876.*

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

The humble Petition of the Inhabitants of the Borough of West Botany and immediate neighbourhood,—

RESPECTFULLY SHOWETH :—

That your Petitioners have learnt with extreme satisfaction that the Government have placed on the Loan Estimate, for the sanction of your Honorable House, a sum of money for constructing a Railway from the deep waters of the harbour of Sydney to Wollongong.

That your Petitioners are fully impressed with the wisdom of this proposition, and respectfully urge that the making of such Railway will give a great impetus to the manufactures, trade, commerce, and shipping interests of the port of Sydney, and will afford constant and regular employment to many thousands of working men, and will be the means of diffusing general prosperity amongst all classes and interests in the Colony.

That said Railway is of especial importance to the people of Sydney, who have reasonable grounds for believing that it will lessen the household expenses of all classes, and bring to their doors an unlimited supply of cheap coals, so essential to the prosperity and progress of modern communities, and consequent thereon a great increase in the exports and trade of the port, and encourage steamships to make Sydney their head quarters; also abundance of fresh pure cheap milk and other food products, from the want of which much illness and unnecessary suffering is inflicted on the rising generation of the city, as well as providing an outlet for settling a large suburban population along its route, and relieving the overcrowded state of the city and improving its sanitary condition.

That, in the opinion of your Petitioners, it is the better policy for the Government to connect the Illawarra districts and its coal fields, by means of a Railway, with the fine naturally formed capacious Harbour of Port Jackson, than expending three or four times the cost of such Railway in vain endeavours to make artificial harbours along the rocky sea-board of Illawarra, where Nature has done nothing to favour the construction or improvement of harbours suitable for the large class of modern shipping engaged in foreign trade.

Your Petitioners therefore most humbly pray that your Honorable House will take into your early and most favourable consideration the advantages to Sydney and to the Colony that will arise from joining Sydney harbour by a Railway to the Illawarra coal fields.

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

[Here follow 424 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM SYDNEY TO WOLLONGONG.

(PETITION AGAINST—RESIDENTS OF NEWCASTLE, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 31 May, 1876.*

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

The following Petition embodying the opinions of all classes resident at the Port of Newcastle, and at Wickham, Hamilton, Waratah, Lambton, New Lambton, Wallsend, Plattsburg, Minmi, and Hexham,—

HUMBLY SHOWETH:—

That, in the opinion of your Petitioners, the construction of the proposed "Illawarra and Metropolitan Railway" for which an item of seven hundred and forty thousand pounds appears on the Loan Estimates now before Parliament, is uncalled for and utterly indefensible as a matter of public policy.

That the promoters of this Railway scheme have set up a false plea in order to favour the construction of this line out of public funds, namely,—that the demand for coal as an article for export exceeds by far the means of supply already existing.

That the allegations so set forth are unsupported by facts, as will be seen by the following statement and summary of returns relating to the Port of Newcastle for the year 1875, the "magnificent resources" of which are alleged by the said promoters to be overtaxed.

During the year above mentioned there were shipped at the Port of Newcastle one million one hundred and fifty thousand tons of coal, while the Government appliances alone, from which a large revenue is derived, are equal to the shipment of no less than one million and a half tons per annum during ordinary working hours, or in round numbers near four hundred thousand tons in excess of the demand.

To these appliances are to be added those belonging to the Australian Agricultural, Waratah, and Duckenfield Companies, equal to the shipment of seven hundred and twenty-four thousand tons, making an aggregate of over two millions per annum.

It will thus become apparent to your Honorable House that the demand for coal in New South Wales must be more than doubled before existing facilities shall have become inadequate to meet the demand.

In respect to the capacity of the various existing collieries to supply an "output" commensurate with any probable increase in the demand, and the profitable utilization of the facilities provided at the port, your Petitioners may state for the information of your Honorable House that, from the extent to which these mines are now opened out, together with the number of men employed therein and otherwise available and working regular "shifts" for only five days a week, two millions five hundred thousand tons of coal could be produced, or an excess over the present demand of one million four hundred thousand tons per annum or thereabouts.

It is a fact, moreover, that plans and arrangements are in progress on the part of the several collieries in the district to still further extend their means of "output" far beyond the limits here assigned; and it is probable that in the course of a few months the Wallsend Company alone will be in a position to regularly raise and supply some fifteen thousand tons per week. In anticipation of any such contingency as an extraordinary increase in the demand, your Honorable House has already sanctioned an expenditure for the construction of a line from the Great Northern through Bullock Island to the deep water frontage in that part of the harbour, where also hydraulic lifts are in course of erection which when complete will render the loading facilities at this port adequate to the shipment of three millions of tons per annum, or nearly three times greater than the quantity hitherto supplied.

The promoters of the Illawarra Railway have moreover industriously and for obvious purposes propagated statements at variance with facts, in which it is alleged that the harbour of Newcastle is withal unsuitable as the export coal port of the Colony by reason of its shallowness, and that no engineering skill can render it otherwise. As a proof of the inaccuracy of this statement, your Petitioners would respectfully beg to point out that vessels which in Port Jackson were compelled to use long stages in discharging and loading can in Newcastle lie alongside the wharfs without the necessity for any such appliances. And whereas your Petitioners have reason to believe that this harbour, while capable of easy, extensive, and comparatively inexpensive improvement, even now will bear favourable comparison with any of the coal ports on the coast of England, as may be inferred from the following instance of despatch.

On Monday the 6th March last, the ship "Respighedera" went under No. 2. Crane at 8 o'clock a.m., and completed her loading of 2,500 tons of coal by 8 o'clock on Wednesday evening, when she drew off to the Horse-shoe ready for sea.

The making of this line, for the reasons assigned, is therefore unnecessary, and will if made be in effect stultifying the previous action, and intention of Parliament, by depreciating the value of existing public works without the remotest prospect of any commensurate advantages accruing to the State, however lucrative it may otherwise prove to individuals.

Your Petitioners therefore humbly and respectfully pray that your Honorable House will refuse its sanction to the said scheme.

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

*[Here follow 4,268 signatures.]*

1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**ILLAWARRA RAILWAY.**

(PETITION OF RICHARD SADLEIR, R.N.)

*Ordered by the Legislative Assembly to be printed, 2 June, 1876.*

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of Richard Sadleir, R.N.,—

**HUMBLY SHOWETH :—**

That your Petitioner, while he conceives it may be the wisdom of the Government to encourage branch feeders to the main trunk lines by surveys, and by granting land for the formation of such lines of railways, Petitioner considers it to be the first duty of the State to complete the main trunk lines, thereby connecting New South Wales with the Colonies of Victoria, South Australia, and Queensland, now inaccessible except by sea, with the exception of the overland journey to Victoria, promoting by such union federation, and the ultimate consolidation of the Colonies into a dominion of strength and power. To complete which lines, however, several millions of money will probably have to be borrowed, to the great increase of our national debt; and thus while the various branch lines, at a cost of some millions, would become competitive loans in the Home markets, to the deterioration of our credit, and consequent disadvantage of the Colony at large.

That your Petitioner conceives, as the parties interested in the Illawarra proposed line have obtained great wealth in coal from the Public Lands, and much encouragement in expensive surveys at the cost of the public, they ought, in the spirit of private enterprise, to combine to complete the line without any further aid from the Revenue, especially as they assume the profits will be very considerable, although in your Petitioner's estimation that is very problematical, the foreign market for coal being likely to decrease in demand, while the quantity of Public Lands and forest timber in the proposed line is quite illusory; while the distance and engineering difficulties, and consequent expense, may be greatly diminished, if it can be united with the Liverpool Junction.

Wherefore, your Petitioner humbly prays that your Honorable House may take the aforesaid premises into your consideration; and will, as in duty bound, ever pray.

**RICHARD SADLEIR.**

June 13th, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## RAILWAY INTO THE CITY.

(PETITION IN FAVOUR—BANKERS, FREEHOLDERS, MERCHANTS, &c.)

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*Ordered by the Legislative Assembly to be printed, 15 June, 1876.*

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

The humble Petition of the undersigned Bankers, Freeholders, Merchants, Traders, and other residents in the City and Suburbs of Sydney,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners regard with great interest and as a measure of vast importance to this community the extension of the Railway into the heart of the City.

2. That the rapid increase of suburban traffic shows the disposition of a large part of the population of the City to avail themselves of the opportunity of residing in the many healthful suburbs now rapidly growing up—a measure tending to the relief of the City and of those who are unable to reside out of the same.

3. That the extension of the railway to such a point will dispense with the necessity of omnibus traffic for railway purposes—will increase this disposition to suburban residence—will relieve to some extent the crowding of the streets by omnibuses—will largely increase the railway revenue—and prove in many ways beneficial to the community at large.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to adopt such measures as may in your wisdom seem best adapted to accomplish these objects.

And your Petitioners will ever pray, &c.

Dated the fourteenth day of June, in the year one thousand eight hundred and seventy-six.

[Here follow 752 signatures.]

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1875.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION OF MEMBERS OF RAILWAY LEAGUE IN FAVOUR OF)

*Ordered by the Legislative Assembly to be printed, 19 November, 1875.*

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

The Petition of the undersigned Members of the Clarence and New England Railway League, in Public Meeting assembled,—

HUMBLY SHOWETH:—

That your Petitioners have learnt with satisfaction that the trial survey for railway purposes of a route from Central New England (Glen Innes) to the navigable waters of the Clarence has been completed, and that the result has shown the entire practicability of the scheme of railway communication promulgated by the people of these districts for several years past.

That your Petitioners, together with large numbers of the residents upon the Table-land, have upon several occasions petitioned your Honorable House in favour of the construction of a line of Railway from the navigable waters of the Clarence to the central Table-land of New England.

Your Petitioners desire upon this occasion to call the attention of your Honorable House to the facts as set forth in those Petitions, and to urge the necessity and justice of proceeding with the construction of a Railway for connecting the centres of population upon the Table-land of New England with the natural shipping port of Grafton, at as early a date as possible.

Your Petitioners would further urge, in support of immediate action upon this matter, the desirability of securing to this Colony its own legitimate trade on the Northern Border, the development of these Northern Districts, and the removing the impediments which now retard the progress of this part of the Colony—such as the difficulty in conveying produce from the Table-land to the coast, and of goods from the shipping port to the Table-land, arising from the high rates of carriage consequent upon the bad state of the common roads, which are at times almost impassable.

That in consequence of these difficulties, both producers and consumers in these districts are placed at a great disadvantage as compared with other districts of the Colony, while the general trade of the Colony is being injured by a diversion of business from its natural channels in our own Colony, across the Border into the adjacent Colony of Queensland.

That while the proposed Railway may be looked upon as a great national work, as affecting the whole of the Colony, your Petitioners would desire to point out that the present population of the districts to be especially benefited by it numbers some forty-five thousand, or one-thirteenth of the population of the whole Colony, while there is ample scope for the settlement and industrious employment of a dense population so soon as proper facilities for traffic are provided.

That these districts are called upon to contribute by taxation towards the construction of Railways in other parts of the Colony, while they not only derive no benefit therefrom, but, by means of those Railways, such facilities are afforded to residents in those favoured parts of the Colony as to give them an undue advantage over your Petitioners and the inhabitants of these Northern Districts generally—a result not in accord with the principles of good government.

Your Petitioners would also desire to point out that, by the adoption of the scheme propounded by the Clarence and New England Railway League, and set forth in previous Petitions to your Honorable House, the towns of Armidale, Glen Innes, Inverell, and Tenterfield, and their surrounding districts, would have the advantage of railway communication with the natural shipping at Grafton by a total length of line of only two hundred and sixty miles.

That amongst other products of New England, large quantities of tin ore are now being raised, while there is a large area of Crown Lands known to contain tin ore, remaining unworked, in consequence of its not being sufficiently rich to justify expenditure in raising ore while subject to the present high rates of carriage, which is about £9 per ton by team.

That with railway communication from the vicinity of those tin lands to the Clarence, the cost per ton for carriage of tin ore would be about £2 3s., while with a railway from the same point to Newcastle the cost would be about £5.

That it has been asserted that, in order to economize the expenditure in carrying out the Clarence and New England railway scheme, it would be desirable to test the narrow gauge system, especially as it would be entirely independent of existing lines, and better adapted to the requirements of those districts, where, for the present at least, regularity of communication is more sought for than great speed.

That your Petitioners have heard with alarm that the policy of the adjacent Colony of Queensland is, by the extension of its railway system to the borders of this Colony, to draw into Brisbane the trade that should naturally go to Sydney by way of the Clarence.

That at the present time large quantities of tin ore and other products of this Colony are being sent to Brisbane, Queensland, and thereby aid in swelling the export trade of that Colony to the injury of New South Wales.

That although at present, as your Petitioners are aware, much of the trade of Brisbane is with Sydney, still your Petitioners cannot but foresee that the settling down of our Border trade in the direction of Brisbane will hasten the time when Brisbane will not be so dependent upon Sydney as at present, and when it will be difficult indeed to turn the course of trade back again to our own Colony from which it is now being drawn.

That notwithstanding the power given by the Imperial Act 13th and 14th Victoria, chapter 59, by which the inhabitants of these districts have the right, upon petition, of separation from the Colony of New South Wales, many of your Petitioners have hitherto considered that such a course would be undesirable, in the hope that the districts would receive that consideration and justice at the hands of the Government in all matters appertaining to the material welfare of their importance as an integral part of New South Wales demand.

Your Petitioners therefore submit that, in the interests of the Colony of New South Wales, it is undesirable that the growing feeling in favour of dismemberment should be encouraged by a neglect to carry out those measures of vital importance to these districts.

Your Petitioners, therefore, humbly pray that your Honorable House will take the premises into your most favourable consideration, and adopt such measures as you may deem best for the purpose of ensuring the construction of Railways to connect Glen Innes with the shipping port of Grafton, and the towns of Armidale, Inverell, and Tenterfield, with Glen Innes.

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

For and on behalf of the Meeting,—

THOMAS PAGE, Mayor,  
Chairman of Meeting.

Grafton, 27th October, 1875.

1875.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION IN FAVOUR OF—RESIDENTS OF GLEN INNES.)

*Ordered by the Legislative Assembly to be printed, 10 December, 1875.*

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

The Petition of the undersigned residents of the Glen Innes District, in Public Meeting assembled, on behalf of themselves and others,—

HUMBLY SHOWETH:—

That your Petitioners have learnt with satisfaction that the Trial Survey for Railway purposes of a route from Central New England (Glen Innes) to the navigable waters of the Clarence has been completed, and that the result has shown the entire practicability of the scheme of Railway communication promulgated by the people of these districts for several years past.

That your Petitioners, together with large numbers upon the Clarence, have upon several occasions petitioned your Honorable House in favour of the construction of a line of Railway from the navigable waters of the Clarence to the Central Table-land of New England.

Your Petitioners desire upon this occasion to call the attention of your Honorable House to the facts, as set forth in those Petitions, and to urge the necessity and justice of proceeding with the construction of a Railway for connecting the centres of population upon the Table-land of New England with the natural shipping port of Grafton, at as early a date as possible.

Your Petitioners would further urge, in support of immediate action upon this matter, the desirability of securing to this Colony its own legitimate trade on the Northern Border, the development of these Northern Districts, and the removing the impediments which now retard the progress of this part of the Colony—such as the difficulty in conveying produce from the Table-land to the coast, and of goods from the shipping port to the Table-land, arising from the high rates of carriage consequent upon the bad state of the common roads, which are at times almost impassable.

That in consequence of these difficulties both producers and consumers in these districts are placed at a great disadvantage as compared with other districts of the Colony, while the general trade of the Colony is being injured by a diversion of business from its natural channels in our own Colony, across the Border into the adjacent Colony of Queensland.

That while the proposed Railway may be looked upon as a great national work, as affecting the whole of the Colony, your Petitioners would desire to point out that the present population of the districts to be especially benefited by it numbers forty-five thousand, or one-thirteenth of the population of the whole Colony, while there is ample scope for the settlement and industrious employment of a dense population, as soon as the proper facilities for traffic are provided.

That these districts are called upon to contribute by taxation towards the construction of Railways in other parts of the Colony, while they not only derive no benefit therefrom, but, by means of these Railways, such facilities are afforded to residents in those favoured parts of the Colony as to give them an undue advantage over your Petitioners and the inhabitants of these Northern Districts generally—a result not in accord with the principle of good government.

Your Petitioners would also desire to point out that, by the adoption of the scheme propounded by the Clarence and New England Railway League, and set forth in previous Petitions to your Honorable House, the towns of Armidale, Glen Innes, Inverell, and Tenterfield, and their surrounding districts, would have the advantage of Railway communication with the natural shipping port at Grafton, viz., Glen Innes 105 miles, Inverell 145 miles, Armidale 165 miles, Tenterfield 165 miles, or a total length of only 260 miles.

That amongst other products of New England large quantities of tin ore are now being raised at the tin mines of Cope's Creek, Middle Creek, and vicinity, Elmsmore, Vegetable Creek, Tent Hill, Gulf, Mole Table-land, Queven's Creek, Hague's Creek, Skeleton Creek, and other mines in the neighbourhood of Tenterfield and Queensland Border, all being situated in the New England District, and comprises the principal portion of the tin fields of New South Wales, while there is a large area of Crown Lands known to contain tin ore, remaining unworked in consequence of its not being sufficiently rich to justify expenditure in raising ore while subject to the present high rates of carriage, which is about £9 per ton.

That with Railway communication from the vicinity of those tin lands to the Clarence the cost per ton for carriage of tin ore would be about £2 3s., while with a Railway from the same point to Newcastle the cost would be about £5.

That it has been asserted that, in order to economise the expenditure in carrying out the Clarence and New England Railway scheme, it would be desirable to test the narrow-gauge system, especially as it would be entirely independent to existing lines, and better adapted to the requirement of those districts, where, for the present at least, regularity of communication is more sought for than great speed.

That your Petitioners have heard with alarm that the policy of the adjacent Colony of Queensland is, by the extension of its Railway system to the borders of this Colony, to draw into Brisbane the trade that should naturally go to Sydney by way of the Clarence; and that large quantities of semi-tropical products (the produce of Queensland) are imported into New England which otherwise would be procured from the Clarence River District.

That at the present time large quantities of tin ore and other products of this Colony are being sent to Brisbane, Queensland, and thereby aid in swelling the export trade of that Colony to the injury of New South Wales.

That although at present, as your Petitioners are aware, much of the trade of Brisbane is with Sydney, still your Petitioners cannot but foresee that the settling down of our Border trade in the direction of Brisbane will hasten the time when Brisbane will not be so dependent on Sydney as at present, and when it will be difficult indeed to turn the course of trade back again to our Colony, from which it is now being drawn.

That your Petitioners would direct the attention of your Honorable House to the important fact that, in the event of this Railway scheme being adopted, the revenue derived from the increased sale of Crown Lands in the New England Districts (an immense quantity of which is available) would go far towards paying the cost of its construction. And your Petitioners would further direct attention to the fact that the country through which the proposed line of rail would pass is rich in mineral wealth, well timbered with cedar, pine, and valuable hardwoods, which would find a ready market in the district of New England (a great demand already existing), and the carriage of which would materially add to the earnings of the said Railway.

That notwithstanding the power given by the Imperial Act 13th and 14th Victoria, chapter 59, by which the inhabitants of these districts have the right, upon Petition, of separation from the Colony of New South Wales, many of your Petitioners have hitherto considered that such a course would be undesirable, in the hope that the district would receive such consideration and justice at the hands of the Government in all matters appertaining to their material welfare as their importance as an integral part of New South Wales demands.

Your Petitioners therefore submit that, in the interests of the Colony of New South Wales, it is undesirable that the growing feeling in favour of dismemberment should be encouraged by a neglect to carry out those measures of vital importance to these districts.

Your Petitioners humbly pray that your Honorable House will take the most favourable consideration, and adopt such measures as you may deem best, for the purpose of ensuring the construction of Railways to connect Glen Innes with the shipping port of Grafton, and the towns of Armidale, Inverell, and Tenterfield with Glen Innes.

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

[Here follow 3,833 signatures.]

1875.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION—INHABITANTS OF TENTERFIELD, NORTHERN NEW ENGLAND, THE CLARENCE, RICHMOND, AND TWEED RIVERS.)

*Ordered by the Legislative Assembly to be printed, 10 December, 1875.*

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

The Petition of the undersigned Residents of Tenterfield and Northern New England, and the Clarence, Richmond, and Tweed Rivers,—

HUMBLY SHOWETH:—

1. That your Petitioners have become aware that a Petition, signed by certain residents of the Clarence District, has been prepared for presentation to your Honorable House, suggesting that the proposed line of Railway between the Clarence and New England District should be from Grafton *via* the Newton Boyd Road, and terminating at Glen Innes, in which Petition the residents of Northern New England and the Richmond and Tweed Rivers Districts are represented as joining, are desirous of repudiating all connection with the said Petition.

2. That the Petition referred to is not signed by any of the inhabitants of Northern New England or the Richmond River and Tweed Districts, and that the objects therein sought are contrary to the interest of the residents of the above districts, and to a considerable portion of the inhabitants of the Clarence District.

3. That your Petitioners disagree with the said Petition, in that it is in their opinion illogical, inasmuch as it refers to the combined population of the whole of the districts above mentioned, including that of Tenterfield, Northern New England, and the Richmond and Tweed Rivers, as an argument in favour of the projected Railway, whereas the line therein proposed would not in any way benefit Tenterfield, Northern New England, or the Richmond or Tweed Rivers Districts, which contain a population of 15,000, being one-third of the population on which the above argument is founded.

4. That your Petitioners are of opinion that any line of Railway connecting the Clarence and New England Districts should be constructed from North Grafton, *via* the Richmond, to Tenterfield, and thence to Inverell, Glen Innes, and Armidale, for the following reasons:—

1. That such a line presents fewer engineering difficulties than would any other line between the Clarence and New England Districts, as will be shown by the trial surveys.
2. That the population along such line is about 3,000, whereas the population on the proposed line between Grafton and Glen Innes is only about 500.
3. That the land between Tenterfield and the northern bank of the Clarence Rivers is of a highly fertile character, suitable for agricultural or pastoral purposes, about 1,500,000 acres of which are available for selection, and would immediately be taken up if the line was commenced; whereas the land on the proposed line from South Grafton *via* Newton Boyd Road to Glen Innes, is of a barren and unproductive nature, and consequently would not be remunerative for any outlay.
4. That the intervening country abounds in minerals, especially gold, and also contains quantities of coal and shale, whilst between Tenterfield and Inverell there is a large area of stanniferous country, including Mole Table-land, Vegetable Creek, Tent Hill, Tingha, Cope's Creek, which would be opened up by the route now proposed; whereas the proposed line *via* the Newton Boyd Road would not be within thirty miles of these important industries, at the nearest point; and also that the produce of the large tin fields between Tenterfield and the Queensland Border, that now passes into Queensland, would be saved to this Colony, and the increasing trade over the Border to this Colony would be effectually stopped.
5. That the line proposed by your Petitioners would open the trade of the Richmond and Tweed Rivers Districts, which contains a population between five and six thousand, being part of the 45,000 referred to in the Grafton Railway League.
6. That such a line would be more effectual in securing to New South Wales the trade of New England and the Border Districts, than a line from Grafton to Glen Innes, thence to Tenterfield, the distance of the former being only 112 miles as against 170 by the latter line.

7. That the route proposed would be specially beneficial, not only to the Colony at large, but to the districts more immediately concerned, in that it would open up not only to the Clarence District, but also to the Richmond and Tweed Rivers Districts, the trade of the flourishing wheat-growing districts of Tenterfield, which produced in 1874 25,000 bushels of wheat, as compared with 7,000 produced by the district of Glen Innes.
8. That such a line, besides being beneficial to the districts above named, would further interest and meet with the approval of the majority of the inhabitants of the New England, Richmond, Tweed, and Clarence Rivers.

Your Petitioners pray that your Honorable House will take the above facts into your favourable consideration, and your Petitioners will, as in duty bound, ever pray.

*[Here follow 404 signatures.]*

[32.]

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION IN FAVOUR OF—DELEGATES OF THE RICHMOND AND TWEED RIVERS LEAGUE.)

*Ordered by the Legislative Assembly to be printed, 13 January, 1876.*

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

The Petition of the undersigned Delegates of the Richmond and Tweed Rivers League, appointed by authority conferred at public meetings,—

HUMBLY SHOWETH :—

That as by Petition expressed to your Honorable House by your Petitioners last Session, your Petitioners are still of opinion that railway communication between New England and Clarence River as a port would confer incalculable benefits upon the northern portion of this Colony, and through it, by means of largely increased trade, upon the Colony at large.

That in the event of such a work being undertaken the terminus should be placed on the north bank of Clarence River, and that the line should run by "Travellers' Rest," 12 miles from Lawrence and 25 from North Grafton, thence to "Deep Creek Bridge," a further distance of 32 miles, thence following the valley of Deep Creek to Tabulam, 35 miles, from thence by the main road, 60 miles, to Tenterfield, on the tableland of New England, from whence lines could be carried to the Queensland Border northerly, and to the principal towns of New England on the south.

That a very short line would suffice to connect the head of navigation on the Richmond with the main line.

That the route recommended by your Petitioners, with the exception of 25 miles along the valley of Deep Creek, which could present no unusual difficulty, and would follow main roads at present travelled by vehicles of every description.

That the construction of this line would be the means of opening up a vast extent of fertile well-watered land, the sale of which might reasonably be expected to repay the cost of the undertaking.

That no other route by which the tableland of New England may be ascended can present the same convenience for economical construction or an equal freedom from engineering difficulties.

That large deposits of coal are known to exist in the Deep Creek ranges; and this line would run in the neighbourhood of reefs rich in gold, copper, tin, and other minerals.

That the formation of this line would be the means of preventing a large trade being diverted into Queensland, in consequence of the facilities afforded by the railways about to be completed to the border in that Colony.

That your Petitioners therefore humbly pray your Honorable House will be pleased to take these premises into your favourable consideration, and cause such portion of the route recommended as has not been comprised in any of the late trial surveys to be carefully examined; and should it be found to be, as your Petitioners sincerely believe, peculiarly adapted and to be preferred for railway purposes, your Petitioners pray that the route recommended by them may be adopted, and that your Honorable House will direct the necessary steps to be taken for the formation of a Railway between Clarence River and New England at as early a period as to your Honorable House may appear most expedient.

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

[Here follow 10 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

**RAILWAY FROM GRAFTON TO GLEN INNES.**

(PETITION OF CLARENCE AND NEW ENGLAND RAILWAY LEAGUE, IN FAVOUR OF.)

*Ordered by the Legislative Assembly to be printed, 11 April, 1876.*

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

The Petition of the Executive Committee of the Clarence and New England Railway League at Grafton, on the Clarence River,—

HUMBLY SHOWETH :—

That your Petitioners have learned with very great regret that, in the scheme proposed to your Honorable House by the Government, for extensions of railways in various portions of the Colony, no provision has been made for a line of railway from Grafton to Glen Innes.

Your Petitioners would humbly pray that the sanction of your Honorable House will not be given to any scheme for railway extension upon new lines unless such scheme be one of a general character for the entire Colony, and be found to include a line to connect the Tableland of New England with the shipping port of Grafton; such extension to be carried out simultaneously with other extensions.

Your Petitioners would still strongly urge the claims of the Clarence and New England Districts to such a line of railway, and would refer your Honorable House to the petitions presented by the people of the districts in support of that scheme, and would renew the prayer of such Petitions, for a line of railway from Grafton, on the Clarence River, to Glen Innes, on the Tableland of New England, with extensions north to Tenterfield, south to Armidale, and west to Inverell.

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

Signed on behalf of the Executive Committee of the Clarence and New England Railway League,—

F. W. CHAPMAN,  
President.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RALWAY FROM TAMWORTH TO INVERELL.**  
(PETITION IN FAVOUR OF—RESIDENTS OF NEW ENGLAND AND GWYDIR DISTRICTS.)

*Ordered by the Legislative Assembly to be printed, 9 May, 1876.*

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled,  
The Petition of the undersigned Residents of Western New England, and the Gwydir District,—  
HUMBLY SHOWETH:—

That your Petitioners are of opinion that, from the rapid advancement of these districts, the time has arrived that some active steps should be taken for the purpose of connecting them by a line of railway with the proposed terminus of the Great Northern Main Trunk Line at Tamworth, and that such a line would prove beneficial in a national point of view as well as to the districts more immediately concerned.

That the proposed line, *via* Manilla to Inverell, has been already surveyed and reported upon by the engineers as being by far the most suitable in the general interests of the Colony, for the extension of the Main Trunk Line from Tamworth to the Queensland border, *vide* Mr. Surveyor Wade's Report, dated December 28th, 1872, ordered to be printed by the Legislative Assembly, November 18th, 1875.

That consequent on the rapid progress made in recent years by these districts, the residents are subjected to great inconvenience and loss, from their utter inability to obtain means for conveying the various products of the district to a suitable market, in proof of which it may be stated that there are hundreds of tons of tin and large quantity of wool accumulated in this district owing to the impossibility of obtaining carriage.

That the proposed line of Railway passes, throughout the greater part of its course, through country which is unsurpassed in New South Wales as a wheat-growing, wine-producing, mineral, and pastoral country.

That there are upwards of three millions of acres of the finest agricultural land in the Colony adjacent to the proposed line of Railway, of which not one-twentieth part is at the present moment alienated, but the whole of which would be taken up and settled if the proposed line of Railway were constructed.

That your Petitioners believe they have a much stronger claim to the proposed line of Railway than Armidale, and in support of their view they offer for your consideration the following statistics taken from a return showing the number and extent of Conditional Purchases made during the four years 1871—1874:—

	No.	Acres.	r.	p.
Armidale .....	1,121.	—116,287	1	17
Glen Innes .....	315.	— 31,139	1	3
Grafton .....	418.	— 34,896	0	32
Inverell .....	952.	—120,815	2	5
Warialda .....	901.	—122,027	0	25

Thus, during the four years ending 31st December, 1874, in the three districts of Armidale, Grafton, and Glen Innes, only 182,322 were conditionally purchased, in the two districts of Warialda and Inverell 242,842 acres were conditionally purchased, and it is computed that 200,000 acres of this is within thirty miles of the last-mentioned township. In addition to the above conditionally purchased land, there has been absolutely alienated from the Crown by purchase in the first-mentioned districts, some thousands of acres of land; but some tens of thousands of acres have been alienated in the same manner in the districts of Warialda and Inverell; and further, by reason of the great fertility of the soil in the district of Inverell, the average yield of the crops compares favourably with that of other districts. In the year 1874, the average yield of wheat per acre in the Inverell District was 25 bushels, whilst in the Armidale District the average yield was only 11 bushels, per acre.

That the cheap rate at which this line could be constructed, owing to the level nature of the country and the few engineering difficulties to be encountered, together with the rich and extensive districts benefited by it, clearly points it out, in the opinion of competent authorities, as being infinitely superior to any other route yet proposed for connecting our Railway system with that of Queensland.

That your Petitioners, therefore, humbly pray that your Honorable House will take into your early and favourable consideration the advisability of constructing a line of Railway for the purpose already mentioned, as hereinafter suggested.

Your Petitioners humbly suggest that the Main Trunk Line should be continued *via* Manilla to Inverell.

Your Petitioners further humbly propose that such line should be continued from Inverell, *via* Glen Innes and Tenterfield, by the shortest and most practicable route to connect with Queensland.

That the continuation of the Railway to Queensland by the route indicated would be the means of opening up a very large tract of rich agricultural, mineral, and pastoral country, thereby causing the settlement of an industrious and highly desirable population, passing as it would, within a short distance of the famous Vegetable Creek and other Tin Mines, the produce of which, at the present time, chiefly finds its way to the Railway at Warwick in Queensland.

Your Petitioners, therefore, humbly pray that your Honorable House will take into your favourable consideration their petition, and grant such relief as to your Honorable House may seem requisite.

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

[Here follow 1,275 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY TO JERILDERIE.**

(PETITION OF TRADESMEN, SELECTORS, AND OTHERS.)

*Ordered by the Legislative Assembly to be printed, 17 May, 1876.*

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

The Petition of the Tradesmen, Selectors, and Inhabitants of Jerilderie and district, in Public Meeting assembled,—

HUMBLY PRAYETH:—

That your Honorable House will consider the just claims of this district in the proposed Railway scheme now before your Honorable House.

We beg most respectfully to submit our claims, which are as follows, namely:—

*First.* From the fact of the Treasury of New South Wales being largely supplied by the proceeds of the sale of lands in this district, both conditionally and in fee simple, we consider the Government are justly entitled to return some of the money in the shape of reproductive works such as railway extension is sure to prove itself to be; the more so as what are known as our roads or highways are perfectly inaccessible during seven months of the year, and the complete absence of road-making material must preclude the idea of ordinary road-making.

*Second.* We consider it the duty of the Government to provide every facility of access to market for those who settle on the land, and we have no hesitation in stating that, with proper railways communication, we could supply the whole of the interior with breadstuffs, which are at present imported from Victoria and South Australia, besides having a large surplus that could go through Victoria by sea to Sydney, from which place we could get our return supplies often more advantageously than in any of the Victorian markets.

We assure your Honorable House that it is a mistaken idea to think that a railway would not benefit the Capital of the Colony. In the first place it would facilitate our intercourse with it, and even now we would prefer doing our business in Sydney if possible, but communication is so tedious at any time, and so impossible in winter, that goods ordered from Europe would reach us sooner than those from Sydney. We also feel assured that a railway in this district would be a great commercial success as regards revenue, would open up a large portion of valuable country for population, and, from the level character of the country through which it would pass, and the absence of engineering difficulties, the cost of construction must be in favour of its adoption.

Your Petitioners humbly pray that your Honorable House will take our claims into your favourable consideration, and adopt such steps as may seem advisable.

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

[Here follow 28 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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RAILWAY FROM ORANGE TO WELLINGTON,  
*via* IRONBARKS.

(PETITION IN FAVOR OF—INHABITANTS OF WELLINGTON, &c.)

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*Ordered by the Legislative Assembly to be printed, 14 June, 1876.*

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

The Petition of the undersigned Inhabitants of the District of Wellington,—

RESPECTFULLY SHOWETH:—

That a survey of the line of Railway between Orange and Wellington having been made *via* Ironbarks, disclosing the fact that there are no engineering difficulties to contend with, your Petitioners are earnestly desirous that the already surveyed route may be adopted and that the work be proceeded with without delay.

In support of their prayer your Petitioners beg to state that the district of Wellington (including Ironbarks) was previous to the year 1874 classed as a gold field, but since that time has been declared open to purchase and to free selection under the fourteenth clause of the "Crown Lands Alienation Act of 1861."

The district of Wellington is now being densely populated and every portion of the many miles of the Macquarie Valley and tributaries of the Macquarie River are being rapidly taken up.

Not only would there be a great saving in the cost of construction of a line *via* Ironbarks but this line as surveyed would be some eight miles shorter than the route by Molong.

The Molong district proper, containing a population of about five hundred souls, has been open to purchase to the present time without intermission, Wellington Valley, the Ironbarks district, and the whole course of the original survey being reserved from that privilege till 1874, and the returns of the Lands Office from that date will show a very large proportion in favor of the Ironbarks route.

Your Petitioners therefore humbly pray that the line of Railway between Orange and Wellington may be taken *via* Ironbarks, and that there be no delay which can be avoided in proceeding with the works.

And your Petitioners will ever pray, &c.

Dated at Wellington, this 12th day of June, A.D. 1876.

[Here follow 887 signatures.]



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY FROM ORANGE TO WELLINGTON.

(PETITION OF CHAIRMAN AND COMMITTEE OF THE RAILWAY LEAGUE, MOLONG.)

*Ordered by the Legislative Assembly to be printed, 4 July, 1876.*

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

The Petition of the undersigned Chairman and Railway League Committee, on behalf of the inhabitants of the Town and District of Molong,—

## HUMBLY SHOWETH:—

1. That in the opinion of your Petitioners it is as unjust to this rapidly increasing important district as it is prejudicial to the best interests of the Colony to decide on the extension of the Great Western Railway beyond Orange, until first a thorough trial survey of the line has been made and completed (as ordered by the Government) by way of Molong.

2. That the extension by Molong presents no greater engineering difficulties in the shape of extra bridges, culverts, and deep cuttings, than what is to be met with on ordinary lines to necessitate anything like an additional public expenditure of £200,000, nor yet is the fall or gradient too great, or the distance 8, 11, or 14 miles longer, as has been represented, than by way of Ironbarks.

3. That your Petitioners protest against unreliable random statements, and therefore insist on the completion of the survey by way of Molong, ere any decided or definite opinion is arrived at on this all important question, and to prove the correctness of these allegations.

4. That the Molong District proper (according to the last Census of 1871) contains a population of 3,167, Forbes and Parkes 6,709, or in round numbers a population collectively of 10,000 in the three districts, all of which rising populous townships would derive incalculable and unmistakable benefit through extending the line by Molong, whereas should the Ironbarks route be adopted on the fallacious grounds that are now put forth, then your Petitioners as well as the districts of Parkes, Forbes, Toogong, Cudal, Marinbaru, Obley, Goodrich, and the Bogan would not only be completely deprived of railway communication but even ruined, since their trade with the principal markets of the Colony would then be crippled for all time to come.

5. That the conjoint population of Wellington (3,354) and Dubbo (4,289) amounts to only 7,643, or a difference in the population between Molong, Parkes, and Forbes of nearly 3,000, which your Honorable House will do well to consider in the consideration of this important public question.

6. That your Petitioners maintain, on reference being made to the map of the Colony, that it will testify at a glance that the extension by way of Molong is not only the most direct and natural route to the Darling, but even the shortest, the best, cheapest, and easiest of construction, owing to the level nature of the country through which the line would have to pass after leaving Molong, saving the two expensive bridges over Macquarie at Wellington and Dubbo.

7. Your Petitioners venture respectfully to suggest that the question at issue is not one as between the various local interests of Molong, Wellington, Dubbo, or Orange, but one entirely of a public or national character, affecting the general welfare of the Colony, settlement, and the opening up and developing the mineral and agricultural wealth of the interior. The revenue in particular will be considerably benefited by adopting the line of settlement and population.

8. Your Petitioners pride themselves in saying that no inland district has made more rapid strides in the way of settlement within the last few years than that of the district of Molong, as the following statistics, taken from records in our Lands Office, will amply testify and substantiate. In the year 1871 the number of conditional purchases amounted to 60, deposit money paid thereon, £1,167, area selected 4,668 acres. In 1872 there were 172 conditional purchases, deposit money £3,370 10s., area selected 13,482 acres. In 1873 there were 362 selections, deposit £8,626, area selected 32,104 acres. In 1875, up to 7th October, a period of nine months, there were 389 selections, deposit paid £13,027, area selected 52,108 acres,—making a total in round numbers of 1,240 selections, £30,873, and 123,000 acres selected. This is irrespective of the quantity of land sold by public auction, viz., 25,000 acres, during the short period of only four years and nine months. This bare statistic alone is sufficient to demonstrate the amazing strides and progress of the district, which produces annually over 100,000 bushels of wheat and corn. It is calculated too that there are upwards of 400,000 sheep in the district; which produce annually over 3,500 bales of wool, 10,000 head of cattle; 4,258 horses, 1,664 pigs. Freehold land enclosed—118,136 acres; unenclosed, 62,283 acres.

9. Your Petitioners feel convinced that by taking the railway by Ironbarks all these 1,247 selectors or settlers in the district of Molong would be seriously injured and incommoded, seeing that many of them have lately settled here, relying on the integrity and faith of the Government to extend the Great Western Railway by Molong.

10. That your Petitioners respectfully draw the attention of your Honorable House to the fact that the Bogan electorate, of which Molong forms a material part, is not represented in proportion to other electorates, having only "one Member" to over 8,000 electors, and therefore Molong, Parkes, Forbes, &c., are out-voted or overpowered in the settlement of this Railway question. Had the Government introduced a new Electoral Bill, as was promised at the opening of Parliament, Molong then with her 1,750 electors would have had the privilege of returning her own local representative to Parliament, one to Parkes and one to Forbes, all of whom would have seen the propriety of assisting and voting for the Western Railway extension by Molong. The increase of electors in the Molong district in one year amounts to over 75 per cent.

11. Your Petitioners therefore humbly pray that your Honorable House will take the foregoing into your favourable consideration and apply such remedy in the premises as to your Honorable House may seem fit.

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

*[Here follow 158 signatures.]*

1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY TO DUBBO.**

(PETITION OF MAYOR OF DUBBO.)

*Ordered by the Legislative Assembly to be printed, 15 June, 1876..*

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

The Petition of Narcisse Muller, Mayor of the Municipal District of Dubbo,—

HUMBLY SHOWETH:—

That at a meeting of the inhabitants of the Town and District of Dubbo, held on the thirtieth day of May, one thousand eight hundred and seventy-six, the following resolutions were unanimously agreed to, namely,—

(1.) That in the opinion of this meeting it is essential to the future prosperity of the Colony, and of the North-western Districts in particular, that the Great Western Railway should be extended without further delay from Orange to Dubbo.

(2.) That this meeting protests against the proposed diversion of the line to Molong, whereby the distance would be increased eight miles, the construction of which, including cuttings, bridges, and other works, will involve an expenditure of at least £200,000 more than if the line be brought *viâ* Ironbarks; in addition to which the inhabitants of the whole of the North-western Districts would be taxed for all time with the cost of haulage over a distance of eight unnecessary miles.

(3.) That this meeting strongly urges the adoption of the original survey *viâ* Ironbarks, which is not only the most economical to the country but which will permit of the North-western interior being reached by the Railway in at least two years earlier than were the circuitous route *viâ* Molong adopted.

(4.) That this meeting respectfully urge the desirableness of calling, without delay, for tenders for the extension to Dubbo, and that such tenders be called in sections; work to be simultaneously commenced at both ends of the line.

Your Petitioner would therefore pray your Honorable House to take the foregoing resolutions into your favourable consideration, and adopt such measures in the premises as your Honorable House may in your wisdom see fit.

On behalf of the Inhabitants,  
(L.S.) NARCISSE MULLER,  
Mayor of Dubbo.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY EXTENSION.

(RESIDENTS OF MUDGEES AND VICINITY.)

*Ordered by the Legislative Assembly to be printed, 30 June, 1876.*

To the Honorable the Legislative Assembly, in Parliament assembled.

We, the undersigned residents of Mudgee and the vicinity, respectfully beg to draw your attention to the following resolution passed at a public meeting held in the Town Hall, Mudgee, on the 27th of June, 1876:—

“That to afford the requisite Railway facilities throughout the interior, this Meeting deems it desirable that not less than four great trunk lines be projected, viz.,—the Southern or South-western, the Western, a North-western, and the Northern.”

The former tapping the fertile Murrumbidgee district.

The Western being carried on to the extensive and rich country of the Lachlan, and the various centres of population on that stream, and thence to the Darling in the vicinity of Wilcannia, thus intercepting the river traffic at that point.

We respectfully beg to draw your most earnest attention to the necessity of a North-western line, starting from Wallerawang, passing through Mudgee, and on to the great pastoral country lying between the towns of Walgett and Breewarrena, and near which all the great rivers converge, viz.,—on the south the Gwydir, Castlereagh, Macquarie, and Bogan, and in the north the Bokira, the Bree, the Narren, the Culgoa, and others, and which would catch all the traffic, not only from our own Colony, but also Queensland, which now flows to South Australia and Victoria.

The Northern line as proposed will, we believe, be equal to the requirements of that portion of the Colony.

Your Petitioners therefore humbly pray your Honorable House to take the above matter into your consideration.

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

JAMES ATKINSON,  
Chairman of Meeting.



1875-6.

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LEGISLATIVE ASSEMBLY:  
NEW SOUTH WALES.

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**RAILWAY EXTENSION.**

(PETITION OF RESIDENTS OF GULGONG.)

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*Ordered by the Legislative Assembly to be printed, 13 July, 1876.*

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To the Honorable the Legislative Assembly, in Parliament assembled.

We, the undersigned residents of Gulgong and its vicinity, respectfully beg to urge upon your Honorable House the necessity that exists of forming a line of Railway from Wallerawang to the North-western Interior *viâ* Mudgee and Gulgong, and thus connect those places with the fertile outlying districts as well as with the Metropolis.

Your Petitioners would also respectfully draw the attention of your Honorable House to the desirability of procuring a trial survey from Mudgee *viâ* Gulgong to Wellington before finally deciding upon continuing the line from Orange to Wellington.

Your Petitioners therefore humbly pray that your Honorable House will take the matter into your consideration.

And your Petitioners will ever pray.

R. ROUSE,  
Chairman of Meeting.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY EXTENSION TO ALBURY.

(PETITION—INHABITANTS OF ALBURY DISTRICT.)

*Ordered by the Legislative Assembly to be printed, 16 February, 1876.*

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

May it please your Honorable House, the Memorial of the Inhabitants of the Municipality of Albury,—

HUMBLY SHOWETH:—

That the Albury District is one of the most important in New South Wales, by reason of its resources, population, and contributions to the Revenue, as will be seen from the figures hereunder set forth.

For 1874 the total Imports *via* Albury amounted in value to £228,963 14s. 8d.; the total Exports for the same period were £390,792 14s. 8d.

For 1874 the statistics of Live Stock and Produce in the Albury District are,—Wheat, 234,966 bushels; Oats, 43,781 bushels; Barley, 5,982 bushels; Maize, 3,541 bushels; Potatoes, 436 tons; Tobacco, 23,180 lbs; Wine, 237,989 gallons; Brandy, 586 gallons.

Live Stock:—Sheep, 1,059,333; Horned Cattle, 52,622; Horses, 11,037; Pigs, 4,866.

That from the above-quoted statistics your Memorialists consider that the district they represent is fairly entitled to the benefit of Railway communication with the metropolis.

That your Memorialists view with alarm the delay which has taken place in authorizing the construction of the Great Southern Railway from Wagga Wagga to Albury.

That no district in New South Wales has made greater progress during the last ten years than that of Albury, notwithstanding the drawbacks under which it has laboured by reason of the collection of duties on the river Murray; that great as has been the progress of the district, it would be very largely increased if it enjoyed the benefits of Railway communication.

That by reason of the protective policy of the Colony of Victoria, the farmers and vine-growers, and other producers of the Albury District, are completely shut out from *market*; in consequence, production is checked, and the occupations of the farmers, vine-growers, and other producers (who have a large amount of capital invested), are rendered unprofitable.

That were *Railway communication* to be opened between *Albury* and *Sydney*, the whole of the wheat, wine, and other produce of the Albury District could be forwarded to Sydney for sale and for shipment, and that in return supplies would be drawn from Sydney for consumption in the district.

That there can be no doubt—from capabilities, resources, and population of the district—that an extension of the *Southern Railway to Albury* would prove a profitable undertaking, and at once pay interest on the cost of construction.

That for these and other reasons, we, your humble Memorialists, would respectfully pray your Honorable House to be pleased to present an Address to His Excellency the Governor, praying that the necessary steps may be taken without delay to complete the Southern Railway to Albury.

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

Albury, February 1st, 1876.

[Here follow 1,047 signatures.]



1875.

## NEW SOUTH WALES.

## ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDED 31st DECEMBER, 1873.)

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

## ROAD TRUST ACCOUNTS.

No. 1.

## COMMISSIONERS SOUTH HEAD ROADS TRUST.

AMOUNT of Receipts and Disbursements for half-year ending 31st December, 1873.

Dr.		RECEIPTS.		DISBURSEMENTS.		Cr.	
		£	s. d.	£	s. d.	£	s. d.
1873.							
30 Dec.	To amount this day borrowed on mortgage of rates, for 3 years, at 6 per cent....	5,500	0 0			5,292	8 0
31 "	" 6 months rent of Toll-gates to date.....	1,880	0 0			50	0 0
				7,380	0 0		
						222	15 6
						964	11 1
						449	16 11
						50	6 3
						350	2 3
				£ 7,380	0 0	£ 7,380	0 0

MEMO.—Amount borrowed on mortgage, as above ..... £5,500 0 0  
Less balance to credit at Bank, N.S.W. .... 350 2 3  
Amount of Commission debt to 31st Dec., 1873 £5,149 17 9

For Commissioners, South Head Roads Trust,—

W. WALLY, Hon. Treasurer.

GERARD PHILLIPS, Secretary.

No. 2.

## MAITLAND DISTRICT COUNCIL.

RECEIPTS and EXPENDITURE of the Maitland District Council, from 1st July to 31st December, 1873.

Dr.		RECEIPTS.		EXPENDITURE.		Cr.	
		£	s. d.	£	s. d.	£	s. d.
1873.							
1 July	To Balance in Bank .....	124	5 4	1873.	By Hinton Ferry account:—		
31 Dec.	" Rent of Hinton Ferry .....	74	19 3	31 Dec.	Joseph Nicoll, services as diver .....	40	0 0
	" Rent of Largs Ferry .....	20	9 0		N. List. Raising punt .....	65	0 0
					John Paton, junr., repairs on account .....	10	0 0
					N. List. Repairs to small punt, boat, and boat wharf .....	7	0 0
					N. List. Placing punt on slip .....	9	4 0
					G. A. Smythe, lamps and posts .....	7	0 0
					N. List. Removing Wallalong Punt to Hinton .....	1	0 0
					P. H. Haydon, rope, &c. ....	0	14 10
					Newcastle Chronicle, advertising .....	0	8 0
					Largs account:—		
					Henry Smith, new wharf .....	15	0 0
					N. List. Repairs to punt-house .....	3	7 6
					James M'Fayden, work at punt .....	0	14 0
					S. Davis and R. Sanderson, work .....	0	14 0
					Incidental account:—		
					Secretary, salary .....	37	10 0
					Maitland Mercury, advertising .....	2	14 3
					Henry Thomas, ballot-papers, &c. ....	0	15 6
					Petty items .....	0	9 6
					Balance .....	41	9 3
						18	2 0
						£ 219	13 7
						£ 219	13 7

1 Jan., 1874—To Balance.....£18 2s.

Examined and found correct,—  
SAMUEL W. DAWSON.  
THOMAS BLISSETT.

6 January, 1874.

JOHN BAWDEN, Warden.  
THOS. HUGHES, Secretary.

## No. 3.

## PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the half-year ending 31st December, 1873.

Dr.			Cr.		
RECEIVED.			EXPENDED.		
	£	s. d.		£	s. d.
Six months' rental of Toll-gate at Brokenback Bridge	190	10 0	SALARIES—		
Rental of old Toll-house .....	4	12 0	Clerk and Treasurer .....	18	15 0
Bank interest .....	15	0 0	Overseer .....	47	5 0
					66 0 0
			MISCELLANEOUS—		
			Wages for labour .....	195	17 4
			Advertising .....	2	17 0
			Repairs to roads, dams, and bridges	40	0 8
			Repairs to tools .....	2	2 8
			Commission to Auctioneer .....	1	1 0
			Law expenses .....	2	2 0
					244 0 8
Balance, 30th June, 1873 .....	210	2 0			
	641	3 10	Balance, 31st December, 1873.....	541	5 2
	£	851 5 10		£	851 5 10

We certify the above to be correct,—

JAMES BYRNES,  
ROBT. STEWART,  
ANDREW PAYTEN, } Commissioners.

## No. 4.

## CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current, for the half-year ending 31st December, 1873.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1873.		£ s. d.			£ s. d.
July 1	To Balance, from 30th June, 1873 .....	20 12 7	Aug. 25	By sum <i>Empire</i> , for advertising .....	1 15 0
Aug. 9	„ One month's rent of toll-gate .....	2 18 4		„ for slabs, T. Riscon .....	1 0 0
Sept. 10	„ „ „ .....	2 18 4		„ for labour, J. Lovell .....	0 1 6
Oct. 8	„ „ „ .....	2 18 4		„ Secretary, three months' salary .....	7 10 0
Nov. 10	„ „ „ .....	2 18 4	Oct. 1	„ Liverpool Municipal Council.....	2 18 4
Dec. 11	„ „ „ .....	2 18 4		„ Stamps, &c. ....	0 5 0
„ 31	„ „ „ .....	2 18 4	Dec. 31	„ Secretary, three months' salary.....	7 10 0
				„ Liverpool Municipal Council.....	2 18 4
				„ <i>Herald</i> , for advertising .....	0 15 0
				„ Balance .....	13 9 5
		£ 38 2 7			£ 38 2 7

We certify to the correctness of the above account,—

(Signatures of Commissioners) { THOMAS CHIPPINDALL.  
THOMAS BYRNE.

JOSEPH T. DENNIS,  
Campbelltown, 1874.

## No. 5.

## WINDSOR ROAD TRUST.

RECEIPTS and EXPENDITURE of the Commissioners of the Windsor Road Trust, for the half-year ended 31st December, 1873.

Dr.			Cr.		
1873.		£ s. d.	1873.		£ s. d.
July 1	To Balance in hand .....	147 12 0	July 14	By paid D. Robertson, repairing tools ...	1 2 13 6
" 11	" Rent of Fitzroy Bridge—Tolls for June.	19 3 4	" 14	" L. Upton, repairs to Windsor Road 2	0 10 0
Aug. 16	" " " July	19 3 4	" 14	" J. Ferguson, advertising .....	3 0 4 0
Sep. 15	" " " "	19 3 4	Aug. 4	" L. Upton, repairs, Windsor to Richmond .....	4 8 15 0
Oct. 16	" " " "	19 3 4	" 25	" J. Holden, repairs to George-street... 5	1 4 0
Nov. 15	" " " "	19 3 4	" 25	" Wages, repairs, Windsor to Richmond 6	10 3 0
Dec. 8	" " " "	19 3 4	Sept. 1	" B. Isaacs, printing .....	7 0 5 0
			" 1	" J. Strachan, repairs, George-street ... 8	1 4 0
			" 26	" W. Rogers, ditto .....	9 1 8 0
			Oct. 6	" R. Carroll, ditto .....	10 20 0 0
			" 6	" W. Wood, ditto .....	11 4 2 0
			" 6	" P. Motteram, ditto .....	12 3 18 0
			" 6	" P. Molloy, ditto .....	13 2 0 0
			" 6	" W. Hobbs, billsticking .....	14 0 2 6
			" 6	" J. T. Neilson, advertising .....	15 0 5 0
			" 6	" Secretary, quarter's salary, &c..... 16	6 10 0
			" 11	" Repairs to George-street, R. Carroll, on account .....	17 20 0 0
			" 11	" P. Motteram, repairs to George-street 18	7 12 0
			" 21	" R. Carroll, repairs to George-street 19	20 0 0
			" 28	" Wages, repairs to George-street .....	20 1 12 0
			Nov. 3	" J. Holden, ditto .....	21 0 5 6
			" 3	" P. Motteram, repairs to George-street 22	1 4 0
			" 10	" R. Carroll, repairs to George-street—balance in full..... 23	60 0 0
			" 25	" W. Crozier, repairs to George-street... 24	19 17 6
			Dec. 8	" Same, ditto .....	25 19 17 0
			" 22	" J. T. Smith, Commissioner on sale of tolls .....	26 2 10 0
			" 22	" W. Crozier, repairs to George-street 27	9 6 6
			" 22	" P. Motteram, repairs to Fitzroy Bridge 28	0 12 6
			" 31	" J. T. Neilson, advertising .....	29 0 18 0
			" 31	" A. W. Hobbs, posting bills .....	30 0 2 6
			" 31	" B. Isaacs, printing .....	31 0 10 0
			" 31	" W. Crozier, repairs to George-street 32	0 7 6
			" 31	" G. Davies, advertising .....	33 0 7 0
			" 31	" Secretary, quarter's salary, &c..... 34	6 10 0
			" 31	" Balance in hand .....	27 16 0
		£ 262 12 0			£ 262 12 0

R. RIDGE,  
THOMAS PRIMROSE, } Commissioners.  
JOHN WOOD,

## No. 6.

## RICHMOND ROAD TRUST.

RECEIPTS and EXPENDITURE of the Commissioners of the Richmond Road Trust, for the half-year ended 31st December, 1873.

Dr.			Cr.		
1873.		£ s. d.	1873.		£ s. d.
July 1	To Balance on hand .....	33 4 2	July 1	By paid Morris Power, repairs to Main-street, Richmond.....	1 6 0 0
" 2	" Rent of Blacktown Road Tolls, for June	10 1 8	Aug. 6	" Same, repairs to Richmond and Windsor Roads .....	2 10 16 8
Sep. 3	" " " July and August	20 3 4	Sept. 3	" Same, repairs to Richmond and Windsor Road.....	3 5 5 0
Nov. 5	" " " Sept. and Oct....	20 3 4	" 30	" W. Allen, repairs, Richmond to Bridge Road .....	4 14 7 0
Dec. 3	" " " November.....	10 1 8	Nov. 5	" Secretary, quarter's salary, &c. 5	7 18 0
			Dec. 31	" G. Mortimer, repairs, Blacktown Road .....	6 8 1 0
				" G. Guest, commission on sale of tolls .....	7 1 1 6
				" J. T. Neilson, advertising..... 8	1 2 9
				" Geo. Davies, do .....	9 0 7 0
				" Secretary, quarter's salary, &c. 10	7 15 0
				" Balance on hand .....	11 31 0 3
		£ 93 14 2			£ 93 14 2

JOSEPH ONUS,  
JOHN DUCKER, } Commissioners.  
W. T. PRICE,

1875-6.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FROM 1ST JANUARY, 1874, TO 30TH JUNE, 1875.)

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

SCHEDULE.

NO.		PAGE.
1.	Maitland Road .. 17 Vict., No 16, clause 23. ....	2
2.	South Head Roads.. 11 " 49, " 6. ....	3
3.	Richmond Road . . . . . 18 " 16, .....	4
4.	Windsor Road . . . . . 18 " 16, .....	4
5.	Parramatta Road . . . . . 13 " 41, " 19.....	5

## ROAD TRUST ACCOUNTS.

No. 1.

## MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from January 1st to June 30th, 1874.

Dr.			Cr.		
1874.		£ s. d.	1874.		£ s. d.
1 Jan.	To Balance in hand .....	18 2 0	30 June	By Hinton account :—	
30 June	„ Rent of Hinton Ferry .....	64 5 5		Repairs to punt, John Paton,	
	„ Rent of Largs Ferry .....	6 8 0		jun. ....	47 6 0
	„ Grant in aid of raising Hinton Punt ..	40 0 0		Assisting to raise punt, J.	
	„ Refund of loan, Morpeth to Largs .....	2 2 6		Snelson .....	23 4 0
	„ „ „ Morpeth to Four-mile	2 10 0		Assisting to raise punt,	
	Creek .....			Stephen Davis .....	5 5 3
	„ Balance .....	78 5 10		Assisting to raise punt,	
				Charles Field .....	5 15 0
				Assisting to raise punt, Geo.	
				Vosper .....	8 3 0
				Assisting to raise punt, L.	
				Nicoll .....	4 8 0
				Hire of winch for punt, C.	
				E. Jaques .....	10 0 0
				Rope and chains for punt,	
				J. N. Meiklejohn .....	8 0 0
				Use of barge for punt, W.	
				K. Lockhead .....	5 0 0
				Two logs for punt, B. Turner	2 10 0
					119 11 3
				New chain for punt, Capper	
				& Sons .....	16 16 0
				Repairs to punt-house, N.	
				List .....	4 18 0
				Clearing and repairing ap-	
				proaches .....	6 7 4
					28 1 4
				„ Largs account :—	
				Repairs to ferry .....	2 0 0
					2 0 0
				„ Incidental account :—	
				Secretary, salary, including	
				December, 1873 .....	43 15 0
				Rent of office .....	10 0 0
				Election expenses .....	4 0 0
				Printing leases, stamps, &c. ....	2 3 8
				Loan, Morpeth to Largs .....	2 2 6
					62 1 2
		£ 211 13 9			£ 211 13 9

JOHN BAWDEN, Warden.  
THOMAS HUGHES, Secretary.

We have examined the books and vouchers of the above accounts and find same correct,—

RICHD. CRACKNELL,  
SAMUEL W. DAWSON, } Auditors.

## MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from 1st July to 31st December, 1874.

Dr.			Cr.		
1874.		£ s. d.	1874.		£ s. d.
Dec. 31	To Rent of Hinton Ferry .....	90 0 0	June 30	By Balance .....	78 5 10
	„ „ Largs do. ....	24 0 6	Dec. 31	„ Loans to roads, as under—	
				West Maitland, <i>vid</i> Louth	
	„ Refund of loan, as under—			Park, to East Maitland	
	West Maitland, <i>vid</i> South			and Brisbane Water Road	5 6 1
	Park, to East Maitland			Largs to Tocal .....	4 11 11
	and Brisbane Water Road	5 6 1		East Maitland to Oakvale ..	5 8 0
	Largs to Tocal .....	4 11 11			93 11 10
	East Maitland to Oakvale	5 8 0		„ Repairs to Hinton Punt .....	21 2 2
	Phoenix Park to Largs .....	8 0 0		„ „ Largs do. ....	25 7 9
					46 9 11
	„ Balance .....	54 10 6		„ Salaries .....	37 10 0
				„ Advertising .....	7 12 9
				„ Stamps and stationery .....	1 0 0
					8 12 9
				„ Interest .....	5 12 6
		£ 191 17 0			£ 191 17 0

JOHN BAWDEN, Warden.  
WALTER CRACKNELL, Sec.

We have examined the books and vouchers of the above accounts and find same correct,—

RICH. CRACKNELL,  
SAMUEL W. DAWSON, } Auditors.

No. 1—continued.

MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from 1st January to 30th June, 1875.

Dr.

Cr.

1875.		£	s.	d.	1875.		£	s.	d.				
30 June	To Rent of Hinton Ferry .....	36	0	0	1 Jan.	By Balance .....	54	10	6				
	„ Rent of Largs Ferry .....	4	0	0	30 June	„ Hinton Punt account—							
	„ Loan from Cessnock and Brokenback Grants .....	3	12	4		W. Johnston, repairing ironwork .....	1	6	6				
		43	12	4		G. Stratford, repairing approaches .....	1	0	0				
						D. Sims, ironwork, wheels, &c. ....	4	2	0				
						Newcastle Chronicle, advertising tenders .....	0	12	0				
						W. M'Guiggan, repairing approaches .....	10	0	0				
									17	0	6		
						„ Largs Punt account—							
						W. Johnson, repairs to ironwork .....	3	2	0				
						P. Keppie, repairs .....	1	10	0				
						W. Keating, hire of boat, &c. ....	7	7	5				
						P. Keppie, repairs to pump .....	0	5	0		12	4	5
						„ Incidental expenses account—							
						Secretary's salary, 5 months .....	22	18	4				
						Stamps, electoral rolls, &c. ....	2	1	4				
						Advertising, &c. ....	3	0	0				
						R. W. Thompson, charges .....	16	17	6				
						Rent of office .....	10	0	0				
						Interest on overdraft .....	2	17	0				
	Dr. to Balance .....	97	17	3						57	14	2	
		£	141	9	7					£	141	9	7

We have examined the books and vouchers of the above accounts, and find same correct,—

WILLIAM KEATING, }  
C. F. SOLLING, } Auditors.

JOHN BAWDEN, Warden.  
WALTER CRACKNELL, Secretary.

No. 2.

COMMISSIONERS SOUTH HEAD ROADS TRUST.

ACCOUNT of Receipts and Disbursements for half-year ending 30th June, 1875.

Dr.

Cr.

RECEIPTS.				DISBURSEMENTS.									
1874.		£	s.	d.	1875.		£	s.	d.				
31 Dec.	To Balance to credit in Bank of New South Wales ...	463	5	6	30 June	By Secretary and Surveyor, 6 months .....	50	0	0				
1875.						„ Miscellaneous Expenditure—							
1 June	„ Government grant, 1875 .....	375	0	0		Ground rent, .....	2	10	0				
30 „	„ 6 months rent of tolls ...	1,587	10	0		Advertising, tools, and sundries .....	19	3	2				
						Interest .....	165	0	0				
				2,425	15	6							
						Old South Head Road—			186	13	2		
						For blue metal .....	563	7	9				
						Wages, ballast, &c. ....	262	7	2		825	14	11
						New South Head Road—							
						For blue metal .....	36	17	0				
						Wages, ballast, &c. ....	160	16	2		197	13	2
						Glenmore Road—							
						For wages, ballast, &c. ....				92	12	3	
						Point Piper Road—							
						For wages, ballast, &c. ....				6	15	11	
						Darling Point Road—							
						Paid Woollahra Council balce. of £250 .....	225	5	5				
						Light-house and Watson's Bay Road—							
						For wages, ballast, &c. ....				73	2	8	
						Balance Cr. Commissioner of Bank of New South Wales .....				767	18	0	
				£	2,425	15	6			£	2,425	15	6

MEMO.—Amount borrowed on mortgage ... £5,500 0 0  
Less balance to credit, Bank N.S.W. 767 18 0 4,732 2 0  
Amount of debt 30th June ..... £4,732 2 0

For the Commissioners South Head Roads Trust,—  
W. WALLY, Hon. Treasurer. GERARD PHILLIPS, Secty. to Commissioners.

## No. 3.

## RICHMOND ROAD TRUST.

RECEIPTS and EXPENDITURE of the Commissioners of the Richmond Road Trust, for the half-year ended 30th June, 1875.

Dr.			Cr.		
1875.		£ s. d.	1875.		£ s. d.
Jan. 6	To rent of Blacktown Road Toll-bar for—		Jan. 1	By Balance .....	19 19 3
			Apr. 7	" Paid H. Pye, repairs Windsor-street	1 6 7 6
				" R. Brown do.	2 1 15 0
Feb. 8	" " " " " " " "	December 8 18 4		" R. H. Ducker, piping materials	3 3 11 8
Mar. 3	" " " " " " " "	January 13 0 0		" Secretary, quarter's salary, &c.	4 8 1 6
Apr. 7	" " " " " " " "	February 13 0 0		" C. R. Bedwell, auctioneer, commission	5 1 11 0
May 6	" " " " " " " "	March 13 0 0		" Australian newspaper	6 0 8 0
June 2	" " " " " " " "	April 13 0 0		" H. Pye, repairs to roads, Richmond to bridge and Windsor	7* 8 3 0
		May 13 0 0		" Secretary, quarter's salary, &c.	7 18 0
			June 30	" Balance on hand .....	16 13 5
		£ 73 18 4			£ 73 18 4

\* Over payment of 4s. in vouchers.

JOSEPH ONUS,  
W. T. PRICE,  
JOHN DUCKER, } Commissioners.

## No. 4.

## WINDSOR ROAD TRUST.

THE Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the half-year ended 30th June, 1875.

Dr.			Cr.		
1875.		£ s. d.	1875.	V.	£ s. d.
1 Jan.	To Balance on hand .....	86 12 0	1 Feb.	By paid R. Carroll, further on account, metalling George-street.....	1 40 0 0
21 "	" Rent of Fitz Roy Toll-bar for December	19 15 0		" J. Hough, repairs, Windsor Road .....	2 8 1 0
8 Feb.	" " " " " " " "	January 17 1 8		" W. Crozier, repairs, George-street .....	3 2 5 0
8 Mar.	" " " " " " " "	February 17 1 8		" J. Beadall, " " " " " " " "	4 1 13 0
8 Apl.	" " " " " " " "	March 17 1 8		" J. T. Neilson, advertising .....	5 1 2 6
4 May	" " " " " " " "	April 17 1 8		" D. Holland, " " " " " " " "	6 0 8 0
8 June	" " " " " " " "	May 17 1 8	1 Mar.	" R. Carroll, further on account, metalling George-street .....	7 20 0 0
			5 Apl.	" J. Everingham, repairs, Fitz Roy Bridge .....	8 0 12 6
				" B. Isaacs, printing .....	9 0 5 0
				" G. Davies, advertising .....	10 0 8 0
				" R. Carroll, bal. metalling George-street .....	11 47 18 0
				" Secretary — quarter's salary, &c. ....	12 6 10 0
			27 June	" J. Strachan, repairs, Punt Hill	13 8 4 6
			30 "	" W. Wood, " " " " " " " "	14 1 0 0
				" J. Strachan, " " " " " " " "	15 0 5 0
				" J. Hough, repairs, Richmond Road .....	16 0 8 0
				" J. Hough, repairs, Windsor Road .....	17 1 17 0
				" J. Everingham, repairs, Fitz Roy Bridge .....	18 1 11 0
				" Secretary — quarter's salary, &c. ....	19 6 10 0
				Balance on hand .....	42 16 10
		£ 191 15 4			£ 191 15 4

RICH. RIDGE,  
JOHN WOOD,  
THOMAS PRIMROSE, } Commissioners.

## No. 5.

## PARRAMATTA ROAD TRUST.

ABSTRACT of the RECEIPTS and EXPENDITURE of the Parramatta Road Trust for the half-year ended 31st December, 1874.

RECEIVED.	£ s. d.	EXPENDED.	£ s. d.	£ s. d.
Six months' rental of Toll-gate at Broken-back Bridge .....	150 10 0	SALARIES.		
Chief Commissioner of Main Roads for the repairs of the Dog Trap Road for year 1874 .....	60 0 0	Clerk and Treasurer .....	18 15 0	
Rental of old Toll-house .....	4 16 0	Overseer .....	37 17 6	56 12 6
		MISCELLANEOUS.		
		Wages for labour .....	153 0 10	
		Stationery and advertising .....	4 5 0	
		Repairs to roads, dams, and bridges .....	12 5 8	
		Repairs to tools .....	3 8 6	
		Purchase of tools .....	0 16 10	
		Commission to Auctioneer .....	1 1 0	
		Law expenses .....	2 2 0	
		Petty expenses .....	1 0 0	
				177 19 10
Balance 30th June, 1874 .....	215 6 0	Balance 31st December, 1874 .....		234 12 4
	584 13 0			565 6 8
	£ 799 19 0			799 19 0

We certify the above to be correct,—

JAMES BYRNES,  
ANDREW PAYTEN, } Commissioners.  
FRAS. STEWART,



1875-6.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FROM 1st JANUARY, 1874, TO 31st DECEMBER, 1875.)

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

SCHEDULE.

NO.		PAGE.
1.	Campbelltown Road . . . . . 13 Vict., No. 41, clause 19 . . . . .	2
2.	Campbelltown Road . . . . . 13 " 41, " 19 . . . . .	2
3.	Campbelltown Road . . . . . 13 " 41, " 19 . . . . .	2
4.	Maitland District Council . . . . . 17 " 16, " 23 . . . . .	3
5.	East Maitland District Council . . . . . 17 " 16, " 23 . . . . .	3
6.	Parramatta Road . . . . . 13 " 41, " 19 . . . . .	4
7.	Parramatta Road . . . . . 13 " 41, " 19 . . . . .	4
8.	Richmond Road . . . . . 18 " 16, . . . . .	5
9.	Windsor Road . . . . . 18 " 16, . . . . .	5
10.	South Head Roads . . . . . 11 " 49, " 6 . . . . .	6

## ROAD TRUST ACCOUNTS.

No. 1.

## CAMPBELLTOWN ROAD TRUST.

THE Commissioners, Campbelltown Road Trust, in Account Current for the Half-year ending 30th June, 1874.

Dr.			Cr.		
Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1874.		£ s. d.			£ s. d.
1 Jan.	To Balance from 31st December, 1873 .....	13 9 5		By Sum paid North and others .....	1 0 0
1 Feb.	„ Rent, Toll-bar, one month.....	4 3 4		„ „ English, repair to culvert .....	0 5 0
1 Mar.	Do. do. ....	4 3 4		„ „ Sundries .....	0 3 4
				Balance .....	20 7 9
		£ 21 16 1			£ 21 16 1

We certify to the correctness of above Account,—

Campbelltown, July 3rd, 1874.

E. H. WOODHOUSE, }  
R. H. BLOMFIELD, } Commissioners.

No. 2.

## CAMPBELLTOWN ROAD TRUST.

THE Commissioners, Campbelltown Road Trust, in Account Current for the Half-year ending 31st December, 1874.  
Toll-bar Account.

Dr.			Cr.		
Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1874.		£ s. d.	1874.		£ s. d.
1 July	By Balance .....	20 7 9	9 Aug.	Secretary, Salary 3 months .....	3 15 0
13 Aug.	„ Rent .....	7 0 0	19 Sept.	„ „ 1 month .....	1 5 0
31 Oct.	„ Rent .....	7 10 0	„ „	„ Stationery .....	0 5 0
31 Dec.	„ Rent .....	7 10 0	29 „	Municipality of Liverpool .....	5 0 0
			3 Oct.	Croft and others, labour .....	8 14 4
			24 „	Kershler .....	1 0 0
			31 Dec.	Municipality of Liverpool .....	5 0 0
			„ „	Secretary, salary and stationery .....	3 16 0
			„ „	By Balance carried forward .....	13 12 5
		£ 42 7 9			£ 42 7 9

We certify to the correctness of above Account,—

Campbelltown, March 3rd, 1876.

E. B. WOODHOUSE, }  
R. H. BLOMFIELD, } Commissioners.

No. 3.

## CAMPBELLTOWN ROAD TRUST.

COMMISSIONERS Campbelltown Road Trust, in Account Current for the Year ending 31st December, 1875.

Dr.			Cr.		
Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1875.		£ s. d.	1875.		£ s. d.
1 Jan.	Balance .....	13 12 5	2 April	Advertising sale of Toll-gate Denham Court .....	1 0 0
9 July	Rent of Toll-gate Denham Court, for half year .....	12 0 0	2 „	Salary, Secretary, and for stationery .....	3 16 0
22 Oct.	Rent of Toll-gate, quarter .....	6 0 0	2 „	Tripp Clearing Bridge .....	2 10 0
31 Dec.	„ „ .....	6 0 0	1 July	Secretary, quarter's salary and stationery .....	3 16 0
			19 „	Moiety, Municipality of Liverpool .....	4 0 0
			4 Oct.	Secretary, quarter's salary, stationery, and postage .....	4 0 0
			16 Nov.	Croft, wages .....	0 6 4
			31 Dec.	Salary to Secretary, stationery and postage .....	4 0 0
			„ „	Moiety, Municipality of Liverpool .....	4 0 0
				Balance in hand .....	10 4 1
		£ 37 12 5			£ 37 12 5

We certify to the correctness of above Account,—

Campbelltown, January 6th, 1876.

E. B. WOODHOUSE, }  
R. H. BLOMFIELD, } Commissioners.

No. 4.



## No. 6.

## PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 30th June, 1875.

RECEIVED.	£ s. d.	EXPENDED.	£ s. d.	£ s. d.
Six months' rental of Toll-gate at Broken-back Bridge.....	151 10 0	SALARIES. Clerk and Treasurer .....	18 15 0	
Rental of old Toll-house.....	5 8 0	Overseer .....	36 0 0	54 15 0
Bank interest on Deposit Note, £500 .....	20 0 0	MISCELLANEOUS. Wages for labour .....	79 13 4	
		Repairs to Toll-houses .....	3 10 0	
		Petty expenses .....	2 10 0	85 13 4
Balance 31st December, 1874 .....	176 18 0	Balance, 30th June, 1875 .....		140 8 4
	565 6 8			601 16 4
	£ 742 4 8		£	742 4 8

We certify the above to be correct,—

JAMES BYRNES,  
ANDREW PAYTEN,  
FRAS. STEWART, } Commissioners.

## No. 7.

## PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ended 31st December, 1875.

RECEIVED.	£ s. d.	EXPENDED.	£ s. d.	£ s. d.
Six months' rental of Toll-gate at Broken-back Bridge.....	151 10 0	Salaries— Clerk and Treasurer .....	18 15 0	
Rental of old Toll-house.....	4 4 0	Overseer .....	28 2 6	46 17 6
Chief Commissioner of Main Roads, for the repair of the Dog-trap Road for the year 1875.....	60 0 0	Miscellaneous— Wages for labour .....	99 9 6	
		Advertising.....	2 16 2	
		Purchase of tools, stores, &c.....	5 9 3	
		Repairs to tools .....	2 5 0	
		Road Metal and carriage of same .....	9 10 0	
		Commission to Auctioneer .....	1 1 0	
		Law expenses .....	2 2 0	122 12 11
Total Receipts .....	215 14 0	Total Expenditure.....		169 10 5
Balance, 30th June, 1875 .....	601 16 4	Balance, 31st December, 1875 .....		647 19 11
	£ 817 10 4		£	817 10 4

We certify the above to be correct,—

JAMES BYRNES,  
ANDREW PAYTEN,  
FRAS. STEWART, } Commissioners.

5

No. 8.

## RICHMOND ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ended  
31st December, 1875.

Dr.			Cr.		
1875.		£ s. d.	1875.		£ s. d.
July 7	To Balance 30 June .....	16 3 5	Sept. 30	By paid Secretary, &c .....	8 1 0
" 7	" Rent of Tolls, Blacktown Road, for June .....	13 0 0	Oct. 5	" D. Hanley, repairs Richmond to Windsor .....	5 6 6
Sept. 1	" " " July and August .....	26 0 0	Nov. 3	" J. Cashell " Windsor-street .....	23 18 6
Oct. 1	" " " September .....	13 0 0	" "	" D. Handley " Windsor to Richmond .....	28 10 0
Nov. 3	" " " October .....	13 0 0	" "	" M. Power " " .....	23 18 6
Dec. 4	" " " November .....	13 0 0	Dec. 1	" M. Power " Windsor-street .....	5 4 6
	" Balance .....	10 17 10	Dec. 31	" M. Neilson, advertising .....	0 8 9
				" G. Guest, Auctioneer, commission .....	1 1 0
				" G. Davies, advertising .....	0 16 0
				" Secretary, salary, &c .....	7 16 6
		£ 105 1 3			£ 105 1 3

EDW. POWELL,  
JOHN DUCKER,  
W. T. PRICE,  
JOSEPH ONUS, } Commissioners.

No. 9.

## WINDSOR ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended  
31st December, 1875.

Dr.			Cr.		
1875.		£ s. d.	1875.		£ s. d.
July 1	To Balance on hand .....	42 16 10	Aug. 23	By paid E. Wood, on account gravelling, Windsor to Richmond .....	11 3 0
" 12	" Rent of Fitzroy Bridge Tolls, for June .....	17 1 8	Oct. 4	" J. Holden, gravel .....	9 0
Aug. 9	" " " July .....	17 1 8	" "	" A. W. Hobbs, bill-sticking .....	5 0
Sept. 8	" " " August .....	17 1 8	" "	" J. Everingham, repairs, Fitzroy Bridge .....	9 0
Oct. 8	" " " September .....	17 1 8	" "	" Secretary, quarter's salary &c .....	6 10 0
Nov. 10	" " " October .....	17 1 8	Nov. 1	" D. Robertson, repairs to tools .....	1 13 1
Dec. 13	" " " November .....	17 1 8	" "	" Faux & Beard, spikes .....	2 6
			" "	" J. Everingham, repairs to bridge .....	1 5 6
			Dec. 6	" F. Simon, timber .....	2 6 4
			" "	" W. Walker, gravelling Richmond Road .....	5 6 0
			" "	" W. Crozier, repairs, do. .....	1 16 0
			" 22	" J. Holden, gravelling Windsor Road .....	21 0 0
			" 31	" G. Davies, advertising .....	8 0
			" "	" Secretary—quarter's salary, &c .....	6 12 6
			" "	Balance on hand .....	86 0 11
		£ 145 6 10			£ 145 6 10

RICHD. RIDGE,  
THOMAS PRIMROSE, } Commissioners.  
JOHN WOOD,

## COMMISSIONERS, SOUTH HEAD ROADS TRUST.

Account of Receipts and Disbursements for Half-year ending 31st December, 1875.

Dr.				Cr.			
RECEIPTS.				DISBURSEMENTS.			
		£ s. d.	£ s. d.			£ s. d.	£ s. d.
1875.				1875.			
30 June	To Balance to credit in Bank of New South Wales	767 18 0		31 Dec.	By Secretary and Surveyor, 6 months	50 0 0	
31 Dec.	„ 6 months rent of tolls	1,587 10 0			„ Miscellaneous Expenditure:—		
			2,355 8 0		Ground rent	2 10 0	
					Law costs, tools, and sundries	18 5 6	
					Interest	165 0 0	185 15 6
					„ Old South Head Road:—		
					For blue metal	446 11 0	
					Wages, ballast, &c	310 0 4	756 11 4
					„ New South Head Road:—		
					For blue metal	102 5 0	
					„ Wages, ballast, &c	446 16 9	
					„ Rent Toll-house allotment	5 0 0	554 1 9
					„ Glenmore Road:—		
					For wages, ballast, &c	2 16 7	
					„ Point Piper Road:—		
					For wages, ballast, &c	30 8 7	
					„ Light-house and Watson's Bay Road:—		
					For wages, &c	0 14 2	
					„ Balance Cr. Commissioners' account, Bank of New South Wales	775 0 1	
			£2,355 8 0				£2,355 8 0

Memo. :—Amount borrowed on mortgage ...£5,500 0 0  
 Less balance to credit, Bank N.S.W. 775 0 1 4,724 19 11  
 Amount of debt, 31st December..... £4,724 19 11

For the Commissioners, South Head Roads Trust,—

W. WALLIS,  
Hon. Treasurer.GERARD PHILLIPS,  
Secretary.

1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SOUTH HEAD AND GLENMORE ROADS.  
(AMOUNTS EXPENDED IN 1874 AND 1875.)

Ordered by the Legislative Assembly to be printed, 18 January, 1876.

RETURN to an Order of the Honorable the Legislative Assembly of New South Wales, dated the 22nd December, 1875, That there be laid upon the Table of this House,—

- “(1) A Return of all money spent on the New South Head Road, from the Bridge at Rushcutter’s Bay to Rose Bay, in 1874 and 1875.
- “(2.) A Return of all money spent on the Old South Head Road, from the Toll-bar to the old Orphan School, Waverley, in 1874 and 1875.
- “(3.) A Return of all money spent on the Glenmore Road in 1874 and 1875.”

(Mr. M'Elhone.)

RETURN to an Order of the Legislative Assembly for certain information respecting expenditure on the South Head and Glenmore Roads, for the years 1874 and 1875.

No.	Description of Road.	Amount expended in 1874.			Amount expended in 1875.			Total expenditure in 1874 and 1875.		
		£	s.	d.	£	s.	d.	£	s.	d.
1	<i>New South Head Road—</i> From the Bridge at Rushcutter's Bay to Rose Bay .....	737	4	7	378	8	2	1,115	12	9
2	<i>Old South Head Road—</i> From the Toll-bar to the old Orphan School at Waverley .....	2,287	15	0	1,405	6	0	3,693	1	0
3	<i>Glenmore Road</i> .....	78	9	10	95	8	10	173	18	8
	£	3,103	8	7	1,879	3	0	4,982	12	5

NOTE.—The information as here given was supplied by the Secretary to the Road Trust.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ROAD THROUGH MESSRS. BADGERY'S LAND.  
(PETITION OF RESIDENTS OF SUTTON FOREST.)

*Ordered by the Legislative Assembly to be printed, 18 January, 1876.*

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

The humble Petition of the undersigned Inhabitants of the surrounding neighbourhood of Sutton Forest,—

RESPECTFULLY SHOWETH:—

That it is their opinion that the opening of the Road lately proclaimed through the properties of Messrs. Henry and Edward Badgery, for the use of only four Free Selectors, is a gross injustice, and that the Minister for Lands was not justified in opening a Road so ruinous to those properties, while a road was offered which would be much shorter, a more direct line, much more level, and would not do nearly so much injury to the property through which it would pass.

Under these circumstances, your Petitioners pray that you will cause such steps to be taken as will prevent the injustice being permanently established.

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

[Here follow 83 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD THROUGH MESSRS. BADGERY'S LAND.

(PETITION OF H. & E. H. BADGERY.)

*Ordered by the Legislative Assembly to be printed, 19 January, 1876.*

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

The humble Petition of Henry Badgery and Edward Hamilton Badgery, of Sutton Forest, County of Camden,—

RESPECTFULLY SHOWETH:—

That your Petitioners feel that they have suffered a very serious injustice by the opening of a road through the best and most improved parts of their lands, such road being from the conditional purchase of Michael M'Williams to the Barren Ground and Sutton Forest Road, a distance of 2 miles 29 chains, and running in such a crooked manner across some of the cleared land as to make it most destructive, not to say anything of its coming within one hundred and eighty-five yards of the principal residence on the estate (which we believe to be illegal), and separating large blocks of land from the water, by splitting four very superior securely-fenced paddocks into eight inconveniently-shaped pieces of land.

In submitting these remarks for your consideration, your Petitioners respectfully beg to state that the Shoalhaven and Sutton Forest Road, which is a good and level road, passes within less than 106 chains of the reserved road which separates their land from these four selectors, and it has been proved that a road from the above-mentioned reserved road to the Shoalhaven Road could be made quite good enough for the requirements of these four men, with an outlay of only thirty pounds.

That though earnest application has been made to the present Minister for Lands to send some qualified person to whom your Petitioners might point out the line of road recommended by them, it has not been done; and it is believed by your Petitioners that officials have been to the selectors, who showed them other tracks which they misrepresented as the line offered to them, thus obtaining reports said to be upon the line which had been offered from persons who had not seen it.

That the line of road offered to these men would only pass over sixty-three chains of land which does not belong to the Badgery estate in its whole distance to Sutton Forest Township has been clearly proved; and such land, being bush land now under lease to the Badgery family, is only very slightly improved in comparison with the land over which the road complained of passes.

Your Petitioners therefore humbly pray that you will cause such steps to be taken as will prevent the injustice to them complained of.

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

HENRY BADGERY.  
EDWARD H. BADGERY.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ROAD THROUGH MESSRS. BADGERY'S LAND AT  
SUTTON FOREST.

(PETITION FROM FREEHOLDERS AND OTHERS, IN FAVOUR OF.)

*Ordered by the Legislative Assembly to be printed, 2 February, 1876.*

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

The Petition of the undersigned residents, freeholders, &c., of and near Sutton Forest, in the County of Camden, Colony of New South Wales,—

HUMBLY SHOWETH:—

That your Petitioners approve of the act of the Hon. the Minister for Lands, in granting to the free-selectors of Stonequarry Creek, near Sutton Forest, the road now opened for the public, through a portion of Messrs. Henry and Edward Badgery's land.

That Messrs H. and E. Badgery have presented a Petition to your Honorable House against the opening of the said road, and that we, your Petitioners, consider it would be a great injustice to the selectors to close the said road, as it is the most convenient and practicable one that can be given them.

Your Petitioners therefore humbly pray that your Honorable House will take these premises into consideration.

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

*[Here follow 69 signatures.]*



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM STONE-QUARRY CREEK TO BARREN GROUNDS.

(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 15 March, 1876.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated 22 December, 1875, That there be laid upon the Table of this House,—

“ Copies of all Correspondence, Minutes, and other Documents, having reference to the proclamation of a road from M. M'Williams' Conditional Purchase of 40 acres, on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. and E. Badgery's land, situated in the County of Camden and in the Parish of Sutton Forest.”

(Mr. Farnell.)

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## ROAD FROM STONE-QUARRY CREEK TO BARREN GROUNDS.

### No. 1.

M. M'WILLIAMS AND PARTY TO THE SURVEYOR GENERAL.

Sutton Forest, 30 November, 1863.

SIR,

We the undersigned have the honor to inform you that we have become the conditional purchasers of Crown lands on the Stone-quarry Creek, on the southern boundary of Charles Throsby's 740 acres, near Sutton Forest, County of Camden.

That we have no way of access from our respective lands to Sutton Forest or to any of the roads leading to Sutton Forest.

We have therefore to request that you will be good enough to cause a road to be marked and opened in such a position as will allow us access, and as soon as possible.

We are, &c.,

MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.  
HENRY BELL.

Mr. D.-S. Twynam for consideration, when he has an opportunity of taking the state of the roads at Sutton Forest into consideration. Applicants may be informed that it has been referred to Mr. Twynam.—P.F.A., 1 Dec.

Forwarded to Mr. District-Surveyor Twynam for his report.—W.R.D., B.C., 4 Dec., 1863.

### No. 2.

THE SURVEYOR GENERAL TO MESSRS. M'WILLIAMS AND PARTY.

Surveyor General's Office,  
Sydney, 4 December, 1863.

GENTLEMEN,

Your letter, under date the 30th ultimo, on the subject mentioned below, has been referred for the report of Mr. District-Surveyor Twynam.

2. As soon as the necessary information has been obtained a further communication will be made to you.

I have, &c.,

W. R. DAVIDSON.

*Subject* :—Applying for the opening of a road from their respective lands to Sutton Forest.

### No. 3.

MR. DISTRICT-SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 15 March, 1864.

SIR,

In compliance with your B.C. memorandum of the 4th December, 1863, transmitting for my investigation and report an application by four conditional purchasers of Crown land on Stone-quarry Creek, for a road from their lands to a public thoroughfare, I have the honor to report to you that I have visited the lands purchased by the applicants, who are residents, and have effected improvements thereon, and I find that there is no practicable means of access from such lands to any public road, except by going through private property.

The more direct and the natural means of access from these alienated lands to a public road is from the head of Stone-quarry Creek, towards Richard Guise's 100 acres, passing through enclosed lands, now the property of Badgery and Throsby, following the course of an old track and joining the present public thoroughfare from the Shoalhaven to Sutton Forest.

There is little or no more land available for settlement in the locality affected by this road, which therefore will not become a thoroughfare of public importance, and will derive its traffic solely from the applicants for whose exclusive use it would be opened. Therefore under the existing law and practice of the department I cannot recommend the survey and opening of the road applied for unless the applicants will undertake to fence. The fencing required would measure about 2½ miles, at 2s. 6d. per rod, amounting to about £110 sterling.

I have also to inform you that I have examined the course of the road indicated above, and that there are no natural obstructions to traffic; the ground is in some places soft and boggy, and would not bear heavy draught in its natural state; and further, that the proprietors of the lands to be intersected by such proposed road will not oppose the same if the applicants undertake to fence.

I have, &c.,

EDWARD TWYNAM.

Mr. Twynam may cause the survey of the road to be made, &c.—P.F.A., 23 Mar., 1864.

Returned to Mr. District-Surveyor Twynam for that purpose.—W.R.D., 31 Mar., 1864, B.C.

Mr. Licensed-Surveyor Haughton is instructed to survey the road referred to in paragraph 2, and to prepare and transmit plan and book of reference, prepared in the usual manner for the opening of a road under the Act of Council 4 William IV No. 11.—E. TWYNAM, Goulburn, 22 July, 1864.

No. 4.

## No. 4.

MR. LICENSED-SURVEYOR HAUGHTON TO THE SURVEYOR GENERAL.

Sutton Forest, 27 October, 1864.

SIR,

\*Appendix A.  
Plan and book  
of reference.  
See No. 3.

I have the honor herewith to transmit a plan\* and book of reference of a road commencing at a public road near Richard Guise's 100-acre grant to the south-west corner of Henry Badgery's 635 acres, surveyed in accordance with your letter of instructions of the 31st March.

From the public road near R. Guise's the proposed road goes through flat forest land, swampy in places (requiring drainage) for about 33 chains; thence to the boundary between Charles Throsby's and Henry Badgery's the ground falls gradually and is naturally drained, presenting no obstacle; one small culvert will be required in this distance; thence to the south-west corner of Henry Badgery's 635 acres the road follows the high ground on both sides of the creek to its junction with the reserved road of 50 links wide. Two culverts will be required in this distance, the banks in both cases being hard clay and stone.

The road will only be for the accommodation of the applicants whose sole means of access to a market it will become.

I have, &c.,  
J. B. HAUGHTON.

## [Enclosure B to No. 4.]

BOOK of reference of road from the Merila and Sutton Forest Road, near Richard Guise's 100 acres, to the south-west corner of Henry Badgery's 635 acres, to be opened as a parish road, under the Act of Council, 4 William IV, No. 11.

No.	Portion of road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosure.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
1	From a point on the road leading from Sutton Forest to Merila and Shoalhaven, near Richard Guise's 100 acres, passing through Charles Throsby's 700 acres, Thomas Boulton's 100 acres, John Gowen's 280 acres, Isaac Knight's 200 acres, now the property of Oliver Throsby, to the boundary between Isaac Knight's 200 acres and Henry Badgery's 635 acres.	Oliver Throsby	Oliver Throsby	Open forest	South-easterly..	66.76	None...	None .....	None...	1 chain	a. r. p. 5 2 28	The proprietors of the land intersected by this road have no objection to its being opened, provided the applicants fence it.
2	From the last-mentioned boundary, passing through Henry Badgery's 635 acres to the south-western corner thereof.	Henry Badgery	Henry Badgery	" ..	South-westerly..	43.70	One ...	Good two-rail and three-rail.	" ..	" ..	4 1 19	

Lodged for public information and inspection  
at the Police Office at Berrima.

J. B. HAUGHTON,  
Licensed Surveyor.

## No. 5.

## MEMORANDUM OF THE SURVEYOR GENERAL.

See A and B,  
enclosures to  
No. 4.

THE enclosed plan and book of reference of the road from the Merila and Sutton Forest Road, near Richard Guise's 100 acres to the south-west corner of Henry Badgery's 635 acres, are forwarded with the view to the opening of the line under the Act 4th Wm. IV No. 11.

W. R. DAVIDSON,  
B.C., 8 February, 1865.

The Under Secretary for Lands.

## No. 6.

## MINUTE OF THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 21 February, 1865.

See enclosures  
A and B to No. 4.

THE accompanying plan and book of reference of a proposed road from the Merila and Sutton Forest Road, near Richard Guise's 100 acres to the south-west corner of Henry Badgery's 635 acres, are recommended for the approval of His Excellency the Governor and the Executive Council with a view to the opening of the line under the Act 4th Wm. IV No. 11.

JOHN ROBERTSON.

Clerk of the Executive Council.—M.F., B.C., 21 Feb., /65.

The Executive Council advise that the intended formation as a parish road of the line herein referred to, be notified in the manner prescribed by the Act 4th Wm. IV No. 11.—ALEX. C. BUDGE, Clerk of the Council. Minute, 65/12, 2 March, 1865. Confirmed, 8 March, 1865.

11 April, /65—Approved.—J.Y.

The Surveyor General is requested to say whether a copy of the plan has been sent to the Bench.—M.F., B.C., 18 April, 1865.

Copies of the plan and book of reference have been sent to the Bench at Berrima.—HENRY HALLORAN, for the Surveyor General, B.C., 29 April, 1865.

## No. 7.

THE SURVEYOR GENERAL TO THE BENCH OF MAGISTRATES, BERRIMA.  
Surveyor General's Office,  
Sydney, 29 April, 1865.

GENTLEMEN,

I have the honor to forward for deposit in the Police Office at Berrima, for public inspection and information, copies of a plan and book of reference of a road which is about to be opened as a parish road, under the Act of Council, 4th William IV, No. 11, from the Merila and Sutton Forest Road, near R. Guise's 100 acres, to the south-western corner of H. Badgery's 635 acres, running through the lands supposed to be the property of Oliver Throsby and Henry Badgery. See A and B, enclosures to No. 4.

I have, &c.,  
W. R. DAVIDSON.

## No. 8.

G. H. ROWLEY, ESQ., P.M., BERRIMA, TO THE SURVEYOR GENERAL.  
Police Office,  
Berrima, 18 May, 1865.

SIR,

I have the honor to acknowledge the receipt this day of your letter of 29th April last, enclosing No. 7. plan and book of reference of a road alleged to be about to be opened from the Merila and Sutton Forest Road, near Richard Guise's 100 acres, to the south-west corner of Henry Badgery's 635 acres.

I have, &c.,  
GEO. HY. ROWLEY, P.M.,  
(on behalf of Bench.)

## No. 9.

GOVERNMENT GAZETTE NOTICE.

Department of Lands,  
Sydney, 30 May, 1865.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it passes), from the Merila and Sutton Forest Road, near R. Guise's 100 acres, to the south-west corner of H. Badgery's 635 acres, running through the lands supposed to be the property of Oliver Throsby and Henry Badgery: Notice is hereby given, that in conformity with the provisions of the Act of the Governor and Council, 4th William IV, No. 11, a plan and book of reference, shewing the intended line of the road abovenamed, are now deposited at the office of the Surveyor General, in Sydney, and at the Police Office, Berrima, and all persons interested therein are requested to transmit, in writing, to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the road in question.

By His Excellency's Command,  
JOHN ROBERTSON.

## No. 10.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.  
Department of Lands,  
Sydney, 3 June, 1865.

SIR,

In drawing your attention to the notice in the *Government Gazette* of the 30th ultimo, No. 9. respecting the intended formation of a parish road, viz., from the Merila and Sutton Forest Road, near R. Guise's 100 acres, to the south-west corner of H. Badgery's 635 acres, running through the lands supposed to be the property of Oliver Throsby and Henry Badgery, I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,  
MICHAEL FITZPATRICK.

## No. 11.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE MINISTER FOR LANDS.  
Executive Council Office,  
6 July, 1865.

SIR,

In compliance with the request contained in Mr. Under Secretary's Fitzpatrick's letter of the 3rd ultimo, I do myself the honor to inform you, that no objection has been lodged with me to the formation of the proposed parish road noted in the margin. No. 10. From the Merila and Sutton Forest Road to H. Badgery's 635 acres.

I have, &c.,  
ALEX. C. BUDGE,  
Clerk of the Council.

Surveyor General.—M.F., 10 July, /65.

The road in question is required only to afford access to lands conditionally purchased by four or five persons, and it is not considered to be of sufficient importance to the public as to warrant the comparatively large expenditure required to fence the road through the enclosed lands. It is recommended to await future legislation.—P. F. ADAMS, for the Sur. General, B.C., 15 August, 1865. The Under Secretary for Lands.

Approved.—JOHN R.

No. 12.

## No. 12.

THE UNDER SECRETARY FOR LANDS TO MESSRS. M'WILLIAMS AND PARTY.

Department of Lands,  
Sydney, 31 August, 1865.

GENTLEMEN,

No. 9.

Referring to the notice in the *Government Gazette* of the 30th May last, respecting the proposed opening of a road from Merila and Sutton Forest Road to H. Badgery's 635 acres, as applied for by you, I am directed by Mr. Secretary Robertson to inform you that the road in question is not of sufficient importance to warrant the erection of fencing at the public cost.

2. The confirmation of the road must therefore await future legislation.

I have, &amp;c.,

MICHAEL FITZPATRICK.

## No. 13.

M. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Sutton Forest, 12 October, 1865.

SIR,

We, the undersigned free selectors, of Stone-quarry Creek, near Sutton Forest, have resided and laboured on our selections for the last three years, thereby complying with the Government regulations, which we think ought to entitle us to consideration.

We want from the Government a passable road for egress and ingress. The road already marked out is so impassable from the many high ranges and intervening gullies, besides the injustice of our being required to fence it in—so useless is it for all practical purposes—that it might as well be laid out on the Snowy Mountains. The road that would be of use and benefit to us, and without injury to anyone, would be along the present track that leads from M'Williams' selection to the railway; thence by the railway line to the road leading to Sutton Forest.

Trusting that you will give this your immediate and favourable consideration,—

We have, &amp;c.,

MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.  
HENRY BELL.

The Surveyor General.—M.F., B.C., 23 October.

## No. 14.

MR. DISTRICT-SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Sydney, 6 March, 1866.

SIR,

No. 13.

With reference to a further application by M'Williams, Racher, and others, for a road to their lands on the Stone-quarry Creek, towards the Great Southern Railway and Sutton Forest, referred to me for consideration and report, I have the honor to draw your attention to the following facts:—

This road is required solely for the use of M'Williams, Racher, Stevenson, and Bell, who have conditionally purchased lands embracing an aggregate area of about 290 acres, situated on Stone-quarry Creek, and about 3 miles from Sutton Forest, and to which lands there is not at present any direct and practicable road.

Applicants have resided on their lands and improvements have been effected.

The direct road from applicants' lands to the nearest public road has been surveyed, and passes through enclosed land belonging to Henry Badgery; the opening thereof, under the present law, would involve expenditure for fencing (about 350 rods) to prevent trespass, amounting to about £44 sterling. It also intersects lands now belonging to Oliver Throsby, which to a certain extent are enclosed, but through which there has been opened a public road, which has not been fenced; and therefore it appears to me that no application for fencing to prevent trespass can now be entertained.

The road, as surveyed, is not a good road, owing to the physical condition of the land; it would in its natural state, and particularly during wet weather, be very difficult for traffic, but it is the most direct to the nearest public thoroughfare, and the road requiring the least outlay for fencing.

I submit that the tenure of the lands to which access is required being at least uncertain, and the improvements of a doubtful character, unless it can be shown that applicants are *bonâ fide* residents, engaged in cultivation or other permanent improvement of their lands, that the road does not appear to be of sufficient public importance to warrant the expenditure necessary to open the same under the Act of Council 4 Wm. IV No. 11.

I have, &amp;c.,

EDWARD TWYNAM.

In August last Mr. Secretary Robertson determined that the opening of this road should await further legislation, as it is not of sufficient importance to warrant cost of fencing at the public cost, and unless applicants are willing to undertake the cost of fencing through Mr. Badgery's land, the opening of the road cannot be recommended.—For the Surveyor General, P. F. ADAMS, 22 March. The Under Secretary for Lands.

## No. 15.

THE UNDER SECRETARY FOR LANDS TO MESSRS. M'WILLIAMS AND PARTY.

Department of Lands,  
Sydney, 27 March, 1866.

GENTLEMEN,

Referring to your letter of the 12th October last, in which you make application to have a road <sup>No. 13.</sup> opened to the lands conditionally purchased by you at Stone-quarry Creek, in the County of Camden, I am directed by the Secretary for Lands to inform you, after due inquiry into the matter, that the opening of the road desired by you cannot in the present state of the law be authorized, unless you are willing to pay the cost of fencing through the enclosed lands through which it would pass, the road not being of sufficient importance to justify that being done at the public expense.

I have, &c.,  
M. FITZPATRICK.

## No. 16.

MR. DISTRICT-SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, November, 1873.

SIR,

With reference to a petition by M'Williams, Racher, and Sampson, for the opening of a road <sup>Missing.</sup> to their lands on Stone-quarry Creek, near Sutton Forest, which has been forwarded for my consideration under your B.C. minute, I have now the honor to report,—

1st. The parties concerned in this matter are M'Williams senior, M'Williams junior (230 acres); Bell (80 acres), Racher (40 acres), Sampson (40 acres), all married, excepting the last named, and resident on their respective selections, which have been more or less improved. To the lands in possession of these parties there is no road, being bounded on the north and east by old grants, and on the south and west by rugged and impracticable country.

2nd. For the past ten or eleven years Mr. Badgery, senior, has permitted the petitioners to have access to their lands, by a track through his 1,920 acres, 100 acres, and 740 acres, as shown upon annexed sketch\* by a red line; but some alteration having been lately made in the disposition of his estate, and threats having been made by the petitioners as to removing fences, this privilege was denied them, and they are now in the most embarrassing position of being in possession of lands which are practically inaccessible, except at the risk of trespass and consequent penalty. <sup>\* Appendix B.</sup>

3rd. About ten years ago, under your authority Mr. R. J. Campbell surveyed a road, as shown on sketch by the purple line, which severed enclosed lands belonging to Messrs. Badgery and Throsby respectively, and to the opening of which road objection was made by those proprietors unless such road was fenced; as the interests of the petitioners were not considered to be of such importance as to warrant the expenditure of about £200 for fencing such road, they were informed that it would be opened, on their erecting the fences necessary to prevent trespass, which they have not done, and refuse to do.

4th. The road which the petitioners desire to have confirmed to their use is that shown by the red line which severs Mr. Badgery's estate, enclosed and subdivided by fences nearly in the middle, and would inflict very serious injury. I called upon Mr. Badgery to hear his views upon the matter, and he refuses to make any concession whatever in favor of the petitioners in respect to the use of the road desired by them, but in consideration of their unfortunate position intimated to me that he would not oppose the opening of a road under the Public Gates Act in the direction of that previously surveyed (coloured purple).

5th. The road surveyed (coloured purple) is difficult, and passes over ground which in its natural state would not carry traffic, besides being obstructed by fallen timber. The course of this road might be somewhat improved, and it might be made practicable for traffic, and for all the requirements of the petitioners for several years, by the expenditure of about £75, supplemented by about £25 for necessary works on the Shoalhaven and Sutton Forest Road.

6th. The road desired by the five petitioners, possessing land of an aggregate area of 390 acres, would be about 2½ miles in length, would sever four enclosures, and would undoubtedly cause very serious damage to Mr. Badgery's estate. The road surveyed, in length about 1½ mile, leading to the public road from Sutton Forest to Shoalhaven, would not inflict much injury, for admitting the alleged necessity to fence, two of the occupants affected, Messrs. Edward and Frederick Badgery, are willing to adjust their boundaries according to such road. Mr. Throsby's land, also severed, is now about to be sold by auction. In respect of distance from Stone-quarry Creek to Sutton Forest the latter road would appear to be the shorter by about a mile.

7th. Recognizing the claim of the five petitioners for a road to their lands, and taking into consideration the high value of land at Sutton Forest, and the circumstances above specified, it is submitted that this is a case deserving immediate and special provision—that the best road in the direction of that surveyed (purple) should be defined, with a view to the dedication of the same as a parish road—and that the sum of £100 be appropriated for expenditure in necessary works upon such road and the road thence to Sutton Forest.

I have, &c.,  
EDWD. TWYNAM.

## No. 16A.

HENRY BADGERY, ESQ., to THE MINISTER FOR LANDS.

Vine Lodge,  
Sutton Forest, 6 December, 1873.

SIR,

Having learned that another road has been applied for through my yard by three free selectors Racher, Sampson, and M'Williams, I have the honor to draw your attention to the facts of the case.

The

The abovenamed were old servants of mine, and have been allowed to use the road that I made to enable me to draw the materials—stone and timber—for the erection of my house; but now that I have given the 740 acres to one of my married sons we find it necessary to close it. The free selectors have had a road laid out for them by Mr. Twynam to the Shoalhaven Road, but because that requires a little clearing, &c., they petition for a road through my son's paddock, which he has just enclosed with a new fence, and thence through my yard. As you will be aware, the road from Goodacre's 40 acres deprives me of 34 chains of water frontage, for which I paid 32s. per acre, without compensation or equivalent, and that the Shoalhaven Road from the railway line to the Village of Sutton Forest is entirely through my land, for which I have not received any equivalent. Then there is the road for Mr. Morrice, and the road from Barren Ground to Sutton Forest Village, for neither of which have I received further compensation than partly fencing. If the road is carried through my son's paddock (for which I paid £1,000, besides the improvements) it will be rendered valueless, as the water is on the south end of it, and the greater portion of the land on the north side of the proposed road.

Trusting you will see justice done in this matter,

I have, &c.,  
HENRY BADGERY.

### No. 17.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Stone-quarry Creek, Sutton Forest,  
26 January, 1874.

SIR,

We, the undersigned, free selectors and residents of Stone-quarry Creek, Sutton Forest, humbly pray that you will earnestly consider the circumstances under which we are placed by having no possible means of exit from our selections. Our fruit and all other produce which we have fit for market is being destroyed, we have lost very heavily already, and if the road is not shortly opened we will lose all our produce and be compelled to leave our farms and our twelve years' hard labour. We therefore beg you will earnestly consider our case, and, with as little delay as possible, open the road we have applied for—the road we have used for the last twelve years, and which is already made. We therefore beg you will consider our case as one of great hardship and deal with it at once, and by so doing you will for ever oblige,

Your humble servants,  
JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

This case is still under reference to the Works Department, and nothing can be done until that department has come to a decision with reference to the expenditure of money on the road.—For the Surveyor Genl., ROBT. D. FITZGERALD, 12 Feb., 1874.

Inform of present state.—A.O.M., 16 Feb., /74. The Under Secretary for Public Works.—W.W.S., B.C., 19 Feb., /74. To be returned with former papers.

These are additional papers from the Lands Department concerning the road at Stone-quarry Creek, to give access to some free selections. It is a *most urgent* case, and the Lands can do nothing pending a decision. The previous papers are now with the Under Secretary.—C.B. Under Secy., 27/2/74, B.C.

### No. 18.

MR. P. F. HART TO THE MINISTER FOR LANDS.

Hart's-buildings, Gloucester-street,  
14 February, 1874.

SIR,

With regard to the road at Sutton Forest for the selectors, I hope you will allow me, if I can, throw a little information, as it may show the Government that the road now existing is no damage to Mr. Badgery's property, and as you are under the impression such is the case I know you will as you have always taken any information that may be tendered for a good purpose; and as the Badgerys have always been on good terms with me I hope you will not think this is for any other purpose; my whole object is, that before you decide anything that may be against the selectors' interest that you should know everything about the matter; and as I have been residing in that district for several years, I had an opportunity for knowing it for miles around. I have a little property there, and could I see my way to sympathise for the Badgerys I am sure it would be more for my interest, as they are large landowners; but in this case I feel sure you will do justice to those poor men and their families before they are drove from a place where they have given the cream of their existence over twelve years, and have made their selections the finest little farms in the district.

I should call on you and explain what I have to say, but put it in writing as you can make what use you like of this, and defy Badgerys to contradict my statement; and should the Government deem it necessary to make an inquiry, I am willing to deposit a sum of money that such inquiry may cost, and if my statement is not true to forfeit it. The whole of the district sympathise for the selectors, as the Badgerys have said publicly they would starve them out, and that they will if they do not get the road they have applied for, as giving them the lower road would be tantamount to the same. The road now running through the Badgerys' land as has been represented to you such is not the case; they are all on the boundary excepting the road marked A, where there is a road marked to Mr. Morrice's property, with an over-bridge, which leaves a small piece of land (about 25 acres) on the south-east, where you will see in a sketch enclosed the road runs to where there are selectors as well; the 25 acres of land I believe left on the south-east is not worth £30. There is a road that runs from the old Southern Road into the road marked A,

where

where there are a number of settlers and freeholders and goes on the boundary of Badgery's land; the piece of land you see marked John Badgery has been settled on him some years ago by his father, so I cannot see how he can complain, for if the road marked A was not opened he could not get out of his property and would be depending on his brother and suffrage for a road. There are three Government roads surrounding their property, and instead of its depreciating the value it has enhanced the value 25 per cent., and well they know it. There is a piece of land in your plans at the office which never belonged to the Badgerys at Sutton Forest—it was the Badgerys of Braidwood, a relation, and now belongs to Ellsmore; it is on the west boundary of Badgerys; I have no doubt they having made their case very hard; they have a stake worth all they are trying for. On the east of their boundary are situated Crown Lands, and the selectors who are trying to get a road, they will have the whole of that country for miles where it is surrounded by precipices where they would not even have to fence it; these are something for them to try for and worth having, if they can get it; by the number of people living around them you will see at some future time there must be a platform near Badgery's house as it would be in the centre of the people and more to the interest of the Badgerys than any others.

Praying for a careful consideration in the whole of the matter by you,

I am, &c.,  
P. F. HART.

Similar letter to this was sent to the Minister for Works on the same date.

I have been unable to obtain the papers. The Under Secretary for Public Works.—W.W.S., B.C., 27 Feb., 1874.

These are further papers respecting road through Mr. Badgery's land at Stone-quarry Creek. The writer asserts that unless a speedy decision is come to the selectors will be ruined. The case is an *urgent one*.—W.C.B., 28/2/74. Under Sec., B.C. I know of no case in the Department so urgent as this.

### No. 19.

THE UNDER SECRETARY FOR LANDS TO M'WILLIAMS AND PARTY.

Department of Lands,  
Sydney, 19 February, 1874.

GENTLEMEN,

In reference to your letter of the 26th ultimo, asking for a road from your selections at Stone-quarry Creek, I am directed to inform you that the case is still under reference to the Department of Public Works. No. 17.

I have, &c.,  
W. W. STEPHEN.

### No. 20.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Stone-quarry Creek,  
Sutton Forest, 23 February, 1874.

SIR,

We received a letter from the Department of Public Works dated the 19th instant, stating that our case with regard to the road was still under reference in the abovenamed department. We await with great anxiety the decision of those gentlemen that have our case in hands, and we earnestly and humbly pray that as it is a matter of the greatest importance to us having a road from our farms that we may be able to bring our produce to market and maintain our families, that we may get the road we have applied for. We have spent nearly twelve years hard labor on those selections, and we beg to refer you to those two gentlemen that came to report on our road, Mr. Twynam and Mr. Paterson, that our selections are not the worthless farms that have been represented to you; there is only one possible means of exit from our selections, which is the road we have applied for; the road we had used since we selected our land has been shut on us since the 20th October; we had no other means of getting from our farms, nor being able to bring our produce to market. Our friends are denied the privilege of coming to see us, and Mr. Badgery said publicly he would starve us out. Querry. Lands.  
See No. 19.

Humbly praying that you will give the matter your earnest consideration,

We have, &c.,  
JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

I believe a decision was come to in this case by the Executive Council; if such is the case it should I think be ascertained and communicated to applicants.—R. D. FITZGERALD, for Surveyor General, 18 March, 1874.

The Under Secretary for Public Works.—W.W.S., B.C., 24 March, 1874.

The papers in this case are with the Under Secretary; nothing is known in this office of any action having been taken by the Executive Council.—W.C.B., 25/3/74. Under Secretary, B.C.

Get tracing of roads in this locality from Lands.—J.R., B.C., 27/3/74. Under Secretary for Lands.

## No. 21.

COMMUNICATION FROM T. GARRETT, ESQ., M.L.A., WITH MEMORIAL FROM J. M'WILLIAMS AND PARTY.

In handing in the accompanying memorial from Messrs. John and Michael M'Williams, Richard Racher, and John Sampson, and about seventy of their neighbours, with reference to the memorial previously presented in favour of opening the road from M'Williams, Racher, and Sampson's selections to the Sutton Forest Road, Mr. Garrett desires to draw particular attention to it. As proof of the strong opinion in favour of the opening of the road asked for, entertained by a large number of persons fully conversant with the circumstances, Mr. Garrett also begs to assure the Minister that from numerous other sources, equally as reliable, he has been assured of the absolute necessity of a road being at once opened to afford access to the selections named. If it is not done absolute ruin will be imposed on the proprietors.

Sydney, March 12th, 1874.

[Enclosure to No. 21.]

Sutton Forest, 11 March, 1874.

WE the undersigned selectors and residents on the Stone-quarry Creek and Sutton Forest, do humbly request that a road may be granted through the 700 acres of land belonging to Mr. Henry Badgery, to the railway crossing at Vine Lodge, and from there to the nearest point of road leading to the village of Sutton Forest.

Through having no road we are put to great inconvenience, because Mr. Henry Badgery will not allow us to go through his land—we are unable to dispose of our produce, and put to personal inconvenience.

And we, the Petitioners, as in duty bound, will ever pray.

[Here follow 74 signatures.]

Under Secretary.—W.B., 16/3/74, B.C.

## No. 22.

E. H. BADGERY, ESQ., TO THE MINISTER FOR LANDS.

Sutton Forest, 19 March, 1874.

SIR,

Referring to a road applied for by M'Williams and one or two others through my land near Sutton Forest, I believe the matter has been grossly misrepresented to you, and I now beg respectfully to offer a few remarks in contradiction thereof. Firstly, the road, I am informed, is stated to be shorter and more level than the road offered to the applicants by the Government some years ago. I beg now to state that I have had the road applied for measured, and find the part passing through my land and that of H. Badgery, senior, measures 10 chains more than  $2\frac{1}{2}$  miles before it reaches the Barren Ground Road, whereas the marked road surveyed by Mr. Surveyor Campbell, passing through H. Badgery's (now F. D. Badgery's) and Mr. Throsby's land would reach the Shoalhaven Road in 108 chains, or  $1\frac{1}{4}$  mile and 8 chains, being only 3 chains more than half the length of the road applied for, and would not do one-fourth of the damage the other road would do to the properties through which it passes, and, not to mention the injury, would be done to my land (formerly C. Throsby's 740 acres); the road recommended by Mr. Campbell, and, I believe, also by Mr. Twynam, would afford me a near or short road to the Shoalhaven Road, which, being shorter, I would much prefer to the line lately applied for by M'Williams and others, I having at present no road out without trespassing. I have, I may add, lately purchased the selection of H. Bell, which is the best and most improved piece of land in the locality of M'Williams and Racher's, who are bounded by Crown land at their back boundary. It has, I believe, been stated that the road marked and offered by the Government to these men could not be travelled upon without a considerable outlay. This is principally owing to fallen dead trees, which could be cleared for a trifling outlay; and the two creeks which the marked road crosses are so narrow that one may stand with one foot on each bank; in fact I would willingly undertake to put this road in such condition that a dray carrying 2 tons could travel along it, for £60, instead of £200 or £300, as stated by some individuals.

The road from Barren Ground to Sutton Forest is travelled upon by a great number of selectors, and, in passing through H. Badgery's estate, is a much more heavily timbered and hilly road, yet not one shilling of public money has been laid out upon it. I should feel obliged if you will take my statements into consideration, and, if required, I shall be happy to furnish you with any proof of their correctness you may require.

I have, &c.,

EDWARD H. BADGERY.

The papers are, it appears, with the Works Department. Does the Deputy Surveyor General wish that they should be applied for with reference to this letter, or that this should be sent there also?—A.O.M., 26/3/74.

The former papers are required from the Works Department, having been referred to that Department for report.—R.D.F., 30 March, 1874.

The Under Secretary for Public Works.—W.W.S., B.C., 31 March, 1874.

The previous papers in this *most urgent case* are with the Under Secretary for decision of the Minister, as to which road shall be adopted. The Lands Department now ask that the papers may be returned.—W.C.B., 8/2/74. Under Secretary, B.C.

I consider the road applied for by the free selectors the best, and that a platform at the level crossing where this road crosses the railway should be given, and eventually a station.—J.R.

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No. 23.

MR. J. M'WILLIAMS to T. GARRETT, Esq., M.L.A.

Sutton Forest,  
25 March, 1874.

DEAR SIR,

You will please excuse me for again asking you if anything more has been done about the road. The selectors, as well as those that signed our petition, are very anxious to hear if anything more has been done about our road, as there are men that would take timber from us if it could be got out. All the inhabitants say that they think our case ought to be brought before the House of Assembly, but I tell them that our case is in your hands, and I know you will do whatever is best. Badgery would like to buy our selections, and they think that in a little time they will buy us out at their own price, but we are determined not to sell to them if we got no road at all.

Hoping you will excuse us for troubling you so much, also that you will continue to use your able influence in our behalf, and get the road settled for us as soon as possible, and your kindness will never be forgotten.

I am, &c.,  
JOHN M'WILLIAMS.

No. 24.

MINUTE OF THE UNDER SECRETARY FOR PUBLIC WORKS.

PREPARE Minute for Cabinet recommending the road through Mr. H. Badgery's 300 acres grant, marked by dotted line on tracing\* herewith, and stating that a level crossing and a platform will be granted where this line crosses the railway at 77½ miles. Jordan's crossing is at 82 miles—Sutton Forest 72 miles (from Parramatta Junction, 13 added to Sydney). \*Appendix D.

No. 25.

J. M'WILLIAMS AND PARTY to THE MINISTER FOR PUBLIC WORKS.

Stone-quarry Creek,  
20 April, 1874.

SIR,

I take the liberty of writing to you on a matter now under your consideration, that is, the road from Stone-quarry Creek through Mr. Badgery's land towards Sutton Forest. I am sorry to inform you that the Messrs. Badgery have threatened us with a second action in the Supreme Court for trespassing on their land. We were in hopes by this time you would have come to some decision.

We got up a petition about five weeks ago, signed by nearly all the freeholders in Sutton Forest, which we thought would have urged you to take some steps to give us a road by this time.

I can assure you that there are no people more persecuted than we are by the Messrs. Badgery; every time we are leaving our homes we have to steal out, and are watched like burglars. If our road is not opened I do not know what will become of us. You, Sir, have always done what is fair and just, even when there was a very poor and a rich man concerned.

We do earnestly hope and pray you will take immediate steps to give us relief as soon as possible. And your humble petitioners, as in duty, will ever pray.

JOHN M'WILLIAMS.  
JOHN SAMPSON.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.

Inform that I have no power to open this road, it being a matter entirely for the Lands Minister. I have recommended that the road be opened, and I will erect a platform at the level crossing for the convenience of the Messrs. Badgery and the general public.—J.S., 22/4/74.

Railways, for information.—W.H., B.C., 24/4/74.

The papers in this case appear from the records of the office to have been submitted to the Under Secretary on the 26th March last, and have not since been returned.—W.H., 4/5/74.

No. 26.

THE UNDER SECRETARY FOR PUBLIC WORKS to THOS. GARRETT, Esq., M.L.A.

Department of Public Works,  
Sydney, 23 April, 1874.

SIR,

Referring to the representations of Messrs. M'Williams, Sampson, and Racher, &c., for a road to lead from free selections through Mr. Badgery's land in Sutton Forest, to the Great Southern Railway, I am directed to inform you that this being a matter which belongs entirely to the Lands Department, the Secretary for Public Works has done all in his power, namely, recommended the propriety of opening up a road as requested, to the favourable consideration of the Secretary for Lands.

Mr. Secretary Sutherland directs me to add that should the road be given, a platform will be erected by the Railway Department at the level crossing, where the proposed road will intersect the Great Southern Railway, for the convenience of settlers in this neighbourhood using the line.

I have, &c.,  
JOHN RAE.

No. 27.

## No. 27.

## MINUTE OF THE MINISTER FOR PUBLIC WORKS.

Department of Public Works,  
Sydney, 8 May, 1874.

In transmitting the enclosed papers for the consideration of the Minister for Lands, on the subject of the desirability of affording access to market to certain farmers and free selectors at Sutton Forest by the opening of a road to the Great Southern Railway, I consider that the necessary steps should be taken by the Government for the formation of the line of road asked for by these free-selectors, as set forth in the accompanying tracing, and the direction indicated by a black dotted line. Should this suggestion be adopted, I will undertake to complete the proposed facilities, namely, that at or near the level crossing constructed at the intersection of the proposed road with the railway a platform shall be erected for the convenience of the settlers in this neighbourhood using the line.

JOHN SUTHERLAND.

Under Secretary for Lands.—J.R., B.C., 8/5/74. It is recommended that Mr. Badgery be informed of this proposal.—ROBT. D. FITZGERALD, for the Surveyor General, 15 May, 1874. Inform, 16 May, /74. The Surveyor General.—O.R., for U.S., B.C., 20 May, 1874.

See tracing  
attached to  
No. 24.

## No. 28.

E. H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Sutton Forest,  
19 May, 1874.

SIR,

I have the honor to inform you that I have purchased the conditional purchase of Henry Bell, consisting of 80 acres, and being the principal selection in the locality of M<sup>c</sup>Williams and Racher, and which adjoins my freehold of 740 acres, I therefore beg respectfully that you will take this into consideration with reference to the road applied for, and recommended by me in my letter of 18th March, that being the road recommended by Messrs. Campbell and Twynam.

I have, &c.,

EDWARD H. BADGERY.

19 March, 1874.  
See No. 22.

## No. 29.

THE UNDER SECRETARY FOR LANDS to E. H. BADGERY, Esq.

Department of Lands,  
Sydney, 20 May, 1874.

SIR,

In reference to your letter of the 19th of March last, respecting a road applied for by John M<sup>c</sup>Williams and others from Stone-quarry Creek towards Sutton Forest, through your land, I am directed to inform you that the Government propose to take the necessary steps for the formation of the line of road asked for, and that in the event of such proposal being carried out it is intended to erect a platform at or near the level crossing constructed at the intersection of the projected road with the railway, for the convenience of the settlers in the neighbourhood using the line.

I have, &c.,

W. W. STEPHEN.

No. 22.

## No. 30.

H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Vine Lodge, Sutton Forest,  
25 May, 1874.

SIR,

Referring to the road applied for by M<sup>c</sup>Williams and Racher through my land, and which I am informed the Government contemplate granting to them, I beg respectfully to inform you that I must most strongly oppose for the undermentioned reasons:

1st. The lands of the parties applying are not nearly of sufficient importance to justify the Government in granting a road that would do so great an amount of damage to my highly improved land; the land so taken from me would be worth at least five times the value of the lands selected by the above-mentioned parties.

2nd. That a much shorter and less injurious road has been marked by Mr. Twynam, being only 108 chains to the Shoalhaven Road, instead of 210, which it takes to reach the Barren Ground Road after passing through the best of my land, a great portion of which I have had cleared at a cost of over £20 per acre; and further, that the road recommended by Mr. Twynam, though not at present cleared, besides being so much shorter, is a much more level one than the road applied for, the principal advantage in the latter being the fact of my having had it partly cleared for my own traffic.

I beg also to enclose a tracing by which you will see there are already two roads crossing the railway line in my land, one of which being the one to Mr. Morrice's bridge, and for which I have not at present received any compensation, and if the road applied for were granted it would again divide my land into four pieces.

Appendix E.

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I may further add that there is not any more land in the locality which could be taken up as may have been represented to the Government.

Trusting that some further knowledge of this matter may be obtained by the Government before granting the road, which I am sure would lead to its abandonment,

I remain, &c.,  
HENRY BADGERY.

*Urgent.*—No report can be made without the former papers.—R.D.F., 1 Aug., 1874.

No. 31.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Sutton Forest, 8 June, 1874.

SIR,

We, the undersigned, free selectors and residents of Stone-quarry Creek, Sutton Forest, do humbly pray that you will cause to be opened without delay the road we have applied for.

It is now nearly eight months since we have applied for a road, and since then we have endured very great hardship; we have no road from our selections and are compelled to bring provisions to our families on our back by night. We cannot possibly hold out or suffer such misery longer.

We have produce of all kinds that is being destroyed through not having a road to market, and if the road is not opened at once we will be ruined and compelled to leave our farms and all our hard twelve (12) years labour for nothing.

Mr. Badgery bought one of the selector's farms, but we are determined not to sell our farms at any price, no matter what may come.

You Sir, have ever dealt justly, even when there was a poor and a rich man concerned, and we humbly and sincerely trust that you will do so now with us, and grant us the road we have applied for; and we, your humble Petitioners, as in duty bound, will ever pray.

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

The Under Secretary for Public Works (for papers).—W.W.S., B.C., 30 July, 1874.

Roads, for previous papers referred to by the Lands Department.—J.R., B.C., 3 Aug., 1874.

No. 32.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR PUBLIC WORKS.

Sutton Forest, 8 June, 1874.

SIR,

We, the undersigned free-selectors and residents of Stone-quarry Creek, Sutton Forest, once more humbly pray that you will decide on our case with regard to the road as soon as possible.

It is impossible for us to do without a road any longer, our produce of all kinds is being destroyed, and if the road we have applied for is not opened we will be ruined.

We are shut in for the last eight months, and it is impossible for us to describe the misery we have suffered during that time. We have had to bring provisions on our backs through Mr. Badgery's land by night to our families.

We have been respectable residents of this district for the last nineteen years, and we cannot suffer any longer to have to carry provisions on our back by night to our families as though we were burglars.

Trusting you will give the matter your earnest consideration, and we your humble petitioners as in duty bound will every pray.

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
JOHN SAMPSON.  
RICHARD RACHER.

Send this to Lands with an earnest request from me that something may be done to relieve these people from the hardships they have been enduring for so many years for want of a road to their farms.—J.S., 9/6/74. Inform petitioners.

Under Secretary for Lands.—J.R., B.C., 10/6/74.

Mr. Badgery should be requested to reply to the letter to him from this office on the 15th May Query—20 May last.—J.S.F., 12/6/74.

No. 33.

THE UNDER SECRETARY FOR PUBLIC WORKS TO J. M'WILLIAMS AND PARTY.

Department of Public Works,  
Sydney, 10 June, 1874.

GENTLEMEN,

I am directed by the Secretary for Public Works to inform you that your letter of the 8th No. 32 instant, having further reference to the road from your properties to the railway station, through Mr. Badgery's land, has been forwarded to the Lands Department with a request that the necessary action may be taken without further delay.

I have, &c.,  
JOHN RAE.

No. 34

## No. 34.

THE UNDER SECRETARY FOR LANDS TO E. H. BADGERY, Esq.

Department of Lands,  
Sydney, 20 June, 1874.

SIR,

No. 29. I am directed by the Minister for Lands to request you to be good enough to send a reply to my letter of the 20th ultimo, on the subject of the application of Messrs. John M'Williams and others, for a road from Stone-quarry Creek towards Sutton Forest through your land.

I have, &c.,  
W. W. STEPHEN.

## No. 35.

E. H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Sutton Forest, 22 June, 1874.

SIR,

No. 34. I am duly in receipt of your letter of 20th instant, and in reply I beg to say that the road applied for by M'Williams and Racher through my land would injure my property to a greater extent than the value of the selected land of the applicants.

I therefore consider I have good grounds for objecting to such a road, particularly when I have shown that the road recommended by Mr. Twynam, taking the Shoalhaven Road instead of Barren Ground Road, is reached in about half the distance, and besides giving the applicants a much shorter road to Sutton Forest would not do one-tenth of the damage to the land through which it would pass. I beg respectfully that you will take this into consideration on my behalf, for I must strongly oppose the road referred to in your letter.

I may further add that I believe the road already marked for the parties referred to has been represented to you as being worse than it really is.

I have, &c.,  
EDWARD H. BADGERY.

No. 29. It is recommended that the attention of Mr. Badgery be directed to the fact that there is no reply in this letter to the proposal made in the letter to him of 20 May, respecting the granting of a platform.—  
R. D. FITZGERALD, for Sur. Genl, 24 June, 1874.  
Appd.—J.S.F., 25 June, 1874.

## No. 36.

J. M'WILLIAMS AND PARTY to THE MINISTER FOR PUBLIC WORKS.

Sutton Forest, 29 June, 1874.

SIR,

We the undersigned free selectors of Stone-quarry Creek, Sutton Forest, once more humbly appeal to you. We know, sir, our case with regard to the road rests now with the Hon. the Minister for Lands, but we humbly beg of you to use your influence to have our road matter brought to an end.

We cannot possibly describe to you the hardships we have suffered for the last eight months, having no road, and our produce lying on our hands and being destroyed for the want of being able to get it to market.

We believe Mr. Badgery still protests strongly against letting us have the road we applied for; we can assure you, sir, there is no other road we could possibly get from our farms. The road Mr. Badgery wants us to have is so bad that we could not travel it on foot, and should we be compelled to use that road Mr. Badgery knows he would soon have our little farms at his own price. It is a very hard case, with the many thousand acres of the best land in this district which Mr. Badgery owns, that he should want to drive us out of our little homes that we have worked so hard for. We have spared neither money nor hard work on these selections for the last twelve (12) years, planting orchards, and fencing and clearing the land, and just now that we are getting some return for so much hard labour it would be very hard to go and leave them or sell them to Mr. Badgery at his own price.

The road we want will be of as much service to Mr. Badgery as it will to us, and will not injure his property in the least; on the contrary it will make it more valuable; and should there be a platform erected at the railway crossing it will be of great service to Mr. Badgery, to us, and a great many others.

We therefore earnestly and humbly beg of you, sir, to have our road matter settled without delay.

And we, your humble petitioners, as in duty bound, will ever pray.

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

The Secretary for Lands for consideration, and please say if anything is done.—J.S., 30/6/74.  
Place this with papers relative to Badgery's road, now under consideration, siding, &c., &c.—  
J.S.F., 1/7/74.

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No. 37.

THE UNDER SECRETARY FOR LANDS to E. H. BADGERY, Esq.

Department of Lands,  
Sydney, 7 July, 1874.

SIR,

I am directed to draw your attention to my letter of the 20th of May last, and to point out that your letter of the 22nd ultimo, purporting to be in answer thereto, contains no reply to the proposal made in my said letter, respecting the granting of a platform at or near the level crossing, constructed at the intersection of the projected road with the railway.

No. 29.  
No. 35.I have, &c.,  
W. W. STEPHEN.

No. 38.

E. H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Oak Villa, Sutton Forest,  
8 July, 1874.

SIR,

I am in receipt of your letter of 7th instant, requesting a reply to your letter of the 20th of May, wherein no question was asked, but stating that the Government proposed (notwithstanding my protest) to grant a road through my land, and in the event of that proposal being carried it was intended that a platform should be erected at the junction of the proposed road with the railway line; I wish therefore to call your attention to the fact that the platform would be on my father's land and not upon mine.

No. 37.  
No. 29.I am, &c.,  
EDWARD H. BADGERY.

No. 39.

J. M'WILLIAMS AND PARTY to THE MINISTER FOR LANDS.

Stone-quarry Creek,  
Sutton Forest, 20 July, 1874.

SIR,

We, the undersigned conditional purchasers of Stone-quarry Creek, Sutton Forest, having heard that you, sir, have decided on giving us the road we applied for, humbly beg you will take the necessary steps to have the road measured and opened as soon as possible.

We also beg of you to give us permission to bring a cart out to get a supply of provisions for our families until our road is opened. If you, sir, could give us permission to bring a cart out, we would be for ever thankful, as we could bring as much provisions in at once as would perhaps do us until our road was opened.

And we, your humble petitioners, as in duty bound, will ever pray.

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

No. 40.

H. BEIT, Esq., to THE UNDER SECRETARY FOR PUBLIC WORKS.

5, Wynyard-street,  
Sydney, 23 July, 1874.

SIR,

I have the honor to request you to bring under the notice of the Honorable the Minister for Works my objection to the new road proposed by Messrs. Badgery, at Sutton Forest, east of the Railway siding, on the following grounds:—

- 1st. That it would injuriously affect land belonging to me, through which, I am informed, the proposed new road would pass; and
- 2nd. That it would be an injustice to close up a road which has been in use for the last twenty years, which is shorter in distance to the township, and can be constructed and kept in order at a moderate cost, while the other line is more circuitous, and passes over country which would entail a very great outlay in the construction and keeping a road in repair.

For these reasons I trust the Honorable the Minister for Works will finally decide not to grant permission for the opening of the proposed new road.

I have, &c.,  
HENRY BEIT.

Under Secretary for Lands with reference to previous papers.—J.R., B.C., 1/8/74.  
Papers returned from Lands and forwarded to Roads this morning.—W.H., for U.S., B.C., 4/8/74.  
Roads. None of the previous papers are in this office; they were submitted in due course, and have not been since returned.—W.W., 6/8/74. Under Secretary,—W.W., for U.S., B.C., 6/8/74.

No. 41.

## No. 41.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR PUBLIC WORKS.

Stone-quarry Creek,  
Sutton Forest, 17 August, 1874.

SIR,

We, the undersigned free selectors, residing on Stone-quarry Creek, Sutton Forest, humbly beg of you to consider our situation and the great hardships we have suffered for the last twelve months, through not having a road. The Honorable the Minister for Lands had decided on giving us the road, and we cannot describe to you, sir, how anxiously we looked out for the road to be measured and opened; but Mr. Farnell has again changed his mind, and we do not know what to do, nor how we are to support our families.

We have petitioned in vain to Mr. Farnell, and have even asked that gentleman to give us permission to bring a horse and cart out to bring provisions to our families, but Mr. Farnell never answered our request.

The Messrs. Badgery threatens us with an action in the Supreme Court, and would not give us permission to bring a horse or cart out, and we can assure you, sir, our situation is becoming desperate.

We cannot possibly travel any other way than the road we have applied for, and if we do not get that road we are ruined.

You, sir, have always acted justly with the poor hard working man, and we therefore earnestly and humbly beg you will consider our case, and cause us to be justly dealt with.

We cannot possibly wait longer than a week, until we are compelled to bring a cart out; and you, sir, will please let us know, if Mr. Badgery enters an action against us for so doing, will the Government defend us in the case? You will please, sir, answer our request as soon as possible.

And we, your humble petitioners, as in duty bound, will ever pray.

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

This is an old paper, and the question has, it is believed, been already dealt with. No action appears now necessary.—W.B., 27/4/75. Under Secy., B.C.

## No. 42.

## PRECIS ON CASE.

## Road at Stone-quarry Creek.

No. 1. In 1862 or 1863 M'Williams and three others appear to have selected land at Stone-quarry Creek to the extent of about 290 acres, and they applied in November, 1863, for a road to give access to their selections, and a road was accordingly surveyed through Beit's land, &c., to the Shoalhaven Road, and no objections were then made to its formation; but in consequence of the estimated expense of fencing, the applicants were informed on the 27th March, 1866, that the road was not deemed of sufficient importance to warrant the required outlay for fencing, and the matter was accordingly allowed to stand over until towards the close of 1873, when, in consequence of obstructions on the part of Mr. Badgery, a fresh application was made by M'Williams and others for the adoption of a road which had been in use for some years, from their selections, crossing the railway, to what is known as the Barren Ground Road.

Paper missing. No. 15. On this application Mr. District Surveyor Twynam reported in November, 1873, recommending the adoption of the road previously surveyed to the Shoalhaven Road, which he stated could be rendered available for an outlay of some £200 or £300.

Mr. Patison. Papers missing. No. 16a. Before sanctioning the adoption of this road, Mr. Twynam's report was forwarded to this department to ascertain whether expenditure would be authorized; the local officer's report was obtained, and it is thought he estimated the cost of opening road at £300 or £400.

In December, 1873, Mr. Badgery objected to road *via* the railway-crossing on the grounds that he had given the land (740 acres) to one of his sons, and they found it necessary to close the road, which he states he only made for the purpose of drawing materials for the erection of his house, because applicants could have the alternative road leading to the Shoalhaven Road, and because it would sever his paddock and cut him off from 34 chains of water frontage.

From December, 1873, to April, 1874, various petitions and letters for and against opening of road crossing the railway were received, the selectors stating that they were being ruined in not being able to get their produce to market, and that if the road advocated by Mr. Badgery was adopted it would be the means of turning them off their farms, as the road could not be travelled even on foot; on the other hand Mr. Badgery offers to make the road available for £60 instead of the £200 or £300 represented as necessary for the purpose.

See No. 21. On the 22nd April, 1874, the Hon. Secretary for Public Works recommended the Lands Minister to adopt the road crossing the railway to the Barren Ground, and offered to erect a platform at the railway crossing for the convenience of the Messrs. Badgery and the general public.

No. 29. Mr. Badgery was duly informed by the Lands Department of this decision on the 20th May, 1874, but up to the present time no reply has been received from him. An intimation from Mr. Badgery, junr., has been received to the effect that "no question had been asked" but merely the intention of the Government conveyed; that notwithstanding his protests it had been decided to open the road and to grant a platform at the railway-crossing, which he represented would be not on his land but on his father's.

On

On the 25th May Mr. Badgery, without referring in any way to letter to him of 20th May, again wrote protesting against opening the road *via* the railway-crossing—

- 1st. Because the damage to his property would be five times as great as the value of the free selections.
- 2nd. Because the alternative road is shorter.
- 3rd. Because the road to Barren Ground Road had been partly cleared at his expense.
- 4th. Because there are already two roads running through his land and crossing the railway, for one of which he has not yet received any compensation.
- 5th. Because if the road is approved it will cut his land into four pieces. And
- 6th. Because there is no more land in the locality which can be taken up and benefited by the road applied for.

On the 23rd July Mr. H. Beit writes protesting against the adoption of the road advocated by Mr. Badgery on the ground that—

- 1stly. It would injure his land through which it would have to pass. And
- 2ndly. It would be an injustice to close a road which he states to have been in use for twenty years, which is shorter in distance to the township and can be constructed and kept in order at a moderate cost, while the other is stated to be more circuitous and passes over country which would entail a very great outlay in keeping road in repair.

Nothing appears to have been done since beyond a request from the Lands Department for the missing papers.

G.C.E., 2/9/74.

Return to Lands these papers as the two reports are not yet found, nor the long communication in the Press pointing out the impossibility of making a passable road to the Shoalhaven Road, except at an outlay of some thousands of pounds. The cheapest and best road for the present and future is that crossing the railway near Mr. Badgery's, where a platform was applied for some years ago by Mr. Badgery, senr., but was refused because there was no road to it.—J.S., 8/9/74.

I presume that my hon. colleague desires the marking of the road to be proceeded with ; therefore the preliminary survey may now go on.—J.S.F., 1/10/74.

Forwarded to Mr. District-Surveyor Twynam, who is requested to carry out the above direction of the Hon. the Minister for Lands.—ROBT. D. FITZGERALD, for the Surveyor General, 8 Oct., 1874.

Surveyed accordingly, and plan transmitted under cover of Mr. Licensed-Surveyor Meldrum's letter.—EDWD. T., D.-S., 20 April.

#### No. 43.

THE DEPUTY SURVEYOR GENERAL TO MR. DISTRICT-SURVEYOR TWYNAM.

Surveyor General's Office,  
Sydney, 30 December, 1874.

SIR,

By direction of the Honorable the Minister for Lands I have to draw your attention to my letter of the 12th day of October, 1874, whereby you were directed to proceed with the preliminary survey of road through Mr. Badgery's land at Sutton Forest, and to request that you will carry out the instructions above referred to with as little delay as possible.

I am, &c.,  
ROBT. D. FITZGERALD,  
For Surveyor General.

#### No. 44.

MR. H. BEIT TO THE MINISTER FOR LANDS.

Sutton Forest,  
30 December, 1874.

SIR,

A visit to this district has enabled me to investigate very carefully the question of the roads from Stone-quarry Creek, upon which with others I have had several interviews with yourself and your honorable colleague the Minister for Works.

I have traversed both lines, viz., from the Shoalhaven Road to Stone-quarry Creek and thence to Badger y's Crossing, and found that running from the Shoalhaven Road passes at first through a flat boggy country, heavily timbered ; then descends into a deep gully, where several watercourses converge ; then ascends a very steep and rocky hill-side, and crosses a very extensive landslip ; it then crosses two very deep gullies, all heavily timbered.

The other line leads direct to the railway at Badgery's Crossing, and thence to the road from Sutton Forest to Jordan's Crossing it runs the whole distance along ridges, has been cleared both of timber and boulders by the parties who have used it, and there is not a single watercourse to cross ; neither drainage, clearing, or culverts are required, and a large portion of the land it traverses is not of a valuable character.

Now it will be evident to you that the first could only be constructed at a very considerable outlay for clearing culverts, &c., and then owing to the nature of a portion of the ground (the extensive landslip) be always liable to become impassable, besides the difficult ascents and descents, while the other road is already formed at the expense and labour of those who have had the use of it for upwards of twelve years, requiring no outlay whatever, nor is it likely to require any.

This road leads direct to the railway, where it would be most convenient for a platform serviceable alike to a number of persons on this side as well, and is and will be the only practicable road by which the settlers on Stone-quarry Creek and the surrounding country can bring their produce to market.

I have been informed that instructions had been issued to survey the latter road; on inquiry of the District Surveyor I was informed that at present no surveyor was available for the purpose; meanwhile the settlers are prevented from bringing their produce to market.

I trust this report may be of service and show you the necessity of immediate action being taken in this matter. I send a copy hereof to your honorable colleague the Minister for Works.

I have, &c.,  
HENRY BEIT.

Forwarded to Mr. District-Surveyor Twynam in connection with former instructions to him.—  
ROBT. D. FITZGERALD, for the Surveyor General, 14 January, 1875.

Transferred to Mr. L.-S. Meldrum.—E. TWYNAM, D.-S., *per* H. O'M., 6/2/75.

No. 45.

MEMO. from MR. DISTRICT-SURVEYOR TWYNAM to THE SURVEYOR GENERAL.

Reminder as to road survey through Mr. Badgery's land at Sutton Forest.

THE only cause of delay in this matter is, that I cannot obtain the services of a surveyor for the Camden District, where there are many surveys more than twelve months in abeyance, and the work is generally in arrear.

Mr. Licensed-Surveyor Clarke, now employed near Mittagong, is altogether unable to cope with the demand for survey, and not qualified to deal with road surveys.

I have endeavoured to obtain the services temporarily of three several surveyors, but without success.

A proposition is now under reference to the Surveyor General for the appointment of a surveyor.

EDWD. TWYNAM,  
D.-S.

Goulburn, 31 December, 1874.

No. 46.

MR. J. M'WILLIAMS to THOS. GARRETT, Esq., M.L.A.

Sutton Forest.

DEAR SIR,

Mr. Meldrum, a surveyor, was here to-day, and measured the road from our selections to the railway crossing at Vine Lodge. He said he was only instructed to measure the road, not to mark it; and only got instructions to measure it to the railway.

Mr. Meldrum says it will have to be gone over again and marked before it is gazetted; and as he had no instructions to mark it he could not do it.

Mr. Meldrum is going to shift his camp, and says it might be four or five months before he could come to mark it if he does not get instructions to mark it before he shifts his camp, which will be in three days from this date. We therefore humbly beg of you, sir, to have instructions sent to Mr. Meldrum before Saturday, if possible, so that the road might be marked before he leaves this part, and gazetted.

Hoping you are quite well, sir, and that you may excuse us for again troubling you,

I have, &c.,  
JOHN M'WILLIAMS.

P.S.—I also wish to tell you, sir, to also have instructions sent to Mr. Meldrum to carry the road on from the railway crossing to the Barren Ground Road, according to our application, as if the road ended at the railway we could not get on to Sutton Forest. We wondered at instructions not being sent to survey it any further than the railway. Mr. Cosgrove encloses a few lines.—I remain, &c., J. M'WILLIAMS.

Not with the  
papers.

Mr. Landers,—Telegraph to Mr. D.-S. Twynam:—"Has Mr. Meldrum been instructed to lay out road through Mr. Badgery's land? Reported to the Minister that he has declined to mark it or lay out all applied for."—ROBT. D. FITZGERALD, for Surveyor General, 25 February, 1875.

No. 47.

TELEGRAM from THE DEPUTY SURVEYOR GENERAL, SYDNEY, to E. TWYNAM, Esq., GOULBURN.

25 February, 1875.

HAS Mr. Meldrum been instructed to lay out road through Mr. Badgery's land? Reported to Minister that he has declined to mark it or lay out all applied for.

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No. 48.

TELEGRAM FROM THE DISTRICT SURVEYOR, GOULBURN, TO THE DEPUTY SURVEYOR GENERAL

Sydney, 25 February, 1875.

YES, in accordance with the late Minister's instructions; and was directed that the survey should take precedence of all other work. I will write Meldrum to-night.

No. 49.

MR. DISTRICT-SURVEYOR TWYNAM TO THE DEPUTY SURVEYOR GENERAL.

Goulburn, 27 February, 1875.

DEAR SIR,

Referring to previous communication anent the road from Stone-quarry Creek, through Badgery's land to the site of proposed platform on railway, I now enclose a telegram received from Mr. Meldrum at a late hour last evening, and in reply thereto I have told Meldrum to extend his survey across the railway to the Barren Grounds Road, and to leave plenty of temporary marks.

The Minister's instructions are for a preliminary survey only, with the object I presume of having the case illustrated by a plan, so as to arrive at a final decision on this long-standing question, and I instructed Mr. Meldrum accordingly, telling him not to mark the road in a permanent manner until approved by the Minister; and this, I believe, is the customary as well as the most expedient course, under the circumstances. Thus probably the report originated that Meldrum refused to survey the road, viz.,—because he would not permanently mark it.

I have told Mr. Meldrum to use all possible dispatch in the survey and transmission of plan.

I am, &amp;c.,

EDWD. TWYNAM.

[Enclosure to No. 49.]

Telegram from Mr. Licensed-Surveyor Meldrum to The District Surveyor, Goulburn.

26 February, 1875.

PRELIMINARY survey of road made from M'Williams C.P. to railway not marked yet. 1st. Am I to carry this road across railway to Barren Grounds Road? 2nd. Shall I mark at once? I await reply.

No. 50.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Sutton Forest, 15 March, 1875.

DEAR SIR,

We, the selectors of Stone-quarry Creek, once more humbly appeal to you with regard to our road case, as we have been shut in by Messrs. Badgerys so long that it is very hard.

We know, sir, that you said you would push the matter on as quick as possible, and we also know it is almost useless for us to remind you; but we are so very anxious about the road, as it would be a case of ruin to us all if the road is not got.

The surveyor has measured the road to the Barren Ground Road, and we would wish to know if the road will be marked soon, and how long it might be until the road would be open for our use?

We have, &amp;c.,

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

Forwarded to Mr. Licensed-Surveyor Meldrum, who is requested to expedite the survey of the road referred to.—ROBT. D. FITZGERALD, for the Surveyor General, 17 March, 1875.

The preliminary survey of this road has been made. I have been very busy for the past fortnight at field work, and had forgotten this was a pressing case. I shall in all probability have the plan forwarded by the end of the present week, as the plot is with my draftsman.—R. W. MELDRUM, Sutton Forest, 21/3/75.

No. 51.

MR. LICENSED-SURVEYOR MELDRUM TO THE SURVEYOR GENERAL.

Sutton Forest, 31 March, 1875.

SIR,

I have the honor to transmit herewith plan of road from M'Williams' 40 acres and other farm on Stone-quarry Creek to the road from the Barren Grounds to Sutton Forest, in the county of Camden, which I have surveyed in accordance with your B.C. instructions, dated 11th January, 1875, to the District Surveyor, transferred to me.

The track surveyed is that selected by the petitioners, and appears to me to be the best which is to be obtained under the circumstances.

The whole of the land intersected by this road is enclosed, and is more or less improved by ring-barking, clearing, &c., and is in the occupation of Messrs. H. & F. Badgery.

The position of Vine Lodge, Mr. Henry Badgery's residence, is not shown upon the plan; it is about two hundred (200) yards distant from the road, and if objection be raised by Mr. Badgery on the grounds of the road being within the limits prescribed, the road may be diverted without difficulty.

I have, &amp;c.,

R. W. MELDRUM, L.S.

Submitted.—ED. TWYNAM, D.-S., 20 April, 1875.

[Enclosure

Plan A.  
Also book of  
reference  
enclosed. See B.

## [Enclosure B to No. 51.]

Book of Reference of road from M. M'Williams' 40 acres conditional purchase, on Stone-quarry Creek, to the road from the Barren Grounds to Sutton Forest (within H. Badgery's land), to be opened as a parish road, under the Act of Council 4 William IV No. 11, county of Camden.

No.	Portion of road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
	From a reserved road at the north-west corner of M. M'Williams' 40 acres conditional purchase No. 9, on Stone-quarry Creek, passing through C. Throsby's 740 acres, H. Badgery's 300 acres, and H. Badgery's 1,920 acres, all now belonging to H. Badgery, and crossing the southern railway to the road from the Barren Grounds to Sutton Forest, near the southernmost corner of Elsmore's 400 acres.	Henry Badgery. R 1265	H. and F. Badgery. 1603.	...	North-westerly.	209.97	...	...	...	1 chain wide throughout.	20 3 39	Partly thick forest and partly cleared grass land; four (4) enclosures; no cultivation; split two-rail hardwood fencing, in sound condition; crossing the Southern Railway at a level crossing, with gates.

Lodged for public information and inspection. Copy to be sent to the Police Office at Berrima.

Transmitted to the Surveyor General, with my plan and report, No. 75-30, dated 31 March, 1875.

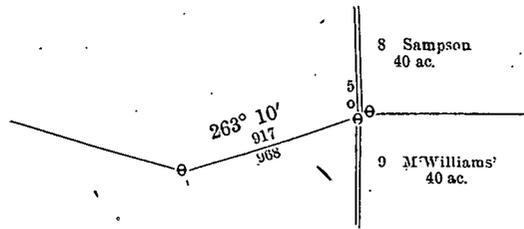
R. W. MELDRUM,  
Licensed Surveyor,  
per EDW. TN.

## No. 52:

MEMO. BY THE SURVEYOR GENERAL.

Roads Branch.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of preliminary survey of road from farms on Stone-quarry Creek to the road from the Barren Grounds to Sutton Forest, parish of Sutton Forest, county of Camden, transmitted by Mr. Licensed-Surveyor Meldrum, letter No. 75/30, of 31st March, and on which Mr. Meldrum's report in explanation is requested.

Subject.	Report.
<p>Line No. 1 given <math>263^{\circ} 10' 917</math> links. scales about 970 links.</p> <p>The termination of the road cannot be identified, as Elsmore's 400 acres is not known. It should be shown on the annexed tracing.</p> <p>J.S.A., For Sur. Genl., 24/4/75.</p>	<p>As on diagram herewith.</p>  <p>I was informed that it was the corner of Elsmore's 400 acres; but I believe it to be the corner of Elsmore's 40 and 60 acres on sketch.</p> <p>Marulan, 27/4/75. R. W. MELDRUM.</p>

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No. 53.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Sutton Forest,  
26 April, 1875.

SIR,

We, the selectors of Stone-quarry Creek, humbly request you to cause our road to be opened as soon as possible, as you are already aware of our situation, by not having a road of any kind for the last nineteen months.

We have seen a notice in the papers, headed "Compensation."

£170 compensation to Henry Badgery for land for a road and fencing through his land. We would be very thankful to know from you sir if it is the Gazetted notice of our road that is in the papers, and if so how long it might be until the road will be proclaimed and opened?

You will confer a great favour on us by letting us know as soon as possible, as we have all this year's produce on hand, and we are very anxiously looking out for the road to be opened.

We have, &amp;c.,

JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
MICHAEL RACHER.  
JOHN SAMPSON.

This matter has been pending a very long time, and I desire that it should be concluded as soon as practicable. Is the surveyor's report in? If not, Mr. Twynam should be required to act without further delay.—T.G., 26/4/75.

The plan of survey of this road was received on Saturday last (24th inst.) It has now received the necessary examination prior to proclamation, and has this day been recommended for preliminary notification.—P. F. ADAMS, 27 April, 1875.

Inform petitioners to above effect at once.—T.G., 30/4/75.

No. 54.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

The accompanying plan and book of reference of road from M. M'Williams' 40 acres conditional purchase, on Stone-quarry Creek to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, are forwarded with the view to the opening of the line as a parish road, under the Act of Council, 4 William IV No. 11. See enclosures A and B to No. 51.

B.C., 27 April, 1875.

P. F. ADAMS,  
Surveyor General.

No. 55.

THE UNDER SECRETARY FOR LANDS TO J. M'WILLIAMS AND PARTY.

Department of Lands,  
Sydney, 30 April, 1875.

GENTLEMEN,

With reference to your letter of the 26th instant, I am directed by the Secretary for Lands to inform you, that the road from M'Williams' 40 acres conditional purchase, on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, therein asked for, will be proclaimed as soon as the authority of the Executive Council can be obtained. No. 53.

I have, &amp;c.,

W. W. STEPHEN.

No. 56.

THE MINISTER FOR LANDS TO HIS EXCELLENCY THE GOVERNOR AND THE EXECUTIVE COUNCIL.

Preliminary notification of Road.

Department of Lands,  
Sydney, 18 May, 1875.

The authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned line of parish road as shown by the accompanying plan and book of reference, in accordance with the provisions of the Act 4th Wm. IV No. 11, viz.:—

Road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek to the road from Barren Ground to Sutton Forest, within H. Badgery's land, county of Camden. See enclosures A and B to No. 51.

THOS. GARRETT.

The Executive Council advise that the intended formation of the line of road herein specified be notified in the manner prescribed by the Act 4th William IV, No. 11.—ALEX. C. BUDGE, Clerk of the Council.

Min. 75/25.—22/5/75.

Approved.—H.R., 23/5/75.

Confirmed.—31/5/75.

No. 57

22.

No. 57.

THE UNDER SECRETARY FOR LANDS TO THE BENCH OF MAGISTRATES, BERRIMA.

Department of Lands,  
Sydney, 12 June, 1875.

GENTLEMEN,

See enclosures A  
and B to No. 51.

I have the honor to forward for deposit in the Police Office at Berrima for public inspection and information copies of a plan and book of reference of a road which is about to be opened as a parish road, under the Act of Council 4th William 4 No. 11, from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden.

I have, &c.,  
W. W. STEPHEN,  
Under Secretary.

No. 58.

GAZETTE NOTICE.

Department of Lands,  
Sydney, 15 June, 1875.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the parish road mentioned in the schedule appended hereto, to be maintained at the expense of the parish through which it passes: Notice is hereby given, that in accordance with the provisions of the Act 4th William IV No. 11, plan and book of reference showing the intended line of the road in question are now deposited at the office of the Surveyor General in Sydney, and at the Police Office mentioned.

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

By His Excellency's Command,  
THOMAS GARRETT.

## SCHEDULE REFERRED TO.

Roads No.	Description of Road.	Names of reputed owners or occupiers through whose properties the road passes.	Police Office at which the plan and book of reference have been lodged.
75-784 R. 1,265.	Road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden.	Henry Badgery, H. and F. Badgery.	Berrima.

No. 59.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 29 June, 1875.

SIR,

No. 58.

In drawing your attention to the notice in the *Government Gazette* of the 15th instant, respecting the intended formation of a parish road, viz., from M. M'Williams' 40 acres conditional purchase, on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,  
W. W. STEPHEN,  
Under Secretary.

No. 60.

MESSRS. HOLDSWORTH AND BROWN to THE MINISTER FOR LANDS.

69, Pitt-street, Sydney,  
30 June, 1875.

SIR,

No. 58.

Referring to the notice inserted in the *Government Gazette*, dated 15th June, 1875, as to the proposed opening of a road from M. M'Williams' 50 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, and which road is said to pass through the lands of Mr. H. Badgery and Messrs. H. and F. Badgery, we are instructed by Messrs. H. and E. Badgery (the latter in the notice called F. Badgery) to bring before the notice of the Executive Council the following objections to the formation of the said road:—

First. That there is no necessity for the same as there is already a road 50 links wide running from the gullies just beyond M'Williams' conditional purchase to the road from Shoalhaven leading to Sutton Forest and the Railway Station, along the boundary of M'Williams', Racher's, and Sampson's conditional purchases, from which Shoalhaven Road such conditional purchases are only about 1 mile 10 chains distant, and the said road so running along such boundary could be put into thorough repair for a small sum.

Second.

Second. That the proposed road runs lengthwise through a very large portion of the property of Messrs. Badgery winding in and out of their various paddocks in a manner calculated to do them very great injury.

Third. That such road in being taken through one of their paddocks (about 400 acres in extent) cuts off entirely the water supply of such paddock, and thus renders useless one of the very best paddocks in the district for the fattening of stock.

Fourth. That such road is intended or marked out to run quite close to the house in which Messrs. Badgery reside, and between the said house and the stockyard and through portions of 50 acres each of cultivated land quite close to the house, which will occasion much annoyance and inconvenience to our clients.

Fifth. That the said road is intended to run alongside and quite close to the stockyards of Messrs. Badgery, and cuts the same off from the paddock in which they keep their choice cattle.

Sixth. That the only persons to be benefited by the proposed road are three persons who have conditionally purchased Crown lands outside Messrs. Badgery's freehold property, for from the nature of the country it is impossible any further selections can be made in the locality, and, as before stated, these three persons have already a road running alongside their boundary.

Seventh. That the proposed road is 2 miles and 29 chains in length all through Messrs. Badgery's property, whereas the road from the conditional purchases to the Shoalhaven Road is only 1 mile and 10 chains, and would therefore cost much less to keep in order.

We are, &c.,

HOLDSWORTH & BROWN.

To await receipt of the customary letter from the Executive Council.—R.D.F., 7 July, 1875.

Similar letter of objection sent to the Clerk of the Executive Council on the same date, viz., 30 June, 1875.

No. 61.

F. D. BADGERY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Sutton Forest, 15 July, 1875.

SIR,

With reference to the road applied for by M'Williams and Racher from their conditional purchases, through the centre of H. Badgery's and E. H. Badgery's land at Sutton Forest, I beg to state that I should not object to the opening of a road from the abovementioned conditional purchases, across H. Badgery's, now my 60 acres and 356 acres, to the Shoalhaven and Sutton Forest Road, provided such road was fenced, or I was compensated to an equal value, and the road proposed to be opened not being proclaimed. I may add that the road I recommend would be only about half the length of the road applied for, and that the Government received 30s. per acre for purchase of the abovementioned 356 acres seventeen years ago.

I have, &c.,

FREDERICK D. BADGERY.

Forwarded to the Honorable the Secretary for Lands, with reference to letter from this office of No. 62. 21st instant, reporting objections.—A. C. BUDGE, Executive Council Office, 24/7/5.

No. 62.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE MINISTER FOR LANDS.

Executive Council Office,

21 July, 1875.

SIR,

In compliance with the request contained in the Under Secretary's letter of the 29th ultimo,—I do myself the honor to forward to you the objection lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,

ALEX. C. BUDGE,

Clerk of the Council.

A.

[Enclosure to No. 62.]

Edward H. Badgery, Esq., to The Clerk of the Executive Council.

Graham *via* Burrows,

23 June, 1875.

Sir,

With reference to the proposed opening of a road, as advertised in the *Government Gazette* of the 15th instant, to pass through the land of H. Badgery and myself,—I have the honor to beg that my objections to the opening of such road may be considered sufficient to prevent its being done. I enclose a small plan of late C. Throsby's (now my 740 acres), by which it will be seen that the proposed road will separate nearly the whole of the said land from the creek of permanent water, by which it is at present bounded at the southern end, and as that land is now securely fenced on all sides, and being the only land I have adjoining, would cause an immense amount of loss to me.

The land occupied by M'Williams and the other parties applying is all that can be taken up in that locality, and is of so small an extent that I beg to submit that the damage to the properties, through which the abovementioned road would pass, would be considerably more than the value of the conditional purchases of the applicants.

I beg also to state that I am the owner now of H. Bell's conditional purchase of 80 acres, which is, I trust, sufficient to entitle me to a voice in the matter. The dotted line in plan herewith is the road now in use by M'Williams' and Racher, and is a much shorter road to the Sutton Forest village, and would not do one-tenth of the damage to the property through which it passes as the line applied for would, besides reaching the Shoalhaven Road in about half the distance the other line takes to reach the Barren Ground Road.

This is only a slight deviation from the road marked some years back for M'Williams' use, and would be sufficient for their requirements with a little clearing.

Trusting these objections may be considered

I have, &c.,

EDWARD H. BADGERY.

No. 59.  
From M.  
M'Williams  
40 acres C.P.,  
Stone-quarry  
Creek to the road  
from Barren  
Ground to  
Sutton Forest.  
1. See enclosure  
for objection  
from E. H.  
Badgery.  
2. See No. 60,  
objection from  
Messrs. Holds-  
worth & Brown  
on behalf of  
Messrs. H. & E.  
Badgery.

No. 58.

Appendix F 1.

*Minutes on No. 62.*

In consideration of the fact that in this case the expediency and necessity for the interference of Government to afford access through alienated land, to one or more conditional purchasers, who may locate at the back of large estates, in positions where the land is so inaccessible (except through such estates) that it would not be brought to auction, is fairly raised upon the objection of Mr. Badgery (enclosed). The attention, therefore, of the Honorable the Minister (who is thoroughly acquainted with all the facts) is especially directed to it, before any action is taken for its confirmation.—ROBT. D. FITZGERALD, for Surveyor General, 23 July, 1875.

The cost of fencing the road through enclosed lands at the rate of 5s. (a rod) amounts to £336.—B.D.F.

Let the road be confirmed and opened. To avoid the excessive cost of fencing gates may be erected where necessary, and the Government will defray the cost.—T.G., 7/8/75. Survey Branch, 9 Aug., /75. Now seen by Deputy Surveyor General. Proceed as above directed.

## No. 63.

H. H. BROWN, Esq., M.L.A., to THE CLERK OF THE EXECUTIVE COUNCIL.

Bell's Chambers, 175, Pitt-street, Sydney,

24 July, 1875.

SIR,

Having been informed by my clients—Messrs. Badgery, at Sutton Forest—that it is the probable intention of the Executive Council shortly to consider the propriety of putting a road through the most valuable portion of their estates, for the sole accommodation of two free selectors, and, with a view of protesting against this road being opened, beg to submit the following information.

That a few days since I visited the locality to make myself thoroughly acquainted with the full particulars of the case.

I find that the proposed road will do a most serious injury to the property, cutting off in some places access to the only water on large blocks of land. That the road will pass within a few yards of Mr. H. Badgery's homestead.

That there are already other roads running through the estates, which, I consider, should be the means of preventing any further injury being done in the way of opening roads.

That the road, according to the enclosed plan, that has been offered, on certain conditions, by Mr. F. D. Badgery, and which is nearly 1 mile shorter than the proposed road to the Sutton Forest village, is not nearly so billy, less black soil, and easier travelled over, either with teams or horses, and which will do less damage to the estate. With an expenditure of a few pounds would make it as good as any bush road in the Colony, and all that the individuals could expect.

I make these statements as an experienced bushman of over twenty years standing, and defy contradiction upon fair grounds.

The plan accompanying this will show the exact position of both the roads, as also roads running through different portions of the estate.

I hope the Executive Council will deal with this matter and refuse the application of these two or three free selectors, as it justly deserves, and thus save further trouble and litigation that would likely cost the Crown at least £2,000 (two thousand pounds sterling) if they persist in opening this road in opposition to my views. I consider my clients are acting most liberally in offering another road, and which would not be much expense to the revenue. I wish to draw the particular attention of the Executive Council to the fact that this road is not of sufficient importance to warrant the expenditure of public money which it would necessarily involve, being only used by two or three free selectors at the outside.

I may add, in conclusion, that my clients will spare no expense in obtaining their rights for compensation to the amount of at least (two thousand pounds sterling) £2,000 for damages they will sustain if this road is opened.

I have, &c.,

H. H. BROWN.

The thirty days allowed for receiving objections in terms of the Act expired on the 16th instant; as, however, Mr. Badgery has already objected, this communication is forwarded to the Honorable the Secretary for Lands, in reference to my letter of the 20th instant, forwarding objection.—A. C. BUDGE, Clerk of the Council. B.C., 26/7/75.

No. 62.

## No. 64.

MINUTE FOR THE EXECUTIVE COUNCIL—CONFIRMATION OF ROAD.

Department of Lands,

Sydney, 16 August, 1875.

It is recommended, for the approval of His Excellency the Governor and the Executive Council, that the undermentioned line of parish road, which has been duly advertised in the *Government Gazette*, be now confirmed, in accordance with the provisions of the 4th Wm. 4 No. 11, viz.:—

Road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden.

THOS. GARRETT.

The

The Executive Council advise that the line of road herein referred to, the intended formation of which has been duly notified in the Gazette, be now confirmed, in terms of the Act 4th Wm. IV No. 11.—  
ALEX. C. BUDGE, Clerk of the Council.

Approved.—H.R., 16/8/75. Min. 75/40.—16/8/75. Confirmed.—23/8/75.

No. 65.

MEMORANDUM BY D. MORRICE, ESQ.

THE Stone-quarry Road has not been opened yet; M'Williams and others are much distressed by all accounts.—D.M.

Mr. Fitzgerald,—What steps have been taken towards the opening of this road?—T.G., 6/9/75.

Being informed that papers not returned from Executive Council, let them be obtained at once and acted on.—T.G., 16/9/75.

No. 66.

GAZETTE NOTICE.

Department of Lands,  
Sydney, 21 September, 1875.

NOTICE is hereby given, in conformity with the provisions of the Act 4th William IV No. 11, that notwithstanding the objections made to the proposed opening of the parish road mentioned in the annexed schedule, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road; and it is hereby declared expedient to open and make the road referred to according to the plan and book of reference to be seen at the Police Office mentioned.

Any persons intending to claim compensation in respect of the said line are reminded that notice must be served on the Colonial Secretary within forty days from the date hereof, as provided by the 6th section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,  
THOMAS GARRETT.

SCHEDULE REFERRED TO.

Roads No.	Description of Road.	Date of previous Notice of intended opening of Road.	Plan, &c., lodged at the Police Office at
75-1,199 R-1,265	Road from M. M'Williams' 40 acres C. P. on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, County of Camden.	15th June, 1875 .....	Berrima.

No. 67.

J. M'WILLIAMS AND PARTY TO THE MINISTER FOR LANDS.

Sutton Forest,  
23 September, 1875.

SIR,

We, the undersigned residents of Stone-quarry Creek, Sutton Forest, do humbly appeal to you with regard to our road, as we have not heard anything about our road since we had the pleasure of seeing you in Berrima, although day after day we have been looking out for the road to be opened.

Had we any road or track that we could get out without trespassing it would be a different thing; it is now two years since the road has been shut on us, and we humbly request that you will cause the road to be opened without further delay.

We have, &c.,  
JOHN M'WILLIAMS.  
MICHAEL M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.

No. 68.

THE UNDER SECRETARY FOR LANDS TO THE PRINCIPAL UNDER SECRETARY.

Department of Lands,  
Sydney, 24 September, 1875.

SIR,

In drawing your attention to the notice in the *Government Gazette* of the 21st instant, No. 66, respecting the confirmation of the line of road, viz., from M. M'Williams' 40 acres conditional purchase, on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,  
W. W. STEPHEN.

## No. 69.

MESSRS. BADGERY to HIS EXCELLENCY THE GOVERNOR.

To His Excellency Sir Hercules George Robinson, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

The humble Petition of Henry Badgery and Edward Badgery, of Sutton Forest, New South Wales,—

RESPECTFULLY SHOWETH:—

That your Petitioners beg most respectfully to state that a road is in course of opening across the middle of their properties which would do them an immense amount of injury, certainly not less than two thousand pounds sterling (£2,000), and such road being from M'Williams' conditional purchase to the Barren Ground and Sutton Forest Road, near Berrima, would not be of any public use.

It is therefore the prayer of your Petitioners that your Excellency will be pleased to cause the matter to be reconsidered by the Executive Council so that the objections lodged may receive some consideration at their hands, instead of being dealt with by the Minister for Lands alone, and at the same time beg to offer the following statements:—

- 1st. That the road in question would be in length 2 miles 20 chains, one-fourth of which passing within about 200 yards of the residence and orchard of one of the petitioners, and across cultivated lands which cost over twenty pounds sterling (£20) per acre to clear.
- 2nd. That a road has been offered by the petitioners across their land, which is one mile shorter, more level, and in every respect a better road, and which would not do one-tenth of the injury the other road would, and which could be made good for ten pounds sterling (£10), being the line used by M'Williams for the last two years without any improving by labour.
- 3rd. The men who require a road being only four in number, and who occupy about 200 acres of very inferior conditionally purchased land, without any possibility of extending it.
- 4th. That no surveyor or other official has ever been sent to report upon road offered by the petitioners.
- 5th. That a road was marked and recommended by a surveyor for the selectors through the land of the petitioners, and which they have no objection to, having offered in writing to the Minister for Lands to make it good for £75, as a proof that it was not so bad as represented by the selectors.
- 6th. That the petitioners cannot hear of any official report whatever has been received by the Minister for Lands which should justify him in opening the road now objected to.
- 7th. The road offered would only pass through two good paddocks, whereas the road objected to would pass through four large paddocks, all securely fenced and of the richest land in the Colony, and would not be by any means straight, and not to the nearest point of the road to be reached.

Your petitioners therefore humbly pray that some delay may be caused which will admit of their objections receiving consideration.

And, as in duty bound, will ever pray.

HENRY BADGERY.  
EDWARD BADGERY.

Colonial Secretary,—Presented to me personally by Mr. Brown, M.L.A. for the Paterson, who stated his intention of bringing the matter before Parliament.—H.R., 1/10/75.

This is a question for the Minister for Lands.—W.B., 7/10/75, B.C., Under Secretary. Under Secretary for Lands, B.C.—J.R., 8/10/75.

## No. 70.

E. H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Sutton Forest,  
13 October, 1875.

SIR,

Referring to the advertisement in the *Government Gazette* of 15th September, calling for claims for compensation for road from M'Williams' conditional purchase near Sutton Forest, across my (late Throsby's) 740 acres, I beg now to suggest that the sum of six hundred pounds (£600) sterling would not be more than a fair compensation for the same, considering that such road runs diagonally across my land, separating about 600 acres from the creek of permanent water at my southern boundary. I have the honor also to beg that you will delay the opening of this road till I have had time to get it fenced; for a thoroughfare through my well-bred cattle would very likely cause me serious loss. The selectors will not thereby suffer any inconvenience, as they have been travelling the road offered by us for the last two years, and it is by far the best.

I have, &c.,  
EDWARD H. BADGERY.

This and the enclosed petition refer to a case reported on by me on the 23rd July, 1875, respecting which no further information from me appears to be necessary.—ROBT. D. FITZGERALD, for the Surveyor General, 19 October, 1875.

Query—21 Sept.,  
1875. See No.  
66.

See No. 69.  
See No. 62.

No. 71.

H. BADGERY, Esq., to THE COLONIAL SECRETARY.

Vine Lodge, Sutton Forest,  
22 October, 1875.

SIR,

With reference to an advertisement in the *Government Gazette* of 21st September, 1875, calling <sup>No. 66.</sup> for claims for compensation for a road from M'Williams' conditional purchase of 40 acres across my land to the Barren Ground and Sutton Forest Road, I beg now to claim the sum of £1,400, and trust that sum will not be considered excessive when I draw attention to the facts that such road is very crooked, much longer than necessary, passes between my residence and stockyards (I believe much closer to my house than the law will permit), and runs diagonally across two cultivation paddocks by the side of my house, which cost me over £20 per acre to have cleared, and upon which I have grown the best crops yet known in this district, besides passing through four substantial fences and through three of my best fattening paddocks, which have always been kept securely fenced, and will now have to be fenced on both sides of said road, as no gates would protect me from loss by injury to my stock, &c.

I may also add that said road has been marked unnecessarily crooked, solely to meet the views of the four applicants.

Trusting this matter may receive your favourable consideration,

I have, &c.,

HENRY BADGERY.

The Under Secretary for Lands, B.C., 5 November, 1875.—For the U.S., W.G.

No. 72.

F. D. BADGERY, Esq., to THE MINISTER FOR LANDS.

Sutton Forest,  
23 October, 1875.

SIR,

With reference to the proposed road from M'Williams' 40 acres C. P. to the Barren Ground and Sutton Forest Road, through H. and E. H. Badgery's land, I beg to state that in consequence of certain misstatements having been made with reference to the above subject I am induced to offer the following statement, viz.:—The road offered by the Messrs. Badgery to the free selectors is a more direct line to the township of Sutton Forest; it is about 1 mile shorter and over very much more level country than the one now applied for, and as a proof of this I will undertake for the sum of thirty pounds (£30) sterling to make it so good that a team may take three tons along the whole length of said road, and further, that I will if required deposit in your hands the sum of one hundred pounds (£100) sterling as a guarantee that the work shall be at once accomplished.

I may also state that this is the line of road the free selectors have been using for the last two (2) years without any obstruction, and teams are now passing daily along the greater part of this road, carrying three (3) and four (4) tons of railway sleepers.

I have, &c.,

FREDERICK D. BADGERY.

No. 73.

H. H. BROWN, Esq., M.L.A., to THE CLERK OF THE EXECUTIVE COUNCIL.

21, Exchange, Pitt-street,  
Sydney, 27 October, 1875.

SIR,

I have the honor to enclose copy of letter to the Minister for Lands, lodged by me this day, on Sutton Forest Road, through Messrs. Badgery's estates.

I would feel obliged by your bringing the matter under the notice of the Executive at their next meeting.

I hope the contents of Mr. Badgery's letter will have the desired effect, and thus save a serious injury to their estates.

I have, &c.,

H. H. BROWN,  
for H. Badgery & Son.

Referred to Minister for Lands.—H.R., 1/11/75. B.C., 2/11/75.—ALEX. C. BUDGE.

No. 74.

MINUTE OF THE MINISTER FOR LANDS.

HAVE a copy of the petition and the letters of the 13th and 23rd October last sent to Mr. John M'Williams, care of Mr. P. Hart, Hart's Buildings, Gloucester-street, Sydney, to-day, if possible. The papers may be resubmitted for consideration as to further action when M'Williams' reply is received.

T.G., 2/11/75.

Copy of petition and letters forwarded to-day as directed.—2/11/75.

Upon resubmission as here directed it is recommended that the attention of the Hon. the Minister for Lands be called to letters from Messrs. Badgery and Beit herewith.—ROBT. D. FITZGERALD, for the Surveyor General, 15 Nov., 1875.

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No. 75.

D. MORRICE, Esq., to THE MINISTER FOR LANDS.

Ealing Forest,

Cross Roads, 3 November, 1875.

MY DEAR GARRETT,

On behalf of the residents at and around Stone-quarry Creek I have to trouble you once more, and I hope it will be the last time, for I am sure you must be getting tired of the matter now. I allude to the road required by those people; it has been confirmed, I believe, and all that is necessary now is to have it opened. The people still have their potato crop on hand and cannot get out.

Would you please give instructions to open the road, and oblige

Yours, &amp;c.,

DAVID MORRICE.

No. 76.

THE PRINCIPAL UNDER SECRETARY TO H. BADGERY, Esq.

Colonial Secretary's Office,

Sydney, 5 November, 1875.

SIR,

No. 71.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 22nd ultimo, applying for compensation for road passing through your land, and to inform you that your communication has been brought under the notice of the Secretary for Lands.

I have, &amp;c.,

(For the Under Secretary),

WM. GOODMAN.

No. 77.

MR. R. BEIT to THE MINISTER FOR LANDS.

Sydney, 6 November, 1875.

SIR,

Having been shown copies of a petition sent to His Excellency the Governor from Messrs. Badgery, and also two letters to the Minister for Lands from Messrs. Ed. H. Badgery and F. D. Badgery, I have the honor to make the following statements in reference to same, which I declare to be true:—

1st. I do not consider the road past Messrs. Badgery's residence as long as the one they wish to have opened, nor would it pass through recently cultivated lands.

2nd. The road offered by the petitioners I do not consider shorter, and is at present quite impracticable for a vehicle to travel, and could not possibly be made passable for traffic under several hundred pounds.

3rd. The men who require the road have in my opinion land equal to any in the district, and I further believe that they have a right to, and intend extending their holdings.

4th. Had any surveyor or official been sent I am sure they could not honestly have reported favorably of the road offered by the petitioners.

5th. From practical experience I am certain a road through the land mentioned by the petitioners could not be made good under three or four times the amount stated by Mr. Badgery.

6th. The road past the Messrs. Badgerys house is without doubt the most level and best and also nearest the station at Jordan's Crossing, which station would be used by the selectors for their produce if the road were put in proper repair. I am certain no teams heavily laden, as stated by Mr. F. D. Badgery, could possibly travel along the road offered by them in its present state.

I have, &amp;c.,

ROBERT BEIT.

No. 78.

MR. T. FAHEY to THE MINISTER FOR LANDS.

Sutton Forest, 12 November, 1875.

SIR,

With regard to a matter now in your hands concerning a road wanted through Messrs. Badgery's land by a number of selectors in this neighbourhood, and being a resident of this district for fifteen years, and knowing exactly the lines of road now under dispute, I beg leave to offer the following statement:—

The road offered by the Messrs. Badgerys I have seen and known well, and I can say that it is a continuation of hills, gullies, and swamps, and I am certain that a vehicle of any kind has never passed over the said road. I also wish to state that I have seen the road the selectors want, and it is a dry, good sound road, and not one watercourse to cross. I also beg to remind you that a petition was got up by the selectors about eighteen months ago, praying for the opening of the line of road the selectors want, and was signed by about twenty of the inhabitants of this locality, which petition I believe was presented to the then Hon. the Minister for Lands, Mr. Farnell; the road the selectors want is the only practicable road from their farms, as it is a leading dry ridge all the way, and a road that would be of great use to the inhabitants of the district of Sutton Forest, as the selectors have a deal of fine timber for building purposes. They have also planted large orchards, and have cleared and improved their land, and have very comfortable and nice farms if they had a road to get their produce to market.

Should any statement I have made be doubted, I would beg to refer you to any gentleman in this neighbourhood for my character for the last fifteen years.

Hoping as the road is now confirmed that you will throw it open at once for public use, and I your humble servant as in duty bound will ever pray.

THOMAS FAHEY.

See No. 21.

No. 79.

## No. 79.

MR. E. B. RUBIE TO THE MINISTER FOR LANDS.

99, Elizabeth-street, Sydney,  
15 November, 1875.

SIR,

As one of those who formed a deputation to the late Minister for Lands, for the purpose of obtaining a road for the free selectors of Stone-quarry Creek, through the grounds of Messrs. Badgery, to the Barren Ground Road, which application was favorably received by the then Minister, who promised to have the road proclaimed and opened, I am much surprised to hear that that has never been done, and further, that the Messrs. Badgery object to the proposed road by way of the Barren Ground to Sutton Forest, and that they wish to have another road proclaimed by way of the Shoalhaven Road. Now as I have been over both those roads I am in a position to speak as to their probable cost. That by way of the Barren Ground runs along the crown of the hill, and has been used by the free selectors for the last twelve years, and will not require 1s. to be laid out on it by the Government; the road which the Messrs. Badgery wish to give those men by way of the Shoalhaven Road for a great portion runs through a morass, and at its very commencement there is a gully over 100 feet deep, which would have to be bridged over to make it passable; the whole would in my opinion cost £500 or £600 to make it fit for use.

In this statement I am borne out by the gentlemen in the Survey Office, who have been over the road, and the assertion of Mr. Badgery that it could be made passable for twenty-five pounds sterling (£25) is a gross prevarication of the truth; also, that drays were passing through it is a monstrous falsehood, and no dray was ever over the place, they passing along the Shoalhaven Road, which has been used for years.

Trusting that these poor men will be no longer shut up by the cupidity of those who surround them, and that you will see at once the necessity of at once opening the road by way of Barren Grounds,

I have, &amp;c.,

EDW. B. RUBIE.

## No. 80.

MR. P. F. HART TO THE MINISTER FOR LANDS.

Hart's Buildings, Gloucester-street,  
Sydney, 15 November, 1875.

SIR,

As there is a matter of some importance in your department in connection with a road for the selectors at Stone-quarry Creek, Sutton Forest, I beg you will allow me to tender a statement on the matter as follows:—The road the selectors have petitioned for is the only road that can be used without a great cost to the Government.

I have been several times over the lower road and upper road, and am certain the lower road could never be of any use, what with the land springs, swamps, mountainous hills, creeks, &c., be made practicable so as to carry a dray of 3 tons, and I feel sure from the feelings of the residents of Sutton Forest, that they are favourable to the selectors having the road through Messrs. Badgery's land to the Barren Ground Road, leading to the village of Sutton Forest, for the petitioners sent a petition signed by about seventy people of that district for the above road. It could not be of a private matter when so many interested themselves, besides it would be a public benefit to the district that the petitioners should have a good road, as you have been made aware that there is a very valuable fall of timber where the selectors are, and that there is no timber in Sutton Forest for building or other purposes without going a long way into the bush; it would be a great benefit if they had the road for the district, if it were for nothing but the timber that is on the land. Some two years ago I had a contract putting additions to the Lock-up, and was obliged to delay the work for a time for the want of timber, whereas if I had been able to have got it at Stone-quarry Creek I should have been able to have made it pay and got suitable timber, where I was at a loss, and was obliged to use what timber I could get. When Mr. Sutherland was in office as Minister for Works he was in favour of it, and promised when I saw him in company with the Member for Mudgee and yourself, he then promised he would erect a platform if the then Minister for Lands, Mr. Farnell, would grant them the road, and before Mr. Farnell left office he had given instructions to proceed with the road to have it opened.

I have seen several statements the Messrs. Badgerys have made against the selectors; one they have made, that they could make the road that a dray of 3 tons could travel over it for £30, it is impossible. Another statement, there were drays travelling over the greater part of the road now, bringing 3 tons and over of railway sleepers—such is not the case. I was in that district a few days ago, and made inquiries and find that there is a man named Garbett drawing sleepers, but it is on the Shoalhaven Road; again, they have used the road they propose giving for the last two years without interruption—such is untrue. I know of one case where one of the selectors was summoned for trespassing on the same road; another case where one of the selectors asked permission from the Messrs. Badgery if they would allow them to bring a little hay on a cart to save his cattle from dying; they denied him, and the consequence was he had several good cows die that winter; they are matters that should inquiries be thought necessary by you they will answer themselves and make it more favourable to the selectors.

I have resided in the district for several years, and know the position of that district, and believe the road you are now asked to give would not be any injury to the Messrs. Badgerys; the selectors have used it about twelve years and it did not injure them; besides it has been portioned off to the Badgery family where I consider does not injure them so much. I do not offer this statement for any interest of my own; it is purely that justice would be done to the poor as well as the rich, that have given the best years of their lives to make homes for their families under an Act made that will live in memory when the past and those not born are forgotten.

I do honorable Sir pray you will well consider the matter before you cause them to leave their homes, for I know if they do not get the road they will simply claim a right as well as others to give expression on the matter, as I am not an advocate for the working man alone. I am here in Sydney in the building

building trade, employing about 100 men at the present time, and a capitalist as well, besides owner of property giving me the right of voting at each general election for the return of fifteen Members, showing I am not against capitalists as I think the Messrs. Badgerys stand up for that class.

I mentioned these concluding remarks that I have an interest in capital as well as the poor.

Hoping you and your colleagues will see justice done in this matter, and your humble servant will ever pray.

P. F. HART.

### No. 81.

To His Excellency Sir Hercules George Robert Robinson, Knight Grand Cross of the most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

The humble Petition of Michael M'Williams, John M'Williams, Richard Racher, and John Sampson, of Stone-quarry Creek, near Sutton Forest, in the District of Berrima, Free Selectors,—

RESPECTFULLY SHOWETH:—

That your Petitioners have been furnished with a copy of a Petition to your Excellency, on behalf of Messrs H. and E. Badgery, as also a copy of a letter, dated the thirteenth day of October, one thousand eight hundred and seventy-five, addressed to the Minister for Lands by Mr. E. H. Badgery, and another letter, dated the twenty-third day of October, one thousand eight hundred and seventy-five, addressed by Mr. F. D. Badgery to the Minister for Lands, setting forth objections to the opening of the road from Stone-quarry Creek to "The Barren Ground" road, at Sutton Forest, and passing through the lands of the said Messrs. Badgery, the opening whereof was confirmed by your Excellency and the Honorable the Executive Council on the twenty-first day of September last.

Although your Petitioners have already substantiated their right to have the road opened, they are yet desirous of disproving the statements now set up by the aforesaid documents. Your Petitioners therefore crave your Excellency's indulgence whilst they place in juxtaposition the objections and answers thereto, for your Excellency's information.

#### Objections.

MR. E. H. BADGERY'S LETTER OF 13TH OCTOBER, 1875.

1st. Such road runs diagonally across my land, separating about 600 acres from the creek of permanent waters at my southern boundary.

2nd. I have the honor also to beg that you will delay the opening of this road till I have had time to get it fenced for a thoroughfare through. My well bred cattle would very likely cause me serious loss.

3rd. The selectors will not thereby suffer any inconvenience, as they have been travelling the road offered by us for the last two years, and it is by far the best.

#### Answers.

Although the Bundarow Creek is to the southward of the proposed road there are two or three springs of permanent water to the north-east of the road, which form a creek that flows into the Stone-quarry Creek, and thus gives an abundant supply of water for stock on that portion of the land. As a matter of fact there are numerous springs on the Messieurs Badgery's land, affording an unlimited supply of water for stock.

2nd. About several months since Mr. E. H. Badgery removed his stock to a place called Breakfast Creek, near Queanbeyan, where he has been residing, except for a short time that he returned to Sutton Forest for the benefit of his health. His brothers rent the farm and keep store cattle on it.

3rd. Petitioners have not used the road referred to by Mr. Badgery, as it is for the most part impossible to travel on. Petitioners have been obliged to travel in the direction of the road he offered. To do this they have had to go through the selections to the east of the reserved road, marked on the annexed tracing, thence to the east of the proposed continuation of the proposed road to the road called the Shoalhaven Road to Sutton Forest; but it is impossible to take drays along this line, or even to travel on horseback in wet weather. The consequence has been, and is, that Petitioners cannot take their produce to market—they cannot get their wheat to the mill to be ground, and the fruit crop, for the reason aforesaid, had to be given to the pigs for food. In addition, it may be stated, that Messrs. Badgery (brothers) summoned Michael M'Williams (one of the petitioners) for going along this road on horseback, and he was fined by the Justices in Petty Sessions at Berrima, and warned not to trespass on that road again, or if he did that he would be fined the heaviest penalty. It is therefore simply one result, on the part of the Messieurs Badgery, and a *suppressio veri* to hint that your petitioners can travel this line at pleasure.

Petitioners, in point of fact, have no means of ingress or egress to their farms, and they firmly believe that the agitation and delay in opening the "confirmed road" is for the sole purpose of starving them out of their homes, and compelling them to sacrifice

sacrifice their properties to the Badgerys. It is only by stealth that they can get any supplies for the subsistence of themselves and families.

The road granted by the Executive Council traverses a leading ridge up to "The Barren Ground's" road, does not cross a watercourse, has a good sound bottom, part of it has been used for years without requiring repair, and does not go through cultivation paddocks; it can be kept in constant repair for a mere trifle, whilst the other road would entail (as reported on by our surveyor) an expenditure of some £400 or £500 to make it passable for drays, &c.

Mr. F. D. Badgery's letter to the Minister of Lands, dated 23rd October, 1875.

*Objections.*

1. The road offered by the Messrs. Badgery to the free selectors is a more direct one to the township of Sutton Forest; it is about 1 mile shorter, and over very much more level country than the one now applied for.

2. I will undertake, for the sum of £30, to make it so good that a team may take 3 tons along the whole length of said road.

3. This is the line of road the free selectors have been using for the last two years without any obstruction, and teams are now passing daily along the greater part of this road carrying 3 and 4 tons of railway sleepers.

*Answers.*

1. Taking Michael M'Williams' selection as the starting post, it will be found that both lines are about equi-distant from the town of Sutton Forest; neither of them are direct; the "confirmed road" first takes a north-westerly course, then northerly to its junction with the Barren Ground's Road, thence northerly to its junction with the Shoalhaven Road, near Sutton Forest. The proposed road takes a northerly and easterly course to its junction with the Shoalhaven Road; thence north-westerly, westerly, and again north-westerly, to its junction with the "Barren Grounds" Road, near Sutton Forest. It traverses a more hilly and broken country; crosses several creeks and gullies, some of which would require bridges to render them passable; descends two very steep ridges; crosses very swampy ground at the side of the Stone-quarry Creek. Where the proposed road crosses there has been a landslip since the road was first marked, and the making a road there would lead to another landslip and destroy the road.

2. It can't be done for the money; they know this, for in their petition they name £75 as the sum required to do the repairs.

3. It is not true, as already shown, that petitioners have been using this line without obstruction; they have been threatened with actions for trespass by the Badgerys. It is not true that teams are passing daily along the greater part of this road. It is utterly impossible for them to travel on the portion which the Badgerys desire to have granted. A man named Garbett takes railway sleepers from his land (which is close to the Shoalhaven Road) along that road, but he does not pass over any portion of the road referred to by the Messrs. Badgery.

The petition of Messrs. H. and E. D. Badgery against the opening of the road confirmed by the Executive Council.

*Objections.*

1. The road in question passes across cultivated lands, which cost £20 per acre to clear.

2. A road has been offered which is 1 mile shorter, more level, and in every respect a better road, &c., and which could be made good for £10.

3. The men who require a road, being only four in number, and who occupy about 200 acres of very inferior conditionally purchased land, without any possibility of extending it.

4. No surveyor or official has ever been sent to report upon the road offered by Petitioners, (*i. e.*, Messrs. Badgery.)

5. Petitioners offered in writing to make it (the road) for £75.

6. The road would pass through four large paddocks all securely fenced and of the richest land.

*Answers.*

1. It is fourteen years since any of this land was cultivated.

2. It is not 1 mile shorter, is not more level, and is in every respect a worse road than the one confirmed. The Messrs. Badgery evidently have a confused and cloudy idea of the probable expense of making their proposed road passable. Petitioners have already referred to the Government surveyor's estimate.

3. Michael M'Williams and John M'Williams occupy 230 acres, Richard Racher 40 acres, John Sampson 40 acres, and there are from 100 to 150 acres of very good grazing land unoccupied. One Henry Bell had 80 acres conditional purchase in this locality but owing to the inconvenience he was subjected to for want of a road he sold out to Mr. E. H. Badgery.

4. This is wrong, as shown above.

5. This is answered above.

6. It would pass through two large and two small paddocks, but much of the land is far from being rich.

Your

Your petitioners do not feel justified in again detailing all the reasons in favor of the opening of the confirmed road, inasmuch as the same have been already carefully considered and acted upon, but your petitioners would respectfully briefly observe:—

1st. That as far back as May, 1874, the late Minister for Works (the Honorable J. Sutherland) satisfied himself of the absolute necessity for opening this road (since confirmed by your Excellency), and on his recommendation the late Minister for Lands (the Honorable J. Farnell) directed it to be laid out and to take precedence of all other work.

2nd. Messrs. Morrice, Beit, and other gentlemen thoroughly acquainted with the locality have declared the road proposed by the Messrs. Badgery to be impracticable for traffic, whilst the road which has been confirmed requires neither draining or clearing—has been used for years without needing repair—does not cross watercourses or boggy land—and that a large portion of the land it traverses is not of a valuable character. (*See Mr. Beit's letter of 30th December, 1874.*)

No. 44. 3rd. That in November, 1873, Mr. Twynam reported to the Surveyor General that by reason of the Messrs. Badgery closing the old road—*i.e.*, the line subsequently confirmed—"the selectors were in possession of lands which were practically inaccessible, except at the risk of trespass and consequently penalty."

Your petitioners have for a very long time patiently submitted to grievous loss and inconvenience by reason of the utter impossibility to take their produce to market along the road provided by the Messrs. Badgery—the labor and time devoted in making homes for themselves and their families have been rendered valueless; and they have been and still are shut out from all chance of bettering their condition; the common necessaries of life are only obtainable at the risk of being prosecuted, and unless speedy relief be granted they will be reduced to beggary and want, and forced to abandon their homes.

Your petitioners therefore pray that your Excellency will take the premises into your consideration and cause the road lately confirmed to be at once thrown open for traffic.

And your petitioners, as in duty bound, will ever pray, &c.

MICHAEL M'WILLIAMS.  
(By his attorney,  
JOHN M'WILLIAMS.)  
JOHN M'WILLIAMS.  
RICHARD RACHER.  
JOHN SAMPSON.  
(By his attorney,  
JOHN M'WILLIAMS.)

Colonial Secretary—Presented personally by Forster, M.L.A.  
Refer to Minister for Lands—H.R., 16/11/75.  
The Under Secretary for Lands.—H.H., B.C., 17 Nov., 1875.

#### No. 82.

MR. J. M'WILLIAMS TO THE MINISTER FOR LANDS.

Sydney, 19 November, 1875.

SIR,

With regard to the fence through which the road now under dispute between the Messrs. Badgery and selectors of Stone-quarry Creek passes, and on behalf of myself and the other selectors I beg to offer the following statement:—

That I will if required deposit in your hands the sum of £100 as a guarantee that we will carefully close all slip-rails on the line of road, to prevent any damage being done to the Messrs. Badgery until such time as the road may be fenced for a thoroughfare.

I have, &c.,  
JOHN M'WILLIAMS.

Having very carefully gone over the additional correspondence, and the two petitions presented by parties on either side, which has arisen and been sent in since I decided to recommend the confirmation of the proposed road approved of, I must say I fail to discover any new facts or statements, and can see no reason why the road approved of should not be at once opened. The question of compensation of course will be dealt with in the usual way. The Works Department should be informed, so that the siding alluded to in this correspondence may be undertaken; the opening of the road, however, is not to wait upon this being done. With regard to the proposal made in this letter it may be accepted and Mr. M'Williams called upon to lodge the money before the road is opened, the notices, however, to be given at once.—T.G., 27/11/75.

The £100 guarantee to remain in the Treasury for six months.—T.G.

#### No. 83.

THE UNDER SECRETARY FOR LANDS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Lands,  
Sydney, 29 November, 1875.

SIR,

I am directed to request that you will be good enough to receive the sum of one hundred pounds stg. (£100) from Mr. John M'Williams, as guarantee that all slip-rails on the road from M'Williams' 40 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, shall be closed, in order to prevent any damage being done to the Messrs. Badgery's property, until such time as the road in question may be fenced for a thoroughfare.

I have, &c.,  
W. W. STEPHEN.

No. 84.

No. 84.

THE SURVEYOR GENERAL TO MR. SURVEYOR DEERING.

Surveyor General's Office,  
Sydney, 30 November, 1875.

SIR,

The road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, having been confirmed as a parish road by a notice dated 21st September, 1875 (folio 2,939), in the *Government Gazette* of 21st September, 1875, I have to request that you will, as early as may be convenient, proceed to formally open the road.

No. 66.

In carrying out this instruction you will give notice, either verbally or in writing, to the proprietors of any enclosed lands through which the road passes, and suggest to them the desirability of their removing any fences or other obstructions which may exist, and you will then proceed along the road for the purpose of re-marking it in those places where the previous marking may have become obliterated.

Should the parties to whom you may give notice not remove the fences or other obstructions you will summarily remove them, and in doing so you will be guaranteed from loss by action by the Government. You will be good enough to report the fulfilment of this instruction.

I have, &c.,  
P. F. ADAMS,  
Surveyor General.

The Deputy Surveyor General, stating that Mr. Clarke is engaged at Burragorang. I suggest that Mr. Deering might be employed to open the road.—T.G., 30/11/75.  
Transfer to Mr. Deering.—P. F. ADAMS.

No. 85.

THE UNDER SECRETARY FOR FINANCE AND TRADE TO THE UNDER SECRETARY FOR LANDS.

The Treasury, New South Wales,  
Sydney, 3 December, 1875.

SIR,

I have the honor to state that, under the authority given in your letter of the 29th ultimo, the sum of one hundred pounds (£100) was accepted at this office on the same day, from Mr. John M'Williams, as guarantee that all slip-rails on the road from M'Williams' 40 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, shall be closed.

No. 83.

The Surveyor General.

I have, &c.,  
G. EAGAR.

No. 86.

MR. SURVEYOR DEERING TO THE SURVEYOR GENERAL.

7 December, 1875.

In compliance with the Surveyor General's instructions to me of 30th November last, I have the honor to report that I have proceeded to Sutton Forest and duly opened the above road. No. 84.

2. The road is now permanently staked, trenched, and marked throughout on both sides, and is therefore very distinct.

I have particularly enjoined those persons using the road to keep within these marked boundaries.

3. I have not found it necessary to remove any of the fencing around the Messrs. Badgery's property; a slip-rail only has been made in the fence, at the point of exit, at the north-western extremity of the road. Verbal notice was given to Mr. A. Badgery, in the absence of Mr. H. Badgery, senr.

4. As it was intimated to me that an appeal to Parliament for the closing of the road would probably be made, I trust the following remarks and expression of opinion (while the circumstances are fresh in my mind) will not be considered out of place in me. I am informed that previous reports have been made by two or three different surveyors, but the nature of those reports I am ignorant of, and my views are therefore unbiased. My own opinion is that the opening of the road was an absolute necessity, both for the requirements of the present selectors and with a prospect of immediate further alienation of Crown Lands. Not to have opened the road would have ruined the former and have closed the latter to the operation of the Alienation Act.

The road has been surveyed with judgment and care; in one place only I think a slight deviation might have been made (almost immaterial), viz., by running the road straight from the end of angle 15 (plan R. 1,265-1,603) to the railway crossing. See No. 51.

I was informed, however, that Mr. Badgery, senr., made no objection to the existing road as surveyed. Already there have been certain negotiations for a platform on the Southern Railway, at the point crossed by this road, and doubtless it will sooner or later be granted; when such is the case the whole country around will be opened up and relieved from that landlock under which it has so long suffered. None then will be so much advantaged by this road as the Messrs. Badgery, and I fail to perceive any disadvantage to them by the present opening.

I desire to add, that although my duty was simple and clear enough, yet when Mr. Badgery desired me to inspect an alternative line he had proposed I considered it to be my further duty to do so, and I went alone and on foot the better to examine the road. I can say nothing in its favour.

In all things I have endeavoured to save from annoyance as much as possible the persons through whose land this road passes.

JOHN W. DEERING.

It is recommended that the customary notice of the formal opening of the road in question should now appear in the *Government Gazette*.—ROBT. D. FITZGERALD, for the Surveyor General, 16 Dec., 1875.  
For notice, 18 Dec., /75.

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No. 87.

THE UNDER SECRETARY FOR LANDS to H. H. BROWN, Esq., M.L.A.

Department of Lands,  
Sydney, 11 December, 1875.

SIR,

No. 73.

In reference to your letter of the 27th October last, on behalf of Messrs. Henry and E. H. Badgery, respecting their objection to the opening of the road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, county of Camden, I am directed to inform you that the Minister for Lands, after having carefully perused the additional correspondence, including two petitions presented by parties on either side, which has arisen and been sent in since he proposed to recommend the confirmation of the road approved of, fails to discover any new facts or statements, and sees no reason why the road in question should not be at once opened.

2. The necessary instructions have therefore been issued to the local surveyor to formally open the said road without further delay; and I am to state that the Under Secretary for Public Works has been requested to undertake, as proposed, the erection of a platform at or near the level crossing, constructed at the intersection of the projected road with the railway, for the convenience of the settlers in the neighbourhood using the line.

3. I am further to add that Mr. John M'Williams has on behalf of himself and the other selectors lodged the sum of one hundred pounds stg. (£100), which amount will remain in the Treasury for six months as a guarantee that all slip rails on the road in question shall be closed, in order to prevent any damage being done to the Messrs. Badgerys' property, until such time as the said road may be fenced for a thoroughfare.

I have, &c.,  
W. W. STEPHEN.

No. 88.

THE UNDER SECRETARY FOR LANDS to MR. J. M'WILLIAMS.

Department of Lands,  
Sydney, 11 December, 1875.

SIR,

No. 82.

£100.

With reference to your letter of the 19th ultimo, relative to the opening of the road from M. M'Williams' conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, County of Camden, and stating that you are willing, if required, to deposit the sum of £100 as a guarantee that all slip-rails on the road in question shall be closed, in order to prevent any damage being done to the Messrs. Badgerys' property until such time as the said road may be fenced for a thoroughfare,—I am directed by the Minister for Lands to apprise you that he approves of the proposal made in your letter under reply being accepted, and I am to call upon you to lodge the aforesaid amount into the Treasury before the road applied for is formally opened.

I have, &c.,  
W. W. STEPHEN.

No. 89.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR PUBLIC WORKS.

Department of Lands,  
Sydney, 11 December, 1875.

SIR,

Adverting to the correspondence on the subject of the opening of the road from M. M'Williams' 40 acres conditional purchase on Stone-quarry Creek, to the road from Barren Grounds to Sutton Forest, within H. Badgery's land, County of Camden, I am directed to inform you that the Minister for Lands, after having carefully perused the additional correspondence, including two petitions presented by parties on either side, which has arisen and been sent in since he proposed to recommend the confirmation of the road approved of, fails to discover any new facts or statements, and sees no reason why the road in question should not be at once opened.

2. The necessary instructions have therefore been issued to the local surveyor to formally open the said road without further delay, and I am to request that, as proposed, you will undertake to erect a platform at or near the level crossing, constructed at the intersection of the projected road with the railway, for the convenience of the settlers in the neighbourhood using the line.

I have, &c.,  
W. W. STEPHEN.

Commissioner for Roads.—J.R., B.C., 13/12/75.

This is a railway matter.—W.B., 14/12/75.

This is the first I have heard of this matter. Mr. Whitton may know something about it. B.C., 15/12/75.

I never heard of it before.—16/12/75.

Under Secretary for Lands for previous papers.—J.R., B.C., 22/12/75.

These papers were this day handed to the Under Secretary.

No. 90.

No. 90.

MR. J. M'WILLIAMS TO THE MINISTER FOR LANDS.

Sutton Forest,  
16 December, 1875.

SIR,

I received a letter from the Under Secretary for Lands, dated 11th instant, in answer to a <sup>No. 88.</sup> letter of mine of the 19th ultimo, in which I stated, on behalf of myself and the other selectors, I was <sup>No. 82.</sup> willing if required to deposit the sum of one hundred pounds (£100) as a guarantee that we the selectors of Stone-quarry Creek would close all slip-rails after us on the line of road confirmed, to prevent any damage being done to the Messrs. Badgerys' property, until such time as the road was fenced for a thoroughfare.

The Under Secretary, Mr. Stephen, says, he is directed by you to call on me to lodge the said £100 into the Treasury before the road applied for is formally opened; I beg to remind you that the said one hundred pounds (£100) was paid into the Treasury by me on the 29th November, and also that I showed <sup>See No. 85.</sup> you the receipt of the aforesaid one hundred pounds (£100), which receipt I have now, and also that instructions were given to Mr. Deering, a surveyor, to open the road applied for and confirmed; that gentleman came and opened the said road and declared the road opened, which road we the selectors have been using since.

I have, &c.,  
JOHN M'WILLIAMS.

No. 91.

MESSRS. HOLDSWORTH AND BROWN TO THE MINISTER FOR LANDS.

69, Pitt-street,  
Sydney, 18 December, 1875.

SIR,

We are instructed to give you notice that the road opened by the Government, through the property of Mr. Henry Badgery, County of Camden, has been so opened contrary to the provisions of the Act 4th William IV, No. 11, as the same is situated within 200 yards of the mansion house of the said Henry Badgery, being the principal house on said land; and we have further to give you notice that legal proceedings will be taken against any one found trespassing on Mr. Badgery's land under pretence of passing along such road.

We have, &c.,  
HOLDSWORTH & BROWN.

The Deputy Surveyor General, 21/12/75.

It is submitted as to what action should be taken by the Surveyor General in this case. The road may possibly be within 200 yards of the house as stated.—R. D. FITZGERALD, for Surveyor General, 28 December, 1875.

The case is apparently under submission. 6/1/76.

No. 92.

MEMO. BY THE UNDER SECRETARY FOR LANDS.

[Urgent.]

*Road through Badgery's land.*

MR. GARRETT has, it will be seen by his decision on Mr. M'Williams' letter of 18th November, approved of <sup>Query, 19 Nov., 875.</sup> the opening of this road.

Mr. M'Williams has paid into the Treasury the sum of one hundred pounds (£100) referred to me this morning, as guarantee for carefully closing all slip rails until such time as the road has been fenced.

And under recommendation of Deputy Surveyor General, on Mr. Deering's report of 7th ultimo, a notice has been submitted of formal opening of said road.

W.W.S., 7 Jan., /76.

No. 93.

MR. F. D. BADGERY TO THE MINISTER FOR LANDS.

Sutton Forest,  
20 January, 1876.

SIR,

Referring to the road from M'Williams' and Racher's reserved road to the Shoalhaven and Sutton Forest Road, as originally surveyed and marked for their (M'Williams' and Racher's) use, and being the road represented as likely to cost from £500 to £700 to put in condition to enable those parties to travel the same, I beg to state that provided the road through Vine Lodge shall be cancelled I will put the road above referred to in reasonable condition at my own expense.

I may add that I feel driven to this extreme measure to prevent my father's property from being destroyed by another road.

I have, &c.,  
FREDERICK D. BADGERY.

## No. 94.

## DISAPPROVAL OF CERTAIN PETITIONERS.

SIR,

We, the undersigned residents of Sutton Forest, beg respectfully to state that we have signed a petition for the Messrs. Badgerys, which they distinctly told us was only to shift a road lately opened for the selectors of Stone-quarry Creek, Sutton Forest, a few chains further away from their house, and we therefore disapprove of our names being on this petition for any other purpose.

MARTIN LARKIN, freeholder, Sutton Forest.  
ALFRED TOWNSEND, freeholder, Sutton Forest.  
CHARLES WHITBY, freeholder, Sutton Forest.  
G. F. ATKINSON, leaseholder, Sutton Forest.  
THOMAS P. H. QUIGG, freeholder, Sutton Forest.  
ELIJAH BARLOW, leaseholder, Sutton Forest.

Handed to me by Mr. P. F. Hart.—T.G.

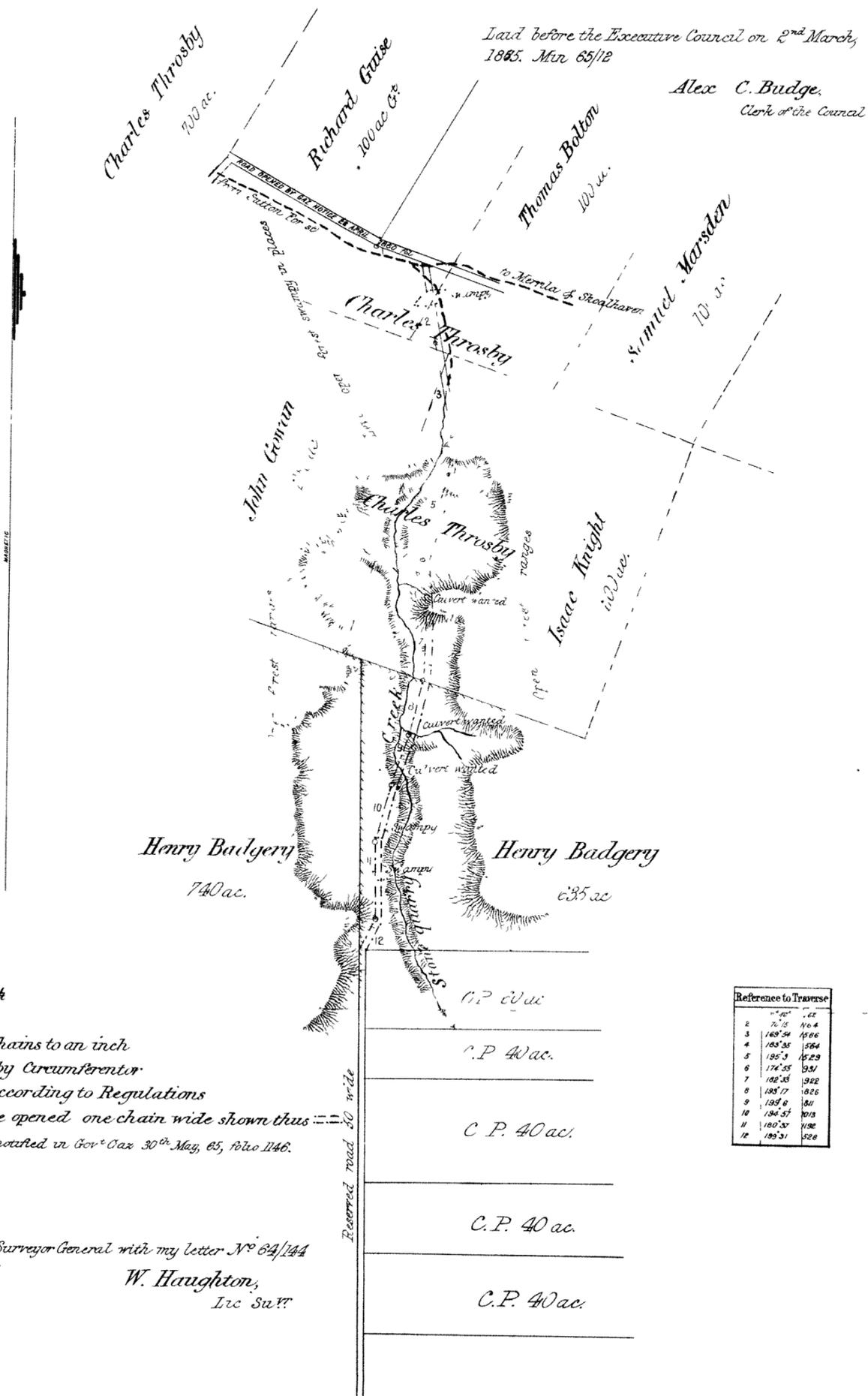
[Eleven plans.]

PLAN

of a Road from the Merila and Sutton Forest Road, near Richard Guise's 100-acre grant, to the south-west corner of Henry Badgery's 635 acres,

COUNTY OF CAMDEN,

Proposed to be opened as a Parish Road under the Act of Council 4th William IV, No. XI.



Scale 20 ch

NOTES

Scale, 20 chains to an inch  
 Surveyed by Circumferentor  
 Marked according to Regulations  
 Road to be opened one chain wide shown thus ---  
 Preliminarily notified in Gov<sup>r</sup> Gaz 30<sup>th</sup> May, 65, folio 1146.

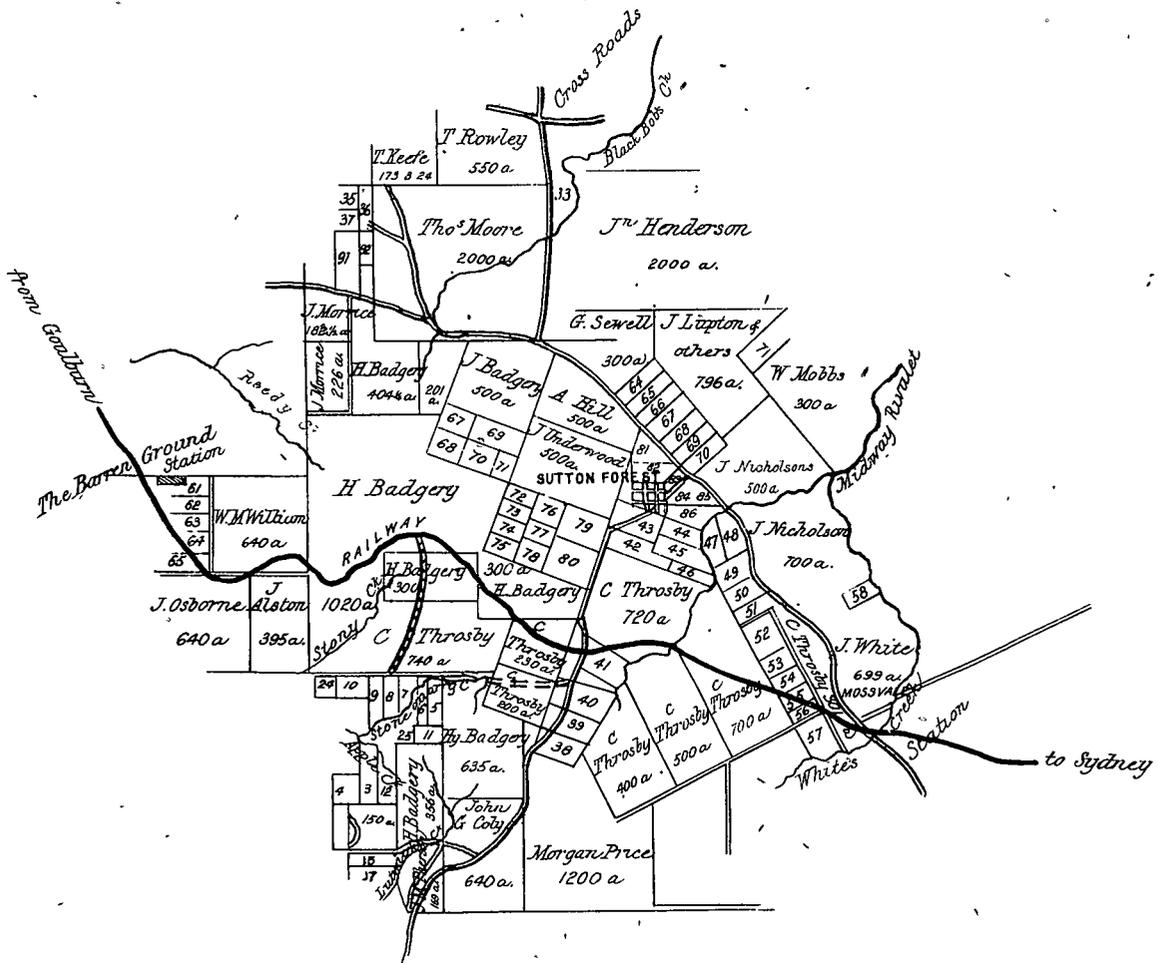
Transmitted to the Surveyor General with my letter N<sup>o</sup> 64/144  
 of the 27<sup>th</sup> Oct<sup>r</sup>

W. Houghton,  
 Lic. Surv<sup>r</sup>

(Copy)

Enclosure to N<sup>o</sup> 16.

Appendix B.

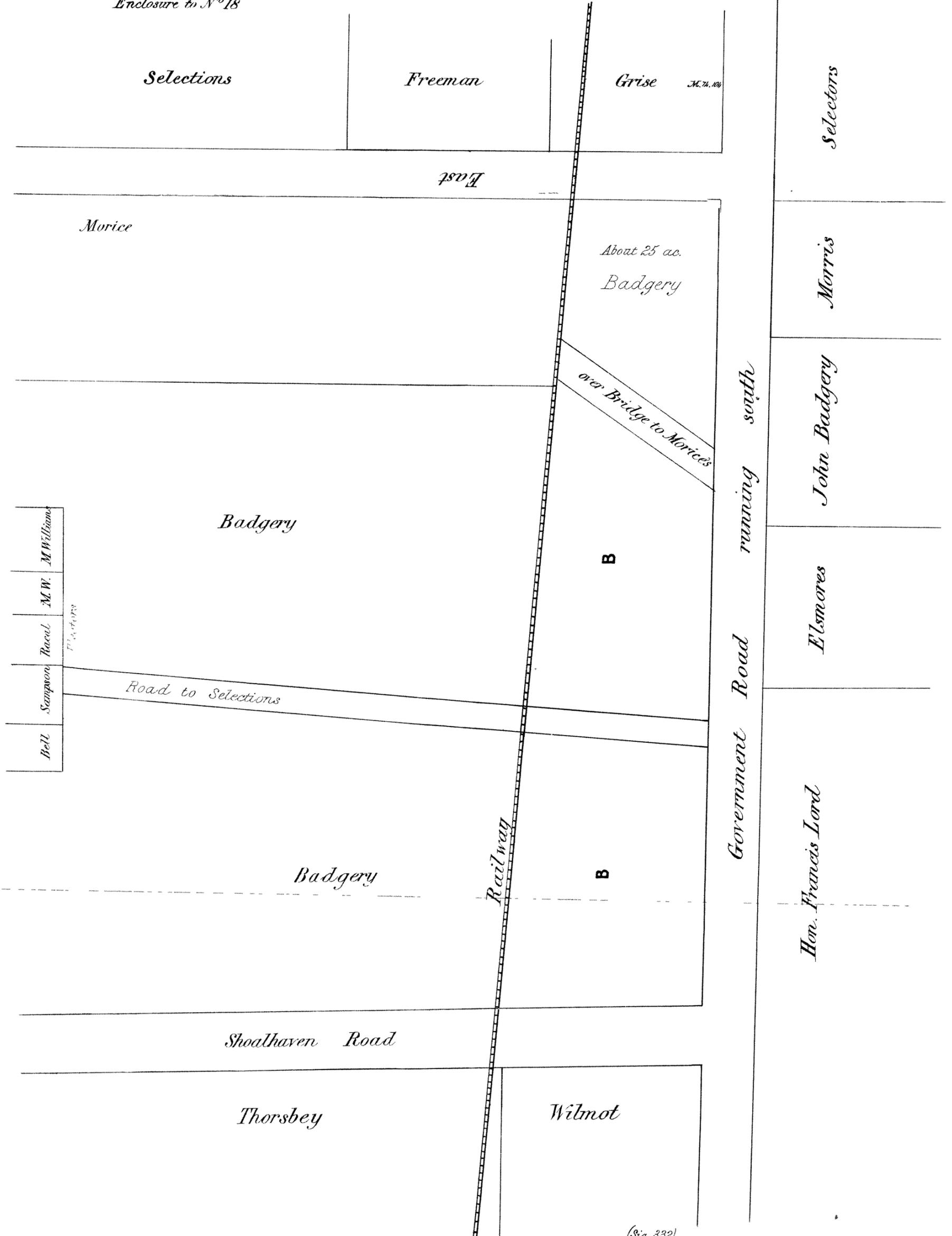


Notes.

The part marked red on Original Plan is shown thus   
" " Purple " " "   
Scale, 2 miles to an inch

(Sig. 332)

Enclosure to N<sup>o</sup> 18



Selections

Freeman

Grise

M. 24. 189

East

Morice

About 25 ac.  
Badgery

over Bridge to Morice's

Badgery

B

M.Williams

M.W.

Racal

Sampson

Bell

Road to Selections

Badgery

B

Railway

Shoalhaven Road

Thorsbey

Wilmot

Government Road running south

Selectors

Morris

John Badgery

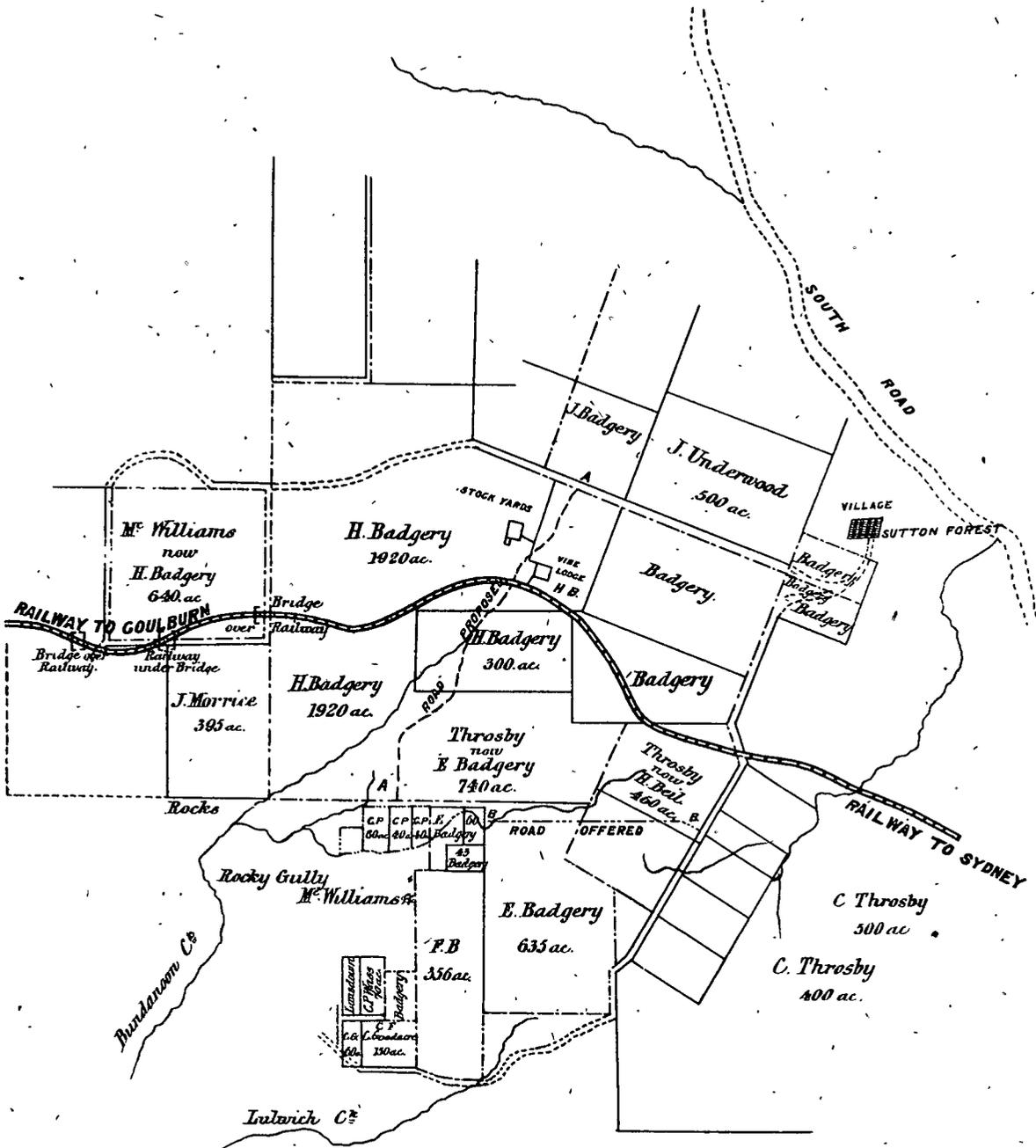
Elsmores

Hon. Francis Lord

(Copy.)

APPENDIX C.

Enclosure to N<sup>o</sup> 63.



N.B. Badgery's land is bounded by lines thus ————  
The dotted line marked A is the road applied for  
B . . . . . offered by Badgery  
C.P.s bounded by lines thus ———— are the applicants for road  
line marked B about 116 chains to Gov<sup>ts</sup> Road  
A 2 miles 19 chains

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

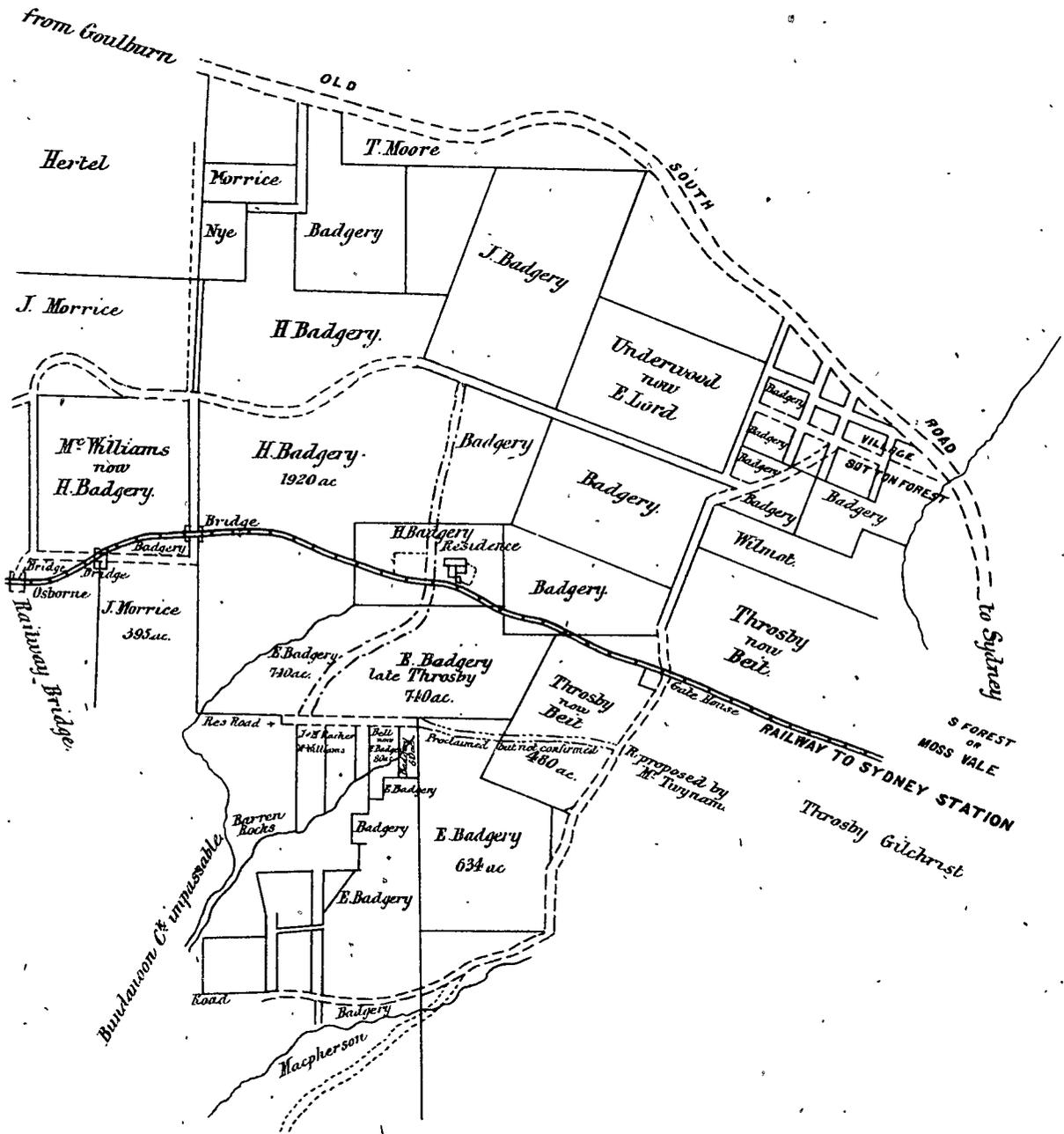
(Sig 332.)



(Copy)

APPENDIX E.

Enclosure to N<sup>o</sup> 30



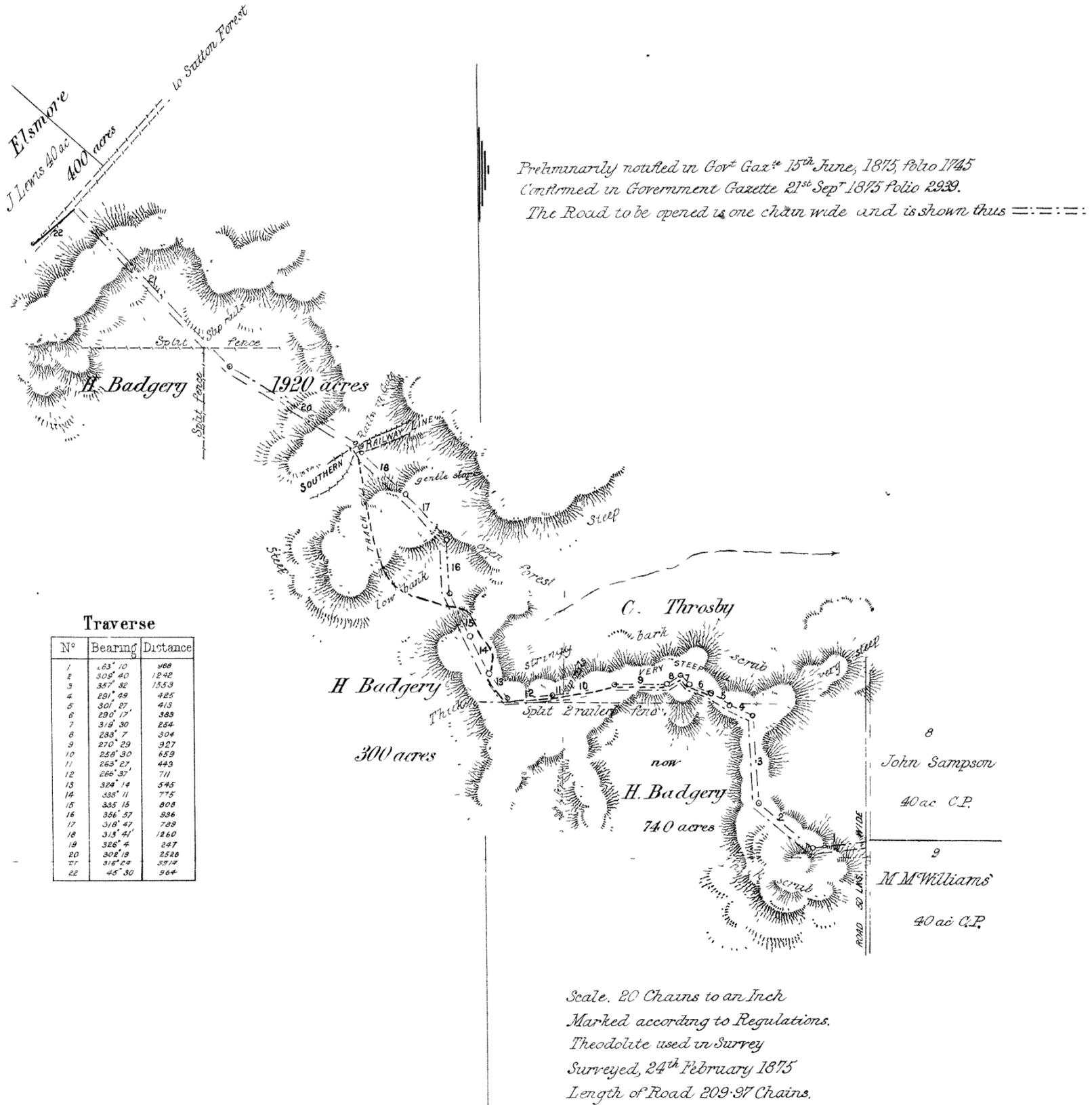
NB The existing roads are shown thus -----  
 Railway line is =====  
 road recommenced by M<sup>o</sup> Surveyor Tynnam 108 chains long  
 is shown thus =====  
 road applied for by M<sup>o</sup> Williams and Racher 210  
 passing through E. H. Badgerys 740 acs and H. Badgerys 300 and  
 1920 acres is shown thus =====  
 line of road recommenced by M<sup>o</sup> Tynnam leads to the  
 Village of Sutton Forest in about 1 1/2 miles shorter distance  
 than the road applied for

TRACING

of preliminary Survey of Road from McWilliams' 40 ac. and other Farms on Stone-quarry Creek to the Road from the Barren Grounds to Sutton Forest,

PARISH OF SUTTON FOREST, COUNTY OF CAMDEN,

Proposed to be opened as a Parish Road under Act of Council 4th William IV, No. XI.



Transmitted to the Surveyor General with my letter of the 31<sup>st</sup> March, N<sup>o</sup> 15/30.

R. W. Meldrum.

(Copy of)

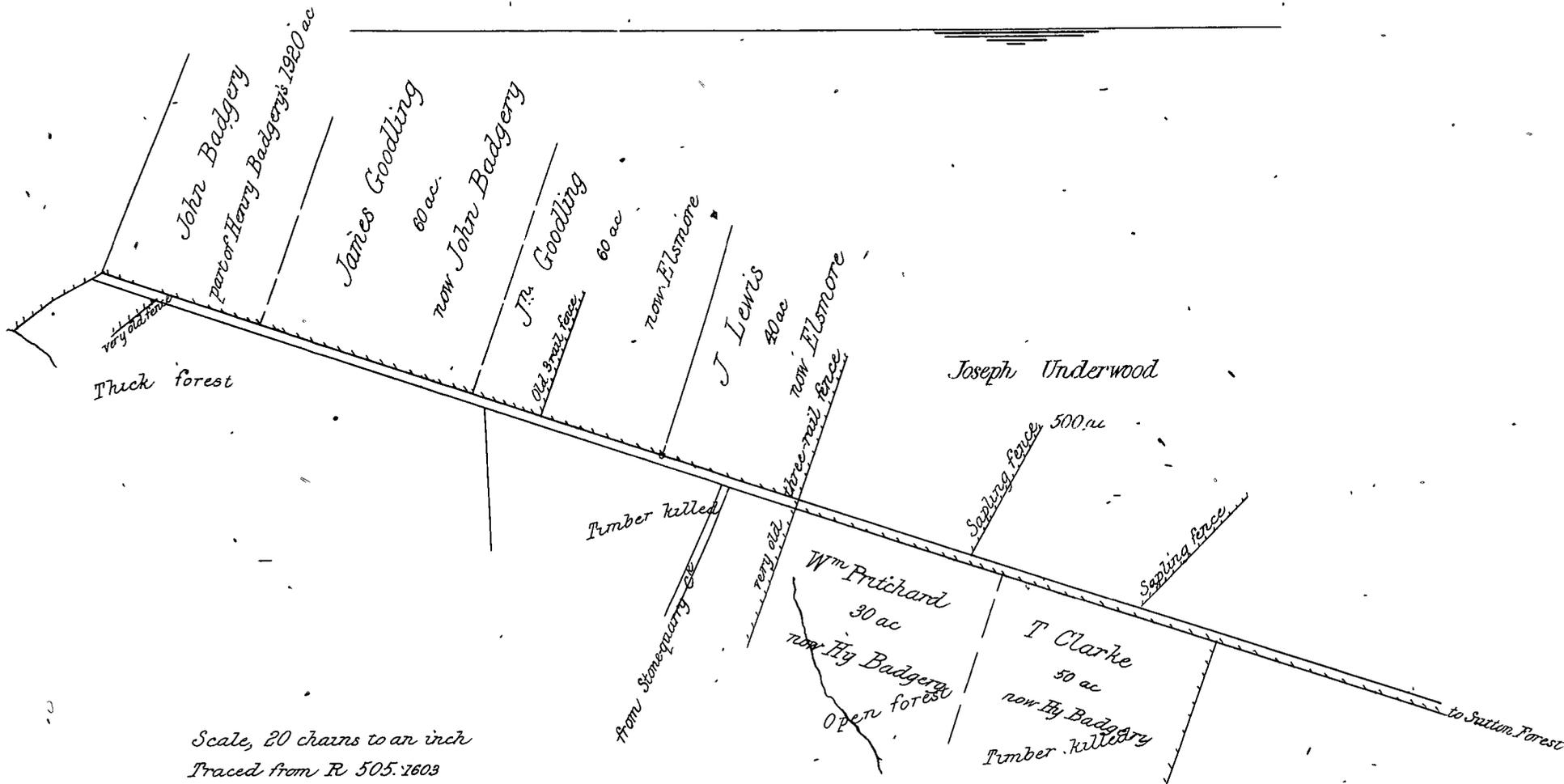
Appendix F<sup>1</sup>

Enclosure to N<sup>o</sup> 52

SKETCH

shewing

Part of the Road from SW corner of W<sup>m</sup> M<sup>c</sup>William's now Henry Badgery's 640 ac. to the Road from Sutton Forest to Shoalhaven, at a point within Mary Larkins's now Henry Badgery's 100 ac being the Road from Barren Grounds to Sutton Forest.

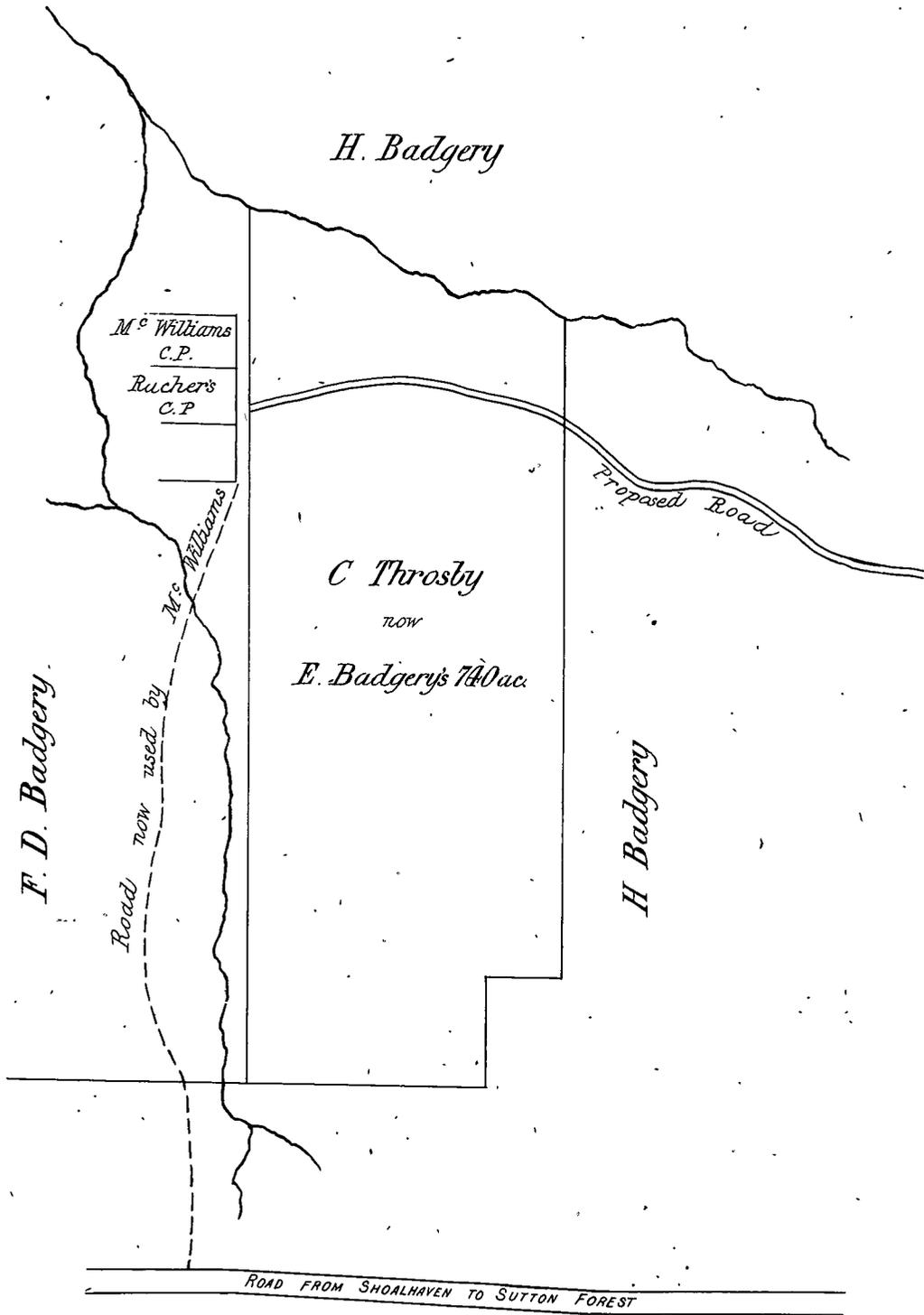


Scale, 20 chains to an inch  
Traced from R 505.2603

(Copy)

Enclosure B to N<sup>o</sup> 62

Appendix F<sup>2</sup>

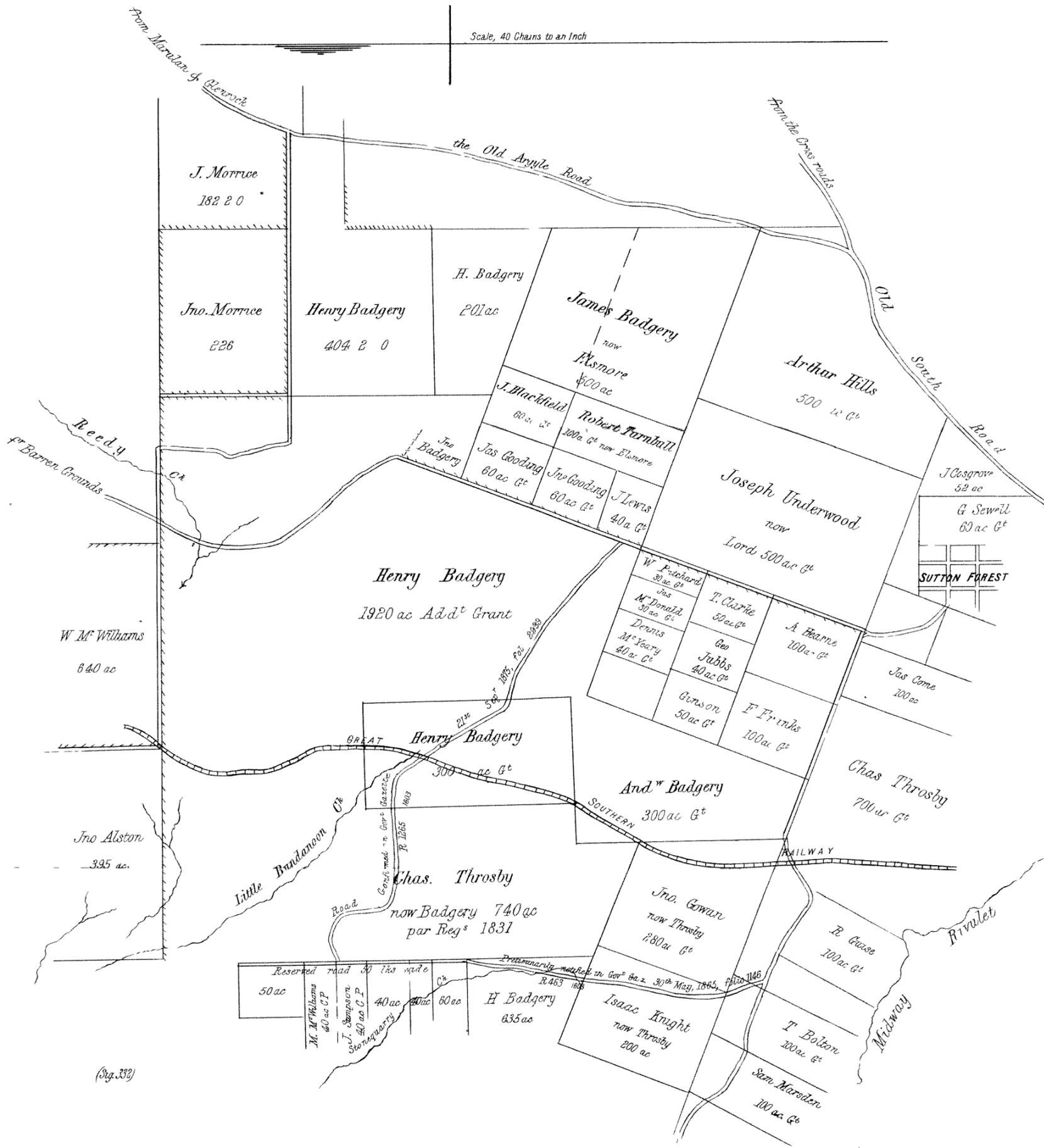


#

(Sig. 332)

Enclosure to N<sup>o</sup> 81.

Scale, 40 Chains to an Inch





1875-6.

—  
LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

---

REPORT FROM THE SELECT COMMITTEE

ON

ROAD THROUGH MESSRS. BADGERY'S LAND ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
29 *June*, 1876.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

—  
1876.

1875-6.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES No. 38. TUESDAY, 8 FEBRUARY, 1876.

9. ROAD THROUGH MR. BADGERY'S LAND:—*Mr. Farnell*, on behalf of Captain Onslow, 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 Petitions presented to this House relative to the opening of a Road from Stone Quarry Creek through Mr. Badgery's land.
- (2.) That such Committee consist of Mr. Garrett, Mr. Farnell, Mr. Hill, Mr. W. H. Suttor, Mr. Wisdom, Mr. Jacob, Mr. Terry, Mr. R. Forster, Mr. H. C. Dangar, and the Mover.
- Debate ensued.  
Question put and passed.

VOTES No. 74. WEDNESDAY, 12 APRIL, 1876.

4. ROAD THROUGH MR. BADGERY'S LAND:—Mr. Garrett (*by consent*) moved, without Notice, That the Return to Order having reference to the proclamation of a Road from Stone Quarry Creek to Road from Barren Grounds, be referred to the Select Committee now sitting on "Road through Mr. Badgery's Land."  
Question put and passed.

VOTES No. 86. THURSDAY, 4 MAY, 1876.

6. ROAD THROUGH MESSRS. BADGERY'S LAND:—Mr. Farnell (*with the concurrence of the House*) moved, without Notice, That leave be granted to the Select Committee on "Road through Messrs. Badgery's Land" to make a visit of inspection to the locality of the said road.  
Question put and passed.

VOTES No. 116. THURSDAY, 29 JUNE, 1876.

5. ROAD THROUGH MESSRS. BADGERY'S LAND:—Mr. Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 8th February, 1876, together with Appendix.  
Ordered to be printed.

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1875-6.

## ROAD THROUGH MESSRS. BADGERY'S LAND.

## REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 8th February, 1876,—“with power to send for persons and papers, to inquire into and report upon, the Petitions presented to this House, relative to the opening of a Road from Stone Quarry Creek, through Mr. Badgery's land,”—and to whom was referred, on the 12th April, 1876, “the Return to Order in reference to the Road from Stone Quarry Creek to the Barren Grounds Road,”—and to whom was granted, on the 4th May, 1876,—“leave to make a visit of inspection to the locality of the said road,”—have agreed to the following Report:—

1. Your Committee have examined the witnesses named in the List,\* and considered the documents and lithograph plans submitted to them, and they have also visited and traversed the roads, referred to in the said documents and delineated on the said plans. See List,  
page 7.

2. The area of the land conditionally purchased at Stone Quarry Creek is about 310 acres, and it has been stated in evidence that there are about 120 acres of Crown land adjacent to the conditional purchases available for alienation. It is therefore a reasonable supposition that the persons who may take up the available land, and who would use the road, will be but few in number, and the prospect of the settlement of any considerable population in the locality is very remote indeed. There are therefore, in the opinion of your Committee, no valid grounds for the retention of the road through the Messrs. Badgery's land to the Barren Grounds Road as a public road either for the present or future requirements of those persons who have located themselves or who may locate themselves in the vicinity of Stone Quarry Creek.

3. The opening of the said road for the use of four proprietors through enclosed lands has, by severance and otherwise, inflicted most serious injury and loss upon the Badgerys, and has in nowise been beneficial to the public. The usual practice of the Roads Branch of the Lands Department has not been followed in this case, for applications of a similar character have been refused, and there do not appear to be any special circumstances in this case to justify a departure from that practice.

4. A practicable road, sufficient for affording access to the lands of the four petitioners, without doing unnecessary injury to private property, can be obtained by marking and proclaiming a road from the selections to the Shoalhaven Road, which will be shorter than the present proclaimed road.

5. The northern side of the proclaimed road passes within 200 yards of Mr. H. Badgery's residence, and is therefore contrary to the provisions of the second section of the Act, 4 Wm. IV. No. 11.

6. Your Committee therefore beg to recommend that the road proclaimed, and opened through the Messrs. Badgery's property to the Barren Grounds Road be annulled, and that in lieu thereof the best practicable road should be opened from the selections to the Shoalhaven Road, which is the nearest public highway to those selections.

JAMES S. FARNELL,  
Chairman.

No. 2 Committee Room,  
Sydney, 28th June, 1876.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 16 FEBRUARY, 1876.

MEMBERS PRESENT:—

Mr. Farnell,		Captain Onslow,
Mr. Hill,		Mr. Jacob,
		Mr. Terry.

Mr. Farnell called to the Chair.

Entry from Votes and Proceedings, appointing the Committee and referring Petitions thereto, read by the Clerk.

Printed copies of the Petitions referred, before the Committee.

Committee deliberated.

Ordered,—That Herbert H. Brown, Esq., M.P., be requested, and R. D. Fitzgerald, Esq., be summoned, to give evidence next meeting.

[Adjourned to To-morrow, at Two o'clock.]

THURSDAY, 17 FEBRUARY, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Hill,		Mr. Terry,
Mr. Wisdom,		Mr. H. C. Dangar,
Captain Onslow,		Mr. Jacob.

R. D. Fitzgerald, Esq. (*Deputy Surveyor General*), called in and examined.

Committee deliberated, and decided not to proceed further until the Papers connected with the case could be produced.

Witness withdrew.

Committee deliberated.

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

[Adjourned.]

THURSDAY, 27 APRIL, 1876.

MEMBERS PRESENT:—

Mr. Farnell,		Mr. R. Forster.
--------------	--	-----------------

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

THURSDAY, 4 MAY, 1876.

MEMBERS PRESENT:—

[Mr. Farnell in the Chair.

Mr. R. Forster,		Mr. Terry,
Mr. H. C. Dangar,		Mr. Jacob,

Mr. W. H. Suttor.

Entry from Votes and Proceedings, referring Papers to the Committee, read by the Clerk.

Frederick D. Badgery, Esq., called in and examined.

Witness handed in a Letter from Mr. Surveyor Deering, in reference to his report on the said road, which was ordered to be appended. (*See Appendix A.*)

Witness withdrew.

R. D. Fitzgerald, Esq., called in and further examined.

Witness produced Plans, showing roads running through Mr. Badgery's land, intended to give access to the selections referred to in the printed Papers.

Room cleared.

Committee deliberated.

Resolved,—That the Chairman take the necessary steps to obtain leave for this Committee to make a visit of inspection to the locality of the Road through Messrs. Badgery's land.

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

[Adjourned.]

MONDAY,

MONDAY, 15 MAY, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Garrett, | Mr. W. H. Suttor,  
Mr. Wisdom.

Entry from Votes and Proceedings, granting leave to the Committee to make a visit of inspection to the road through Messrs. Badgery's land, *read* by the Clerk.

The Committee proceeded by the Great Southern Railway on a visit of inspection to the Road through Messrs. Badgery's land, and having arrived at the locality they were met by the parties interested, and conducted from where the said road crosses the Railway to the selections of M<sup>r</sup>. Williams and others; thence along the reserved road to the Shoalhaven Road; thence to Sutton Forest.

TUESDAY, 16 MAY, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. W. H. Suttor, | Mr. Garrett,  
Mr. Wisdom.

Committee proceeded to inspect that portion of the road which they had not examined on the previous day, and returned to the Committee Room.

Committee deliberated.

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

[Adjourned.]

THURSDAY, 18 MAY, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. H. C. Dangar, | Mr. Terry,  
Mr. Wisdom.

Chairman submitted a list of expenses incurred by the Committee on the visit of inspection to the locality of the road in question.

Committee deliberated.

*Resolved*,—That the sum of £7 6s. be awarded to the Chairman for the purpose of defraying the expenses of this Committee, on the occasion of the visit of inspection to the locality of the road through Messrs. Badgery's land.

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

[Adjourned.]

WEDNESDAY, 7 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. B. Forster, | Mr. Wisdom,  
Mr. H. C. Dangar.

J. W. Deering, Esq. (*Licensed Surveyor*), called in and examined.

Witness withdrew.

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

[Adjourned.]

THURSDAY, 15 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Terry, | Mr. Hill,  
Mr. W. H. Suttor, | Captain Onslow,  
Mr. H. C. Dangar, | Mr. R. Forster.

Chairman laid before the Committee a letter from Mr. Garrett, requesting that the final consideration of the Report should be postponed to a future day.

Committee deliberated, and decided to postpone the consideration of the Report.

*Ordered*,—That Mr. M. M<sup>r</sup>. Williams, Mr. John M<sup>r</sup>. Williams, and Mr. Richard Racher be informed that the Committee will meet on Tuesday next, and, if they should so desire, will examine them on the subject under consideration.

[Adjourned to Tuesday next, at 2 o'clock.]

TUESDAY,

TUESDAY, 20 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Hill, | Mr. R. Forster.

Mr. John M'Williams called in and examined.

Witness withdrew.

Chairman laid before the Committee a letter from Mr. James Moir, requesting that he should be allowed to give evidence before the Committee.

Committee deliberated, and decided not to take any further evidence.

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

[Adjourned.]

WEDNESDAY, 28 JUNE, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Wisdom, | Mr. Terry,  
Mr. Hill, | Mr. R. Forster,  
Mr. Jacob, | Mr. H. C. Dangar,  
Mr. W. H. Suttor.

Chairman submitted Draft Report, which was read 1° as follows:—

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 8th February, 1876,—“with power to send for persons and papers, to inquire into and report upon, the Petitions presented to this House, relative to the opening of a Road from Stone Quarry Creek, through Mr. Badgery's land,” and to whom was referred, on 12th April, 1876, the Return to Order in reference to the Road from Stone Quarry Creek to the Barren Grounds Road,—and to whom was granted, on the 4th May, 1876,—“leave to make a visit of inspection to the locality of the said road,”—have agreed to the following Report:—

See List,  
page 7.

“1. Your Committee have examined the witnesses named in the List,\* and considered the documents and lithograph plans submitted to them, and they have also visited and traversed the roads referred to in the said documents and delineated on the said plans.

“2. Your Committee are of opinion that the road proclaimed from a reserved road at the north-west corner of Mr. M'Williams's conditional purchase No. 9, passing through the Messrs. Badgery's land to the Barren Grounds Road, does not come within the scope of the Act 4 Wm. IV. No. 11, and cannot reasonably be placed in the category of roads that are generally opened for the use of the public under the said Act, the fact being that the road in question at the present time affords access only to the four conditional purchasers who petitioned for its being opened, and for whose sole accommodation the road appears to be.

“3. The area of the land conditionally “purchased” is about 310 acres, and it has been stated in evidence that there are about 120 acres of Crown land adjacent to the conditional purchases available for alienation. It is, therefore, a reasonable supposition that the persons who may take up the available land, and who would use the road, will be but few in number, and the prospect of the settlement of any considerable population in the locality is very remote “indeed.” There are therefore, in the opinion of your Committee, no valid grounds for the retention of the “road” as a public road, either for the present or future requirements of those persons who have located themselves or who may locate themselves in the vicinity of Stone Quarry Creek.

“4. The opening of the said road for the use of four proprietors through enclosed lands has, by severance and otherwise, inflicted most serious injury “and loss” upon the Badgerys, and has in nowise been beneficial to the public. The usual practice of the Roads Branch of the Lands Department has not been followed in this case, for applications of a similar character have been refused, and there do not appear to be any special circumstances in this case to justify a departure from that practice.

“5. A practicable road, sufficient for affording access to the lands of the four petitioners, without doing unnecessary injury to private property, can be obtained by marking and proclaiming a road from the selections to the Shoalhaven Road, which will be shorter than the present proclaimed road.

“6. The northern side of the proclaimed road passes within two hundred yards of Mr. H. Badgery's residence, and is therefore contrary to the provisions of the second section of the Act 4 Wm. IV. No. 11.

“7. Your Committee therefore beg to recommend that the road proclaimed and opened through the Messrs. Badgery's property to the Barren Grounds Road be annulled, and that in lieu “thereof” a road should be opened to the nearest public road. That is to say, that a road should be opened commencing at or about the north-west corner of selection No. 8 (Sampson's), thence deviating north-easterly from the reserved road fifty links wide through selections Nos. 7, 6, and 5, and partly through H. Badgery's 635 acres, until it joins the road preliminarily notified in the *Government Gazette* of the 30th May, 1865, thence through the last-mentioned 635 acres and Throsby's land to the Shoalhaven Road, the last mentioned highway being the nearest highway to the selections.”

On motion of Mr. Terry, Draft Report read 2° paragraph by paragraph.

Paragraph 1 read and agreed to.

Paragraph 2 read and considered.

Question.—That the paragraph as read stand paragraph 2 of the Report,—put.

Committee divided.

Ayes, 2.

Mr. Terry,  
Mr. Hill.

Noes, 3.

Mr. R. Forster,  
Mr. W. H. Suttor,  
Mr. Wisdom.

And so it passed in the negative.

Paragraph

Paragraph 3 read and considered.

Amendment proposed (*Mr. Wisdom*),—To *insert* after the word “purchased,” in line 1, the words “at Stone Quarry Creek.”

Amendment put and *agreed to*.

Further amendment proposed (*Mr. R. Forster*),—To *omit* all the words after the word “indeed,” in line 5 to the end of the paragraph.

Amendment proposed (*Mr. W. H. Suttor*) to the proposed amendment,—To *insert* after the word “road,” in line 6, the words, “through the Messrs. Badgery’s land to the Barren Grounds Road.”

Question,—That, the words from “indeed,” in line 5, to “road,” in line 6, stand part of the paragraph,—put.

Committee divided,

Ayes, 6.

Mr. Terry,  
Mr. H. C. Dangar,  
Mr. Wisdom,  
Mr. Hill,  
Mr. Jacob,  
Mr. W. H. Suttor.

No, 1.

Mr. R. Forster.

And so it was resolved in the affirmative.

Question then,—That the words proposed to be inserted be so inserted,—put and passed.

Paragraph as amended *agreed to*.

Paragraph 4 read and considered.

Amendment proposed (*Mr. R. Forster*),—To *omit* the words “and loss” in line 2.

Question,—That the words proposed to be omitted stand part of the paragraph,—put.

Committee divided.

Ayes, 5.

Mr. Hill,  
Mr. Wisdom,  
Mr. W. H. Suttor,  
Mr. H. C. Dangar,  
Mr. Terry.

No, 1.

Mr. R. Forster.

And so it was resolved in the affirmative.

Paragraph as amended *agreed to*.

Paragraphs 5 and 6 read and *agreed to*.

Paragraph 7 read and considered.

Amendment proposed (*Mr. H. C. Dangar*),—To *omit* all the words after the word “thereof,” in line 2, and to *insert* instead thereof the words “the best practicable road should be opened from the selections to the Shoalhaven Road, which is the nearest public highway to those selections.”

Amendment put and *agreed to*.

Paragraph as amended *agreed to*.

Report as amended *agreed to*.

Chairman to report to the House.

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LIST OF WITNESSES.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

ROAD THROUGH MESSRS. BADGERY'S LAND.

THURSDAY, 17 FEBRUARY, 1876.

Present:—

MR. H. C. DANGAR,  
MR. FARNELL,  
MR. HILL,

MR. JACOB,  
CAPTAIN ONSLOW, R.N.,  
MR. TERRY,

MR. WISDOM.

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

Robert David Fitzgerald, Esq., called in and examined:—

1. *Chairman.*] You are Deputy Surveyor General? Yes.
2. And all matters connected with the opening of roads come under your particular notice? Yes.
3. Do you remember the case of an application having been made for the opening of a road from Mr. Williams' selection to the Barren Ground and Sutton Forest Road, through Messrs. Badgery's land? Yes.
4. Has that road been proclaimed? Yes, proclaimed, confirmed, and opened.
5. Have you with you the papers connected with that case? I have not.
6. Where are the papers? They are with the Under Secretary for Lands.
7. Are you aware that a motion has been made for the production of these papers before the House? I can hardly say I am aware of that. I am aware something has been done in reference to them.
8. Do you know whether copies of these papers are being made? I do not.
9. Do these papers disclose the whole case in reference to the opening of this road? Yes, I think so.
10. *Mr. Wisdom.*] When papers are ordered by the House, I presume copies are laid upon the Table, not the originals? Copies I think.
11. *Mr. Dangar.*] Certified copies? I really do not know whether they are certified or not; they are supposed to be virtually certified.
12. *Captain Onslow.*] How long will it take to produce these papers? I do not know; that is not in my department; there are a tolerable number of papers now accumulated in the case; I should suppose they could be copied in a week.
13. *Mr. Hill.*] Will a tracing of this road accompany the papers? There is a tracing with the papers. The whole thing is shown on one large tracing.
14. *Captain Onslow.*] When a road is proclaimed, is it customary to give the person demanding the road access to the nearest road, or is it usual to give him the most direct line to the nearest township—or are deviations made with the view of preventing injury to persons through whose land the road will pass? It is not the practice of the office to give a road to any one individual; he obtains a road, but not through the Survey Office; he obtains what is called a Quarter Sessions road.
15. Every freeholder has a right of access to his land? If a freeholder has no access, he has the right of procuring access to the nearest highway at Quarter Sessions.
16. But not to the nearest township? No.
17. *Mr. Terry.*] He pays for it? No; he can obtain a 20-foot right of way by applying to Quarter Sessions.

R. D.  
Fitzgerald,  
Esq.

17 Feb., 1876.

- R. D. Fitzgerald, Esq.  
17 Feb., 1876.
18. *Captain Onslow.*] There must be numerous cases in which deviations have been applied for for certain reasons, where undue injury would accrue to persons through whose property the road would pass—can you give us two or three illustrative cases? Of course we take the road so as to do as little damage as possible in all cases. If we can get a suitable road, leaving enclosures untouched, it is always adopted.
19. Could you look up a few of these cases and refer to them at some future time? Yes.
20. *Mr. Hill.*] When a surveyor is sent to mark a road, is it left entirely to his own discretion as to where the road should be, or is it usual to consult the proprietor as to where the best road could be found? The surveyor is expected to get all the information he can from parties interested and other persons, and fix upon such a line as he may think best under the circumstances.
21. *Mr. Dangar.*] Am I right in supposing that the consideration which guides the department in granting roads is that they are granted upon conditions that involve the utmost convenience to the persons applying, with the least injury to the persons through whose property they pass? Yes, and also as to their importance in granting them at all.
22. *Captain Onslow.*] Have there been any cases in which an application for a road has been refused? Yes, several.
23. Will you be prepared with one or two of these as examples, when you attend the Committee again? Yes. They are refused wherever their importance is not considered sufficient to warrant the granting of the road. They would be granted perhaps at Quarter Sessions, but not as parish roads.
24. *Chairman.*] The department often refuses to grant roads to single individuals, and then they have to apply to Quarter Sessions? Yes.
25. *Mr. Wisdom.*] Have there been many instances lately of applying to Quarter Sessions? Yes, a good many. There are a good many applications where we refer the parties to the Quarter Sessions, but they do not always go.
26. *Captain Onslow.*] Could you tell us the number of applications that have been refused? The number cannot be absolutely given, because when a road has been refused the case may be brought up again and perhaps granted.

THURSDAY, 4 MAY, 1876.

Present:—

MR. H. C. DANGAR,  
MR. FORSTER,

MR. JACOB,  
MR. W. H. SUTTON,

MR. TERRY.

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

Frederick Durham Badgery, Esq., called in and examined:—

- F. D. Badgery, Esq.  
4 May, 1876.
27. *Chairman.*] You are resident at Sutton Forest? Yes.
28. Applications have been made from time to time to the Lands Office for the opening of a road from certain free selections, Mr. Williams and others, for the purpose of obtaining access to the main road? Yes, or to the township of Sutton Forest.
29. Has any road at any time been marked out by any person connected with the Lands Office? Yes, a road was marked about twelve years ago for the use of these selectors.
30. Was that in the year 1866? I think it was about that time.
31. Was that road ever opened? Not formally.
32. Do you know the reason why it was not opened? I believe the Government thought the road was not of sufficient importance to justify their fencing it at the public expense, and therefore they could not open it.
33. In what direction was that road laid out? Running through one of H. Badgery's 640-acre grants on to the Shoalhaven Road.
34. Is that the same road that has been recently marked and opened? No, almost in the opposite direction.
35. Had you any objection to the road formerly marked out in 1866? No.
36. Have you read the papers that have been moved for in the House? I have looked hastily over them.
37. Will you look at page 7 of the Return, No. 16, paragraph 4—In that paragraph it is stated that "the road which the petitioners desire to have confirmed to their use is that shown by the red line which severs Mr. Badgery's estate"? Yes.
38. Is that the road marked out in 1866? I am not sure which is the road marked by the red line.
39. Through whose land did the road formerly pass? Through Badgery's and Throsby's.
40. Is Throsby's land now Mr. Beit's? Yes.
41. You see in these papers, page 7, No. 16, a letter from Mr. District Surveyor Twynam—Is that in reference to a second application for a road? I believe so; I believe it is in reference to letter No. 13, applying for a road near the Great Southern Railway.
42. What is the difference in the length of the road as now marked out through your property and that previously marked out through your property and Mr. Throsby's? One is 2 miles and 29 chains, and the other we have measured 106 chains from the reserved road which runs between the selected land and my father's land.
43. Does the first road marked out—the one you have no objection to—afford these conditional purchasers sufficient facilities for getting to the township of Sutton Forest? Yes, quite.
44. The road recently marked out, opened, and proclaimed is the road passing by old Mr. Badgery's house? Yes.
45. The road formerly marked out ran through Badgery's and Throsby's land to the Shoalhaven Road? Yes.
46. Did anything come of the second application of these persons—was any road marked out in 1873? Yes, upon the selectors refusing the road which was offered to them by the Government and by the Badgerys, the Government had a road surveyed through the middle of the Badgerys' property and by the house.

47. When was that surveyed? I think about five or six months ago.
48. What I wanted to know was whether anything was done from 1873 up to the time of the marking out of this road, before it was proclaimed and opened. There was a good deal of correspondence between the Lands Office, yourself, and the conditional purchasers, in reference to the opening of the road? Yes.
49. No action was taken in reference to that road—if you look at the papers—until an application was made by the Works Department to the Lands Department for the opening of this road? Yes, I believe an application was made to the Works Department.
50. By M'Williams and party? Yes.
51. If you look at No. 32 in the printed documents you will see that is an application from M'Williams and party to the Minister for Public Works? Yes.
52. At the foot of that application there is a memo. from the Secretary for Works? Yes.
53. Under that memo. there is another memo. requesting a reply to a letter of yours of the 15th (? 20th) May? Yes.
54. Then if you look at page 16, No. 42, there is a *précis* of the case, "Road at Stonequarry Creek"—Do you see at the foot of that *précis* a minute from the Secretary for Public Works? Yes.
55. Then you see there is a memo. under that again, made by the Secretary for Lands, wherein he states he presumes his colleague "desires the markings of the road to be proceeded with"? Yes.
56. Did any survey take place under that memo? Yes, the preliminary survey.
57. When was that survey made? I do not remember; I think about the end of last year, 1875.
58. Was that the survey of the road that has been opened and proclaimed? Yes.
59. Will you state to the Committee your objections to the marking out and proclamation of that road? Because it is so much longer than the other road, and divides so many paddocks into very awkwardly shaped blocks of land—in one case leaving one paddock quite without permanent water; whereas the other road would, as far as Badgery's land is concerned, only cut about 40 or 50 acres from one holder, cutting it off on to the other adjoining neighbour, which would not be any serious loss or injury. It was very nearly along the boundary from one end to the other.
60. Do you know within what distance this proclaimed road passes from the residence of your father? 186½ yards.
61. Did the Secretary for Public Works at any time propose to you or your family the erection of a platform? Yes. In a reply to objections to that road being proclaimed, Mr. Badgery, senior, was informed that the Government intended opening and proclaiming the road, and erecting a platform at the intersection of the railway line.
62. *Mr. Forster.*] By whom was he informed? From the Lands Office, I think.
63. You know something of the kind occurred? Yes, I saw the letter.
64. *Chairman.*] Will you look at letter No. 29, page 12—a letter from the Under Secretary for Lands to E. H. Badgery, Esq.—does that letter inform Mr. E. H. Badgery that it is the intention of the Government "to erect a platform near the level crossing constructed at the intersection of the projected road with the railway"? Yes.
65. The letter from E. H. Badgery, Esquire, to the Minister for Lands, No. 38 in the papers, is a reply to that? Yes. The Under Secretary for Lands, in his letter of the 20th May, simply told my brother that it was the intention of the Government to open this road, but he was not asked if he objected to it.
66. It is stated in letter No. 38 that this platform could be upon your father's land? Yes.
67. Would that be a difficult objection to the marking of the road as it is now marked—the platform being on your father's land—so far as you and your brother's interests are concerned, in marking the road through your property? The platform would be no injury to the property, but the road through the land is a serious injury, as my brother who owns that land—740 acres—owns no other land adjoining it, and the road cuts the water all off one end on to a very small portion of the land.
68. Your principal complaint in reference to the marking out of this road as a parish road is that it unnecessarily severs your land? Yes, or my father's land.
69. Does this proclaimed road run through other land besides your father's? Yes, my brother's land and my father's.
70. Is the road that was formerly marked out for the convenience of these conditional purchasers an impracticable road? No.
71. Do you know of any way in which it would be inconvenient to the conditional purchasers, that road being opened and proclaimed for their use? No; I think it would be a convenience to them, as stated by the bulk of the population round there, that it would be more convenient for them than the road they have at present.
72. The present proclaimed road is, I believe, naturally a good road? It keeps high ground all the way; but it is objectionable on account of two very long hills they have to go up to get on the table-land.
73. Is that the track referred to in Mr. Twynam's report, as used by these conditional purchasers for many years? Yes. Upon their refusing to fence the road, the Government offered my father, rather than see them hemmed in, to use a track through the property until they applied to have it proclaimed.
74. How many acres are embraced in the whole of these conditional purchases? M'Williams has stated that they occupy about 290 acres, which I doubt. I think since some of our former communications, they have taken up an additional selection of about 40 or 50 acres on the edge of the gully: that may make it up to 290 acres.
75. When was the road opened and confirmed? The proclamation is dated 21st September, 1875.
76. Did you make any objections to the opening of this road, as at present proclaimed? Yes, strong objections.
77. And these objections, I presume, are contained in the printed papers now before the Committee? Yes.
78. Could you tell the Committee what amount of injury you believe will be sustained from the fact of this road having been proclaimed through your father's property and your brother's? I believe my father's and my brother's property would be injured to the extent of £2,000.
79. What is the value of land in that locality? I think my father's land, at the market price of land, or rather considering what it can produce, is worth about £10 an acre—all of it near this road.
80. Do you think the proclamation of this road has depreciated the value of this land? Yes; it can be shown from an offer that was made for the property in cash, which I am sure could not be obtained now.

F.D. Badgery,  
Esq.  
4 May, 1876.

- F.D. Badgery, Esq. 81. Is it at all likely that there will be a large population settled in the vicinity where these selectors have taken up their land? No, it is impossible.
- 4 May, 1876. 82. What is the character of the country about there? It is very poor land, growing stringy-bark timber.
83. Did you or your father ever make any offer to these people to put a road in sufficient condition that they might travel it? Yes.
84. Did they refuse your offer? Yes.
85. Which road was it you proposed to put in order? A slight deviation from the road originally offered by the Government, leading on to the Shoalhaven Road. There is one statement I might be permitted to make with reference to the value of the land the selectors have taken up, and that is that the day before they selected we had information of their intentions, and as, according to the Act (as it was read then), land selected and not occupied laid three years and then went to the hammer, one of my brothers went to the Land Office and selected 60 acres, and this through non-residence was allowed to be forfeited. We had agreed that there was no more land there worth a pound an acre or worth selecting, so we selected 60 acres, and thought if they would take the rest of the poor land they could have it. This 60-acre selection was forfeited, and when it went to auction we bought it at the upset price, £1 an acre, and it is certainly better land than theirs.
86. Is this road in reality any convenience to the public? No, none.
87. Or is it likely to be used or traversed by parties other than these applicants for the road—the conditional purchasers? No, not even in the event of a platform being erected, because my father's land extends within about a mile and a half of Jordan's crossing platform on the far side, and within about two or three miles it extends half-way to Moss Vale on this side, so that the Sutton Forest people would come nearer to the Moss Vale Station than they would going back to this platform, my father's land extending right to the village of Sutton Forest.
88. *Mr. Dangar.*] A road opened to Jordan's crossing platform would be of no use to these free selectors? No, Jordan's crossing would not be used by them under any circumstances.
89. *Chairman.*] Is there any person in the vicinity besides the conditional purchasers that would be at all likely to use this road? No, none.
90. *Mr. Dangar.*] Is this road actually opened? Yes.
91. Do these men traverse it now as of right? Yes.
92. It is still fenced across, is it not? Yes; the fence is not always put up, but it generally is; the fences are good.
93. Is it a fact that your father permitted these free selectors to use this track through his property for about ten years? Yes, till the application was sent in by them to have it proclaimed.
94. The permission was rescinded as soon as the application was sent in? Yes, to travel that track, but they were allowed to travel the other road that leads to the Shoalhaven Road.
95. So far as you know, in the event of this road being rescinded, would your father have any objection to continue that permission to these men which they enjoyed some years ago? I fancy he would not under the circumstances, because the road on to the Shoalhaven Road is so much better for them and shorter; and in fact they are using it still, notwithstanding they have the right of using the proclaimed road, they are using both roads now. The Shoalhaven Road is the shortest.
96. *Chairman.*] What do you mean by the Shoalhaven Road? The road through my land and Beit's, formerly Throsby's.
97. *Mr. Dangar.*] Are you quite sure that in the country where these free selectors have taken up their selections there is no more land available? I am quite sure there is no more land that could be of any use. They are on the edge of the rocks that break into a deep rocky gully. There may be a corner consisting of scrub and rock, not actually down to the water's edge. The gully at the back is two or three hundred feet perpendicular, so that I can hardly say there is no land, but there is no land that could be used to grow anything.
98. There is a large extent of Crown lands the other side of the gully? Yes.
99. Not at all likely to be availed of for purposes of cultivation or otherwise? No. Some miles distant there are some settlers on some spots of pretty good land, but this gully these selectors are on is an arm of the main gully, and close to that comes the main gully, and they have to go some 12 miles round on to what they call the Waterfall Road. They have taken up a little bit of useful land, and the rest is barren swampy land.
100. You state in one of your communications that in your opinion the road to the Shoalhaven Road could be put into a proper state of repair for £30—Do you adhere to that statement? Yes, many people have offered to do it for that sum, and would still do it. I have one man named G. Sewell who would be glad to make it for a £10 note, so that he could bring his loaded dray that way. Within about 200 yards of the door of one of the selectors a stone-quarry was opened, and Mr. Throsby's and other teams have drawn many tons of stone where they (the selectors) say a dray has never been. The road can still be seen, and there are any amount of witnesses.
101. What is the nature of the country traversed to the Shoalhaven Road in wet weather, the country which the road from these people's selections to the Shoalhaven Road would cross? It is now very firm, well drained country, and very hard. It was not so hard sixteen or seventeen years ago, before the timber was killed and cleared off.
102. You say that as a rule the road traverses sound country? Yes, the road on to the Shoalhaven Road crosses over sound country.
103. Has anything been done under the protest which was lodged by Messrs. Holdsworth and Brown against the opening of the road through your father's property, on the ground of its being within 200 yards of the homestead (page 35, No. 91)—what has taken place with reference to that? Nothing. The Minister for Lands, notwithstanding that, opened the road. He sent a surveyor from Sydney, I believe, to open it.
104. For what purpose did Mr. Deering go up? Solely to open the road I believe.
105. Did he inspect the road to the Shoalhaven Road at all? I met Mr. Deering about 10 o'clock in the morning, and told him I was surprised he had come to open the road through the middle of the property, and as his evidence might at some time be useful I would be glad if he would allow me to show him the road proposed by us; he said his duty was to open the road as surveyed, but he would, if I wished it, go with me after he had done the marking of this road but not before, which he said would take him about two days. I went up the following day at 12 o'clock thinking to arrange a time to go with him, but I found Mr. Deering had gone to Sydney. He preferred going with M'Williams to see it in preference to going with me.

106. How do you know that? Because M<sup>r</sup> Williams acknowledged it. I have a note here from Mr. F. D. Badgery, Esq. Deering denying that he cared to look at the road. Perhaps this letter might be useful as evidence, because it is almost contradictory to Mr. Deering's statement in these printed papers. It is a letter from Mr. Deering to myself in answer to one from me, expressing surprise that he did not allow me to show him the road. (*Letter handed in and read. See Appendix A.*) Notwithstanding he says he had no wish to report upon the road, he has sent a very lengthy report.

4 May, 1876.

107. Mr. Deering's letter in the printed correspondence says:—"I desire to add that, although my duty was simple and clear enough, yet when Mr. Badgery desired me to inspect an alternative line he had proposed, I considered it to be my further duty to do so, and I went alone and on foot the better to examine the road. I can say nothing in its favour?" Yes, he promised to allow me to show him the road. I wrote to him to know if he had inspected the road, by whom was he shown it, and if he was not shown it how did he find it. I wrote twice to that effect, but could not get any reply saying by whom he was shown the road; in fact I have reason to believe he never saw it.

108. *Mr. Forster.*] In the face of his statement here that he went alone and on foot? Yes.

109. Then you mean to say he has not told the truth in his letter? Yes.

110. *Mr. Dangar.*] In the event of this road being allowed to remain open, what amount of compensation do you think your father would be entitled to, by reason not only of the land actually taken up by the road but also of damage to his property? I should fancy he would be fairly entitled to the damage done, which I estimate at about £1,400 to my father's property, and about £600 to my brother's.

111. Since when have M<sup>r</sup> Williams and the other selectors had the use of this new road? Since Mr. Deering came to open it. The date of his report is 7th December, 1875. He opened it perhaps on the 5th December.

112. Are you empowered to say, or have you any means of knowing, whether, in the event of this road being rescinded, and the other road you have offered not opened, these men would be allowed, as a matter of necessity, to use the track through your father's property from the Barren Ground? I am not in a position to say; but I would give them a road, pending some permanent arrangement, across my property, and also across Beit's land, of which I have a long lease, to the Shoalhaven Road.

113. Is that road in wet weather virtually impassable? No, I think the other gets the worst in wet weather. There are much higher hills to cross where the road is now proclaimed.

114. There is one stiff pinch—it is a pinch of nearly a mile long, whereas on the other road there is no elevation of more than 20 or 30 feet.

115. Certain bridges would be required to be built across the creek? The creek is only about 2 feet deep, and the bottom is all stone. I drove two or three gentlemen across it in a buggy not long ago.

116. I am speaking of wet weather? It does not affect the creek much. A man might stand across it with one foot on each bank.

117. One of the free selectors said that a thunderstorm renders it impassable? I think you would hardly believe that statement.

118. I cannot say I disbelieve it? I have never seen it impassable. At any rate it is only a mile to the head of this creek, even if it should be necessary to go round.\*

119. *Mr. Terry.*] Do the banks wash away along this creek? No, the ground is very firm. Before I drove across it I sent two men for a couple of hours to slope off the bank, so that the vehicle might go into the creek. The bottom is firm, and has carried many a load of stone. If it was a boggy country the tracks would remain for years where the wheels had been; stone-drawing cuts up a bush road more than anything.

120. *Mr. Forster.*] Has there been a landslip there? Not there; not far from there there was a landslip, but that was when the timber was green and the ground retained the moisture.

121. Did your vehicle break down in crossing? No, nor had we to get out. The road I drove these gentlemen along in the buggy is a little deviation from the road which these parties state a footman could not travel—No. 36, p. 14.

122. *Mr. Suttor.*] How long has your father been in possession of this land? I think about fifty years.

123. I suppose he holds the original grants from the Crown? Not for all of it; for some of it he does.

124. Do you know whether in the original grants the Government reserve the right of proclaiming roads? I do not know. I do not think the Government have reserved that right, from conversations or communications between my father and Mr. Twynam.

125. Have they proclaimed any other roads through this land? Yes, with my father's consent. There is one very long road running through the property, in which about a dozen free selectors are interested, which he offered.

126. How near does the road recently proclaimed pass to any garden or homestead? It passes within 186½ yards of my father's house, and within a much less distance of the orchard. It passes between the stockyards, and the house is 35 yards from the stockyards.

127. Does it pass through any cultivation land? Yes.

128. *Mr. Dangar.*] Land that has been, but is not under cultivation? Yes; it may be under cultivation any year, and has grown the heaviest crops that have been grown in the district.

129. *Mr. Suttor.*] Through how much land fit for cultivation does it pass? It passes through two different paddocks, one on each side of the house, but the cultivation land is not separated from the grazing land at present.

130. *Mr. Forster.*] You were aware of the notice to apply for this land? Yes.

131. Did your father or any of your family make any objection on the ground that it ran within a certain distance of the homestead? I do not remember that we stated exactly the distance.

132. You were aware that there was a notice of the intention to open this road, and inviting parties to send in objections? Yes.

133. Did you avail yourself of that notice, and take the objection that the road was within this distance of the house—did you lodge any objection of that kind? Yes.

134. You are quite sure about that? Yes, but not stating the exact number of yards. I think the wording of our objection was, that it was unreasonably close to the house.

135. Were you aware that it would be contrary to law to open the road within a certain distance of the house? Yes.

\* Revised.—It is only about a mile to the head of the creek, so the flow of water is not great.

- F. D. Badgery, Esq.  
4 May, 1876.
136. *Mr. Terry.*] And yet this road is opened within that distance? It is open within 200 yards of the house, which I believe is the distance prescribed by law.
137. *Mr. Forster.*] I understood you to say you did not name the distance? No, we did not know it exactly. Being along cultivation land, there were no trees to be marked, and we were not sure exactly where the road was to be, till Mr. Deering came and cut trenches in the ground, which we could not mistake.
138. *Mr. Terry.*] Were there no pegs in this cultivation ground by which you could distinguish the road? The grass was long, and we could not distinguish the pegs so well.
139. *Mr. Dangar.*] When the original notification appeared, had you any means then, other than reference to a plan in the Survey Office, of knowing the exact course the proposed road would take? Excepting in this cleared ground, pegs about 3 feet high were driven along its course, but the trees were not marked permanently at first.
140. Then you had means of knowing? Yes.
141. *Mr. Forster.*] Did you go to the Police Office to look at the book of reference and the plans of the proposed road? No.
142. *Mr. Jacob.*] In Messrs. Holdsworth & Brown's letter, page 22, No. 60, it is stated "that such road is intended or marked out to run quite close to the house in which Messrs. Badgery reside,"—that was in accordance with the notice calling for objections? Yes. The objection to the road coming so close to the house is only mentioned amongst a great number of other objections, which we thought would be sufficient to stop the road from coming there.

Robert David Fitzgerald, Esq., Deputy Surveyor-General, called in and further examined:—

- R. D. Fitzgerald, Esq.  
4 May, 1876.
143. *Chairman.*] The management of the Roads Branch of the Survey Office is under your supervision? Yes.
144. Do you know whether applications have been made from time to time from certain conditional purchasers, M'Williams and others, for the opening of a road from their selections through Messrs. Badgery's land? Yes.
145. Have any surveys been made of any road, in reply to these applications? Yes, two surveys.
146. Was application for a road made so far back as the year 1866? Yes, there must have been one before that, in 1863 or 1864.
147. At that time the opening of that particular road was refused, upon the ground that the road was not of sufficient importance to warrant the cost of fencing, as you will see by reference to No. 14 of these printed papers, page 6—a foot-note by the then Deputy Surveyor General, Mr. Adams? Yes.
148. Then a subsequent application was made, upon which Mr. Twynam, the District Surveyor, reported? Yes.
149. Will you look at page 7, No. 16, paragraph 4, of Mr. Twynam's report. Mr. Twynam speaks of a road which the petitioners desire to have confirmed, shown by a red line? I have not got the plans which show the red line; a sketch was sent with these papers to illustrate the case, that will show everything. The plans were laid upon the table of the House with the papers, I presume.
150. Do you know the road spoken of by Mr. Twynam as shown by a red line? I think it will be the same as, or something very like, that finally surveyed. I have here plans of the roads intended to give access to the same parties. (*Produced.*)
151. The first of these plans is the plan of the road first surveyed? Yes.
152. Is the second that of the road now confirmed and opened? Yes.
153. Is the road shown on the first plan marked out through Badgery's and Throsby's land? Yes, the first slightly passes through Mr. Badgery's land, but not to the same extent as the others.
154. Where does that road lead to? From the conditional purchases to the Sutton Forest and Shoalhaven Road—they both lead to that road.
155. Does the road recently proclaimed pass through Throsby's land as well as Badgery's? Yes; I think Throsby's land is now Badgery's.
156. Are there many applications made to the Lands Office for the marking out of roads where there are two or three selections merely? Yes, occasionally.
157. Have they in all cases been granted? No, in very few cases.
158. Do you think the granting of the road we are now inquiring into—the marking out of a road for these three or four conditional purchasers through Messrs. Badgery's land—is in accordance with the practice of the Lands Office in similar cases? Not without the consent of the proprietors, I do not think it is.
159. Do you know of any cases, and if any, how many cases, in which roads have been marked under similar circumstances? It is very difficult to say exactly, because the cases vary from a single applicant to hundreds of applicants. The road is granted when, in the opinion of the Minister, there is sufficient public demand for it.
160. Do you know whether the road now in question is a road calculated to give facilities to a large portion of the public? I don't think so.
161. It is merely a road for the accommodation of these three or four selectors? That is all, I think.
162. There have been many cases in which the Lands Department have refused applications of this kind? Yes.
163. And in these cases the department has sometimes advised what course the applicant should pursue? Yes.
164. What course do they generally advise them to pursue under the circumstances? If there are only a very few applicants, they refer them to the provisions of the 21st clause of the Act 4th William IV, No. 11, under which they apply to the Quarter Sessions. That clause has a special provision for such cases.
165. I suppose you do not know the character of these two roads, that is, the road that has been proclaimed, and the other road that was previously marked? Not personally.
166. Only from the reports that have been laid before you by the surveyors? Yes.
167. Do you know the character of the country where these free selectors are established? In the same way, by the reports; I have never been there.

168. Could you tell the Committee how far Mr. Badgery's homestead is from the proclaimed road? I cannot; it is not shown on the plan.

169. Could you procure the information from the surveyor who marked the road, and furnish it to the Committee? Yes. I believe it is near the road. I may mention that in the practice of the department such information is not sought, because it affords an objection to the proclamation of the road, and it is more judicious not to raise these questions about proximity of houses and improvements to the road. Under certain provisions they afford the power of barring the road.

170. Under the provisions of the Parish Road Act, under which this road is proclaimed, you have no power to proclaim a road within 200 yards? No, not within 200 yards of the principal house on the property; and of course, that amounts in many cases to an absolute bar to the road altogether. You could not take it through a 40-acre portion without going within the prescribed distance.

171. The attorneys of Mr. Badgery have stated, in a notice they have given to the Government, that "the road opened by the Government, through the property of Mr. Henry Badgery, has been so opened contrary to the provisions of the Act 4th William IV., No. 11, as the same is situated within 200 yards of the mansion house of the said Henry Badgery,"—page 35, No. 91, of the printed papers? Yes.

172. Have any means been since adopted to ascertain whether the road is within 200 yards? No. I am not sure whether Mr. Deering reported anything upon that point.

173. Will you be kind enough to ascertain what is the fact, and at some subsequent time give the information to the Committee? I will.

R. D.  
Fitzgerald,  
Esq.  
4 May, 1876.

MONDAY, 15 MAY, 1876.

Present:—

MR. FARNELL,  
MR. GARRETT,

MR. W. H. SUTTON,  
MR. WISDOM.

The Committee having assembled in the Committee Room, proceeded by the Great Southern Railway to Badgery's proposed platform, where they were met by Messrs. H. Badgery, senior and junior, Frank, and Frederick Badgery, and also by Messrs. M'Williams and Rachel. Accompanied by these gentlemen they travelled along the proclaimed road to the fence of the free selections.

Mr. M'Williams stated that there were four selections taken up at this place; one of 230 acres, two of 40 acres each, and one of 80 acres, and that there were also three 40 acres available for selection. Mr. Frank Badgery replied that the 80-acre (Bell's) selection had been purchased by his brother (Mr. Edward Badgery), and that there were only two 40-acre allotments really available for selection, the third being on the edge of a precipice. Leaving the fence of the selectors, the party proceeded by the marked-tree line (the road proposed by the Messrs. Badgery) to Stonequarry Creek, where it was complained by the selectors that the road was impracticable or difficult. The Messrs. Badgery then stated that they had offered an alternative road, which branched off to the right. This was pursued by the Committee to its junction with the Shoalhaven Road, thence to the point where it joined the Barren Ground Road, and thence to Sutton Forest.

TUESDAY, 16 MAY, 1876.

Present:—

MR. FARNELL,  
MR. GARRETT,

MR. W. H. SUTTON,  
MR. WISDOM.

The Committee, accompanied by the gentlemen who had attended them on the previous day, proceeded from Sutton Forest to the Barren Ground Road, traversing the portion of the proclaimed road they had not gone over on Monday, thence to Mr. Badgery's homestead.

WEDNESDAY, 7 JUNE, 1876.

Present:—

MR. DANGAR,

MR. WISDOM.

MR. FORSTER,

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

John Williams Deering, Esq., examined:—

174. *Chairman.*] You were instructed to open a certain road from M'Williams' free selection, No. 9, to J. W. Deering, the Barren Grounds Road? Yes.

175. A road previously marked out by Mr. Licensed Surveyor Meldrum? Yes.

176. Will you be kind enough to look at the papers referred to the Committee, page 36, No. 86? Yes. 7 June, 1876.

[*The witness referred to the papers.*]

177. That is your report to the Surveyor General in reference to having opened this road? Yes.

178. In that report you state your opinion that the road was an absolute necessity? Yes.

179. Do you mean by that that it is an absolute necessity that these people should have a right of way to and from their selection? I mean that to a certain extent. I think that was the proper road that ought to have been surveyed and opened.

180. Are you aware that that road severs the whole of Mr. Badgery's property in that part? I am.

181. And subdivides the land? It does.

182. You have also said that the opening of the road was "an absolute necessity both for the requirements of the present selectors, and with a prospect of immediate further alienation of Crown lands": are you aware of your own knowledge whether there is any Crown land available? No, I am not; I wrote simply from the information of the selectors, who told me there was a large area of Crown land at the back of them.

- J. W. Deering, Esq.  
7 June, 1876.
183. *Mr. Wisdom.*] A large area of Crown lands simply, or of Crown lands available for selection? Available.
184. *Chairman.*] That would be to the east of their selections? That would be to the east of their selections. I should like to add that it is not my own district, and therefore I am not so well acquainted with it as I otherwise should be.
185. Does not that road recently opened by you run north-westerly from these selections? Yes. On the plan (enclosure No. 81) attached to the papers the north point appears incorrectly drawn—the north point should be inverted.
186. You were instructed specially to open this road? Specially.
187. Your district—if a district it may be called—is confined to Sydney and its suburbs, or rather to the county of Cumberland? To the county of Cumberland; but I frequently go on special duty.
188. Are you aware of your own knowledge that this road you have opened through Mr. Badgery's land is likely to be used by a large portion of the public? I believe it would be if a platform were erected.
189. Where would the population come from to go to this platform going north-westerly from the selection? From the western side of the Barren Ground Road.
190. Or rather it might be on the western side of the railway? Yes.
191. I wish to know where the population is to come from who are to make use of this platform—what people are likely to come from the south-eastern or south-western side of this platform? I believe there are several farms.
192. Do you know of your own knowledge? No.
193. Do you know of any excepting those of the three or four selectors? I could not give any names.
194. Did you see any excepting the three selectors? Yes, I did.
195. In what direction? On the road they came and spoke to me.
196. They came to speak to you on the road? Yes, as they were passing. I did not ask their names. They said it would be a good thing, and a great advantage to them if the platform were erected.
197. Are you not aware that there are really no inhabitants in the direction I have mentioned, excepting these selectors M'Williams and Rachel? I am speaking of the western side of the railway.
198. On the southern or eastern side do you know of any population excepting these conditional purchasers? No.
199. Therefore the platform would not be likely to be availed of by any persons excepting the conditional purchasers themselves? No; so far as the eastern side is concerned.
200. On the north-western side of the railway, where the road leaves the railway and passes near Mr. Badgery's house up to the Barren Ground, do you know of any population likely to use the railway from that point? I understood there were several farmers.
201. You do not know of your own knowledge? No.
202. *Mr. Wisdom.*] Who told you there were several—was it the selectors? Partly, and partly two men as they were passing, who stopped and said they were very glad to see it opened.
203. You do not know who they were? No.
204. You do not know whether they were living at Sutton Forest? No.
205. *Chairman.*] Do you know the distance from Sutton Forest to Moss Vale Station? About a mile and a half.
206. How far would it be from Sutton Forest to Badgery's platform by a portion of the Barren Grounds Road, and then by a portion of that road that meets the railway running through Badgery's? Speaking generally I should say about 5 miles.
207. Therefore it is not likely that people from Sutton Forest would come to Badgery's platform in preference to going to Moss Vale? Certainly not.
208. Are you aware that people coming from the Barren Ground have a platform there already? Some 6 miles further on.
209. Then it is not likely that people coming from the Barren Ground would avail themselves of Badgery's platform? No.
210. Are you aware that this road was opened and proclaimed for the accommodation of these conditional purchasers alone? Yes.
211. In your report to the Surveyor General you say—"I desire to add that, although my duty was simple and clear enough, yet when Mr. Badgery desired me to inspect an alternative line he had proposed, I considered it to be my further duty to do so, and I went alone and on foot, the better to examine the road; I can say nothing in its favour." Have you seen the plan of a road that was surveyed, I think in 1865, by Mr. Haughton? Yes, I saw the plan itself in Goulburn.
212. Did you traverse that road? I traversed a mile and half of it.
213. Where from? From M'Williams' fence.
214. *Mr. Wisdom.*] Is that the road towards Shoalhaven? Yes.
215. *Chairman.*] Do you not think a practicable road could be marked out in that direction by deviating easterly from the road marked out by Mr. Haughton in 1865: Commencing at selection No. 8, Sampson's selection, deviating easterly from that point, then through the other conditional purchases 7, 6, and 5, and partly through Badgery's 630 acres to meet the road as marked by Haughton in 1865? I should think it possible, but the country appeared very broken and hilly.
216. You are aware that there is rather a deep gully about 10 or 12 chains from the corner of No. 9 selection, M'Williams, on the reserve road 50 links wide? Yes.
217. In order to avoid that gully, if you were to commence at or about the north-west corner of No. 8, Sampson's conditional purchase, and then deviate easterly, so as to avoid the gully, and passing through the selections 7, 6, and 5, and partly through Badgery's 630 acres to meet the road at where it was surveyed in 1865,—do you not think a practicable road could be made in that direction? The country seemed to me to be broken and very hilly.
218. Did you encounter any difficulty in travelling that road on foot? I did not examine the road indicated by your question.
219. Then you examined only the road preliminarily notified in 1865, as surveyed by Mr. Haughton? Part of it only. The road seemed so bad that I went only about a mile or mile and a half.
220. *Mr. Dangar.*] Did you go as far as the Shoalhaven Road? No, I did not; I found it so bad that I turned back—it seemed to me so impracticable.

221. Do you recollect the fence of a paddock, generally called Beit's Paddock, now under lease to Mr. J. W. Deering, Badgery? Yes, I went up to that fence.
222. Did you go beyond that fence? No, I did not; but I believe the road is better beyond that fence.
223. You know nothing of the country beyond that fence? No. 7 June, 1876.
224. You traversed then less than half the distance between the selections and the Shoalhaven Road? About half the distance I think; I simply went along it for my own information, I had no instructions about it.
225. *Chairman.*] You say so far as you traversed the line marked out by Mr. Haughton you thought it impracticable? Yes, without considerable expense.
226. But that a road might be marked out by deviating more easterly than that road is? I did not examine that country, but it appeared to me to be too broken to admit of it.
227. In your opinion would the proclamation of a road from the north-western corner of No. 8, or Sampson's selection, marking it out so that an ordinary practicable road could be secured, inflict less injury upon the persons through whose land it passed than the road marked out through Badgery's land to the Barren Ground road? It would undoubtedly, if it were possible to get a road there.
228. You were simply instructed to open this road after the proclamation? Yes, simply to open and mark it.
229. Could you tell how far Mr. Badgery's mansion house is from the road? Merely from looking at it, I did not measure it, I should think it would be about 9 chains.
230. *Mr. Forster.*] What is the law? 200 yards—it is under that distance. I think Mr. Meldrum's plan ought to have shown the house upon it.
231. With reference to Mr. F. D. Badgery's evidence given before the Committee, will you read the letter in the Appendix addressed by you to himself? I have read that letter.
232. Will you also read questions 105, 106, and 107? I have read 105—Mr. Badgery says, speaking of me—"He preferred going with M'Williams to see it in preference to going with me." That is not true, I did not go with Williams, I went by myself.
233. Will you look at 106? "How do you know that? Because Williams acknowledged it". He could not have acknowledged it. "I have a note here from Mr. Deering denying that he cared to look at the road." I was in Ashfield at the time—I rather objected to be drawn into a correspondence by Mr. Badgery or any other person on the subject. My remark in that letter that "I felt assured he would have fair play" was made because Mr. Badgery stated when he first met me that Mr. Garrett had caused the road to be opened through malice. I should not have stated this but for the evidence he has given.
234. Have you read 107? Yes. I did not see the road that Mr. Farnell has alluded to—I did not examine that.
235. *Chairman.*] You did go alone and on foot, and saw a portion of the road marked out by Mr. Haughton? Certainly I did. I was particularly careful not to go with M'Williams.
236. You traversed a portion of the road marked out by Mr. Haughton in 1865? Yes.
237. And I suppose saw the worst part of it? I thought it was very bad.
238. *Mr. Dangar.*] With reference to that matter you say in this letter—"whatever opinion I might have had respecting any alternative line of road was quite beyond my duty"? Yes.
239. Did you consider it part of your duty therefore to report to the length you did to the Surveyor General, your opinion as to the particular road you were sent to open on the 7th December, 1875? Yes, I should think it part of my duty to give the Surveyor General any information in my power, in a special and conflicting case such as this. As I came fresh to the work my mind was unfettered in regard to it.
240. Is it your usual custom when you are sent to open a road to report your opinion as to its practicability or desirability? Not as a rule.
241. Are you disposed now to qualify the expression you use in this letter as to the opening of this road being an absolute necessity—I mean the road you opened? I believe it to be a necessity for these men.
242. Are we to understand from that that you think there is no other practicable road to Sutton Forest available for these men? I believe there is not, without considerable expense being incurred upon the road.
243. Did you acquaint yourself as to the possibility of a road being opened from the east side of these selections? No, I did not, it was very broken country, and I much doubt that a fair practicable road could be obtained.
244. In your letter of the 7th December, you state that you consider the road an absolute necessity not only for the requirements of the present selectors, but in the prospect of the immediate further alienation of Crown lands? Because these selectors told me they were ready to take further selections if they could get to a market.
245. Did it occur to you from what you could see of the country about there that there was a possibility of their requiring much additional land? They seemed somewhat impoverished.
246. I mean land either to the south or east of them? The country seemed very hilly, but they assured me that the hills contained good land.
247. Is there not a precipice on the east side of them? There may be, but I should not have thought it; they told me that through not being able to get to market they were impoverished.
248. Do you believe that? I did; they told me that the produce of their apple orchard rotted upon the ground; that when the cattle were starving, Mr. Badgery would not allow them to bring hay across his ground to feed them and that the cattle died, for they could not bring it by any other road, and that the Badgerys had said publicly they would starve out the selectors. The cart, which I saw in the shed, they told me had not been out of that shed for two years, and the wheels fell to pieces in Moss Vale, being a very good criterion of the truth of their statement.
249. In what state was the cart when you saw it? It seemed to have become debilitated by being laid up.
250. Had it any wheels on at all? Yes, and it was very good in every other respect.
251. Were the wheels on it? Yes.
252. Did they have the wheels repaired? They had to be repaired, for they fell off. I was driven in the cart to the station.
253. However, they led you to suppose that they suffered great hardship from the refusal? I believed they had from what I saw—I had not the least doubt about it.

- J. W. Deering, Esq.  
7 June, 1876.
254. With reference to the population on the west side of the line of railway, which you thought might possibly be advantaged by the opening of this road—do you see the north-east corner of M'Williams' 640 acres at the point where the railway enters the selection (*referring to plan*)? Yes.
255. There is a road carried out apparently on the north side of that selection? Yes.
256. Supposing a platform to be practicable at that point, would not that be much more convenient for people coming from the Barren Ground than the platform where this road crosses the railway? Yes, for people from the Barren Ground, but it would quite shut out M'Williams; he could not get over to it unless there was a public road to it.
257. Do you know whether a road would be practicable from the railway to that point? I am pretty well sure it would be from the look of the country; there are no difficulties—I could say generally that it would be practicable.
258. With reference to Mr. Badgery's statement as to your going with the selectors along this 1865 road—were any of these selectors present when you traversed this road? None.
259. At what time of the day did you go there? About 7 o'clock in the morning, I think. I did not take much notice of the time.
260. And you say you did not go beyond Beit's fence? No; the road seemed to me impracticable.
261. And are we correct in assuming that you did not make yourself acquainted with the practicability of any other road to the Shoalhaven Road than that marked out by Mr. Haughton? Yes, you are correct in that.
262. Taking the whole of the circumstances into consideration, are you still of opinion that the road which you opened through Messrs. Badgery's property is the only practicable road for these selectors to Sutton Forest? I am; I think that had I been instructed to survey a road without reference to any roads whatever I should have selected the road now opened, because I think that if the Government open a road at all they should open the best road they can get. I admit that a principle is involved therein, and I could not but think at the time that though that road was opened the Badgerys ought to have received compensation.
263. Considering the smallness of the interest consulted—I mean the limited number of the population whose interests were consulted—by that road, do you still consider it was a justifiable proceeding to cut Messrs. Badgerys' property in two by the opening of that road? I see no help for it, in the operation of the Alienation Act. I have had to survey similar roads several times in years past, and for many years I was engaged in surveying roads almost entirely.
264. Did you ever before survey and open a road anywhere where so much injury was done to benefit so few individuals? I did not, and I may add that instead of any leaning towards M'Williams and party, I felt for the Badgerys all through. I ought to have added, in answer to a question Mr. Forster asked me,—when I first met Mr. Badgery I informed him in the presence of the free selectors that I was not there as a partisan in any way, but that my duty was only to open the road.
265. *Mr. Forster.*] I understood you to say that you did not inspect the country lying to the east of the road selected by Mr. Haughton? I did not.
266. Therefore you could not say what kind of road that is, whether suitable or not? No; I had simply instructions to open the road, but at the same time, in a disputed case, I do not think I should act simply as an automaton.
267. *Chairman.*] With reference to shutting out M'Williams from the railway, are you aware that it is a shorter distance from selection No. 5 to where the railway passes the Shoalhaven Road than it is from M'Williams' selection to the proposed platform at Badgery's? No, I should have thought it was further.

TUESDAY, 20 JUNE, 1876.

Present:—

MR. FORSTER,

MR. HILL.

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

Mr. John M'Williams examined:—

- Mr. J. M'Williams.  
20 June, 1876.
268. *Chairman.*] You, in conjunction with three others, namely, Messrs. Racher, Sampson, and Bell, petitioned for the opening of a road from your selections as far back as the 30th November, 1863? Yes, I think there was a road applied for at that time.
269. Are you aware whether, in compliance with your application to the Government, or to the Secretary for Lands at that time, a road was marked out? Yes.
270. Marked out from the end of Mr. Badgery's 60 acres to the Shoalhaven Road? Yes.
271. That was marked out by Mr. Orton, the surveyor? I do not remember the gentleman's name who marked it out.
272. However, that road was not opened? No.
273. You again made an application to the Lands Department for the opening of a road from your selection to a public road? Yes.
274. What was the nature of that application? We applied for a road through Mr. Badgery's land to the nearest point of the Barren Grounds Road.
275. Were the applicants, John and Michael M'Williams, Racher, and Sampson? Yes.
276. Bell has sold his selection, I believe? Yes.
277. To whom? To Mr. Edward Badgery.
278. Has a road been marked from Michael M'Williams' selection to the Barren Ground Road through the Badgery property? Yes.
279. And proclaimed and opened? Yes.
280. Can you give the Committee any further information than that contained in your letters to the Lands Department, in the papers now before the Committee? The Committee did not see the road when it was bad weather; the road that Mr. Badgery promised I can bring a person who has seen it in that condition.

281.

281. Do you mean the alternative road? Yes.
282. You mean that the Committee when they went to view the road did not see it in bad weather? Yes, because it has been a dreadfully dry season, and the springs they crossed were dried up.
283. The Committee did not follow the road that was first marked out? No.
284. You mean the road up to the fence where the land-slips were? Yes, we would have to come up the hill to get to the road proposed.
285. I suppose you have pretty fully stated your case in the papers sent to the Department of Lands? Yes.
286. You appear on behalf of the other selectors—Michael M'Williams, Racher, and Sampson? Yes. I see in last week's local paper, the *Scrutineer*, that the Committee have come to a decision.
287. *Mr. Hill.*] How can such a statement have got into the local paper? I do not know.
288. *Chairman.*] You say you have seen in a local newspaper, the *Scrutineer*, that the Committee have come to a decision? I do not know that those words are there, but it is to the effect that they have learned from pretty reliable authority that the Committee were going to decide in Mr. Badgery's favour.
289. Are you aware as a fact that the Committee have not decided anything? Yes.
290. *Mr. Hill.*] How are you aware? Mr. Farnell sent me a letter wishing me to meet the Committee to-day.
291. And therefore you inferred that the Committee had not come to a conclusion? Yes.
292. *Chairman.*] Do you wish to add anything to what you have already stated in the printed correspondence? Nothing, except that if we are compelled to use the road proposed by Mr. Badgery, the selections will be of no use to us.
293. How much land do you cultivate on your selection? On my father's and my own selections, I dare say we have 10 or 12 acres of cleared land.
294. *Mr. Hill.*] Do you mean 10 acres between the two of you? No, there is more than that; besides that we have two orchards.
295. *Chairman.*] What is the area of your two selections? 230 acres.
296. How much land does he cultivate? I suppose he has more than 10 acres himself.
297. What does he grow? Potatoes, rye, oats, and he has an orchard.
298. How much orchard has he? About an acre and a half.
299. Of what trees? Apple-trees.
300. Is your orchard and your father's apple-trees too? Apple and plum trees—not a great quantity of plums or cherries, principally apples.
301. How much has Sampson under cultivation? Do you wish to know the number of acres in cultivation or the number of acres cleared?
302. Both the number of acres of cleared land and of land in cultivation? Sampson has 6 or 7 acres cleared and fit for cultivation.
303. Does he cultivate anything? Yes.
304. What does he cultivate? He generally grows potatoes; he has rye in this year.
305. Have you been cultivating every year since you have been there? Yes, I have grown something every year.
306. Where do you generally sell your produce? In Sutton Forest.
307. *Mr. Hill.*] Do I understand you to say that if the road which Mr. Badgery has proposed be adopted, it would be a difficult road to use in bad weather? It would be impassable.
308. Would it be a good road in good weather? No, not in good weather.
309. What would be the state of the road in good weather? It is very hilly—very steep hills.
310. What is the distance from your selection to the good road, before you get to a level road? It is nearly all hill until you get to the top of the hill in sight of the Shoalhaven Road.
311. Have you ever used it? Not with a cart; we were obliged to travel the best way we could when the other road was closed. We had to get a track somewhere, but we never drove a vehicle or anything of the kind.
312. *Mr. Forster.*] Then I need scarcely ask you whether the road that Mr. Badgery proposes to give affords you sufficient facilities for getting to the township at Sutton Forest? No.
313. The road that has been proclaimed through Mr. Badgery's land; it is stated, cuts off one paddock entirely from permanent water—is that the case? No; at least there is one small paddock at the top where it runs to the Barren Grounds Road, where it cuts off a small corner of a paddock.
314. About how much? It is about 8 or 10 acres, I think.
315. Is that the only portion that is without permanent water? That is the only portion.
316. Is there any vacant land capable of being taken as conditional purchases to the east and south-east of your land? Yes, there is a 40-acre block measured there now besides more vacant land.
317. About how much? Not more than a couple more 40 acres. The remainder is not very good, but the 40 acres measured and not taken up is as good as the other selections.
318. Is there a precipice at the back? Yes, a large deep gully; Stonequarry Creek forms into a very deep gully that it would be impossible to cross.
319. Are there any other persons who would make use of this road through Mr. Badgery's besides the present selectors, and any other persons who might take up the three 40-acre allotments? Not well; the other selectors are on the Shoalhaven Road. It is a very bad road.
320. Is there any good timber at the back of these selections? Yes, a deal of fine timber.
321. Is there any demand for it up there? Yes, a demand for railway purposes; they get nearly all the timber now for the railway.
322. Have you been permitted to travel along this road that Mr. Badgery spoke of? No, he never gave us permission.
323. Has he ever interrupted you in any way? Yes, he summoned my father.
324. Where? To Court at Berrima.
325. For trespassing on his land? Yes.
326. What was the result of that case there? My father was fined 5s. and costs.
327. Did the Magistrate make any remark, do you recollect, about his trespassing? The Police Magistrate remarked, when my father asked how he was to get home, was that the best thing he could do when he got home was to keep there.
328. Was there anything else said in particular about his trespassing? I do not remember.

Mr. J.  
M'Williams.  
20 June, 1876.

- Mr. J. M'Williams.  
20 June, 1876.
329. Did Mr. Deering call upon you up there? Yes, Mr. Deering opened the road.
330. Did you accompany him to show him this road that Mr. Badgery proposed? No, I showed him the direction. When he was opening the road at first, when I was at the corner, I showed him the direction the road took, but I did not accompany him to show him over the road.
331. Did you ever make a statement of that kind to Mr. Frederick Badgery—did you ever tell him that you did accompany Mr. Deering? No.
332. You say you never took a cart or other vehicle over this road that Mr. Badgery proposed? No.
333. The road from your selection to the Shoalhaven Road? No.
334. Do you know whether Mr. Badgery has ever gone over that road? I believe he has gone over part of it.
335. Did you ever hear of any one whose vehicle broke down going along that road? Yes, I did hear talk of it, one of the old selectors told me that they had to turn back with the buggy, but I could not say for certain.
336. Do I understand you to say that the road travelled over by the Committee—that is, the road from the selections to the Shoalhaven Road—is not the road that was proposed by Mr. Badgery? Not the road that was marked by the surveyor.
337. *Chairman.*] By Mr. Orton? I do not know the gentleman's name.
338. *Mr. Forster.*] Then they have not seen that road? Yes, they saw the greater portion of it.
339. The land that was formerly Mr. Throsby's is now Mr. Beit's—the land through which this road went? Yes.
340. Then the Committee must have gone through that as well? Yes.
341. Has ever any person driven a cart over this road to the Shoalhaven Road with two or three tons of goods? I never knew it.
342. *Mr. Hill.*] Still it might have been done? Not until lately, when Mr. Badgery cleared this road—and since it has been dry weather when the springs have been dry. It could not be done now, all the way on the road.
343. I suppose in reality it is not a road yet—it is only a marked line? Mr. Badgery cleared this marked line before the Committee came up.
344. *Mr. Forster.*] Do you know a man named Garbett? Yes.
345. Has he been in the habit of carrying loads along the Shoalhaven Road? Yes.
346. Timber or stone? Railway sleepers—timber.
347. Where did he get those sleepers from? On his own or his brother's land.
348. And he has taken them to Sutton Forest? To Moss Vale Station.
349. To take these sleepers from Moss Vale to his place, would he have to go on any portion of that road from the selections to where it joins the Shoalhaven Road? No.
350. How long is it since he has carried sleepers, do you know? I think he had finished drawing them about last Christmas time.
351. Do you know any one else who has been in the habit of travelling along the Shoalhaven Road? John Wass.
352. Mr. Frederick Badgery says, in his letter of 23rd October, 1875:—"I may also state that this is the line of road the free selectors have been using for the last two years without any obstructions, and teams are now passing daily along the greater part of this road carrying three and four tons of railway sleepers." Is that the fact? No.
353. Did you ever see a team go along that road at all? Never.
354. The road the railway sleepers go along is the Shoalhaven Road? Yes.
355. Not any portion of this road that turns off towards these free selections? No.
356. You were asked by the Chairman just now if you had been every year cultivating your ground more or less, and how you disposed of your produce, and you said you disposed of it at Sutton Forest? Yes.
357. How do you take any produce you have to Sutton Forest? Since the road was shut do you mean?
358. From time to time how did you take it to Sutton Forest? Along this road now opened, the greater part of it on Mr. Badgery's road.
359. That is through his land? Yes.
360. Is that the road to the Barren Ground? No, you do not go on the Barren Ground, the same road he used himself.
361. You took in your produce then through the proclaimed road as far as Mr. Badgery's house, and to Sutton Forest by the road Mr. Badgery himself uses? Yes.
362. When you were prohibited to use that, how did you take in your produce—did you take in any produce? Very little; we had no way to get out unless we could get it out by night, carrying it on our backs.
363. *Mr. Hill.*] Why by night? We had no road to travel.
364. *Mr. Forster.*] Then I understand you from that time you were not allowed to go either by the road by the house or by the road they now propose? They never gave us permission to go by this road. We did cross on a track there till such time as the road was opened.
365. You have stated that a great deal of your produce you had to feed your pigs with? Yes, the fruit.
366. Is that a fact? Yes, my father asked Mr. Badgery's permission to draw a few loads of fruit out, and he refused.
367. Was that Mr. Badgery, senior? Yes.
368. *Mr. Hill.*] Is it not common where there are orchards to feed pigs occasionally on fruit? Not when there is any sale for it, excepting with windfalls where the fruit is greatly bruised.
369. *Mr. Forster.*] I do not mean windfalls—were you not compelled to feed your pigs with the marketable crop, which would have been saleable if you could have taken it away? Yes.
370. Taking the line that the Committee travelled over—going partly through the selections 7, 6, and 5, and keeping a little to the eastward of the track originally laid down, could that be made a good road? No.
371. You consider that a bad road too? Yes.
372. In wet weather? Yes, there are steep hills there, and springs break out in these hills; it is now dry weather and they are dried up.
373. *Mr. Hill.*] Is it not a fact that all bush roads are bad? Yes.
374. Roads that are not macadamized? Yes, plenty of them are bad, but a road like that is impassable.

375. When you applied for a road in 1863, to whom was the petition addressed? The Minister for Lands I think.

376. Who presented it for you? I do not remember—it is a long time ago; it was my father, I think, and the other selectors.

377. Is your father here now? No.

378. *Chairman.*] You were not a selector at the time the first petition was presented? No.

379. How long did you use Mr. Badgery's road, the road recently proclaimed, before he stopped your going through? I think twelve years.

380. Can you tell the Committee the reason why he did stop you—do you know of any reason? Mr. Edward Badgery was fencing the new line of fence that went through the 740 acres, and he said when that fence was up the road would be stopped.

381. Would not the conditional purchasers have adopted the road marked out by Mr. Orton in 1864, and dealt with by the Minister for the time being in 1865, if it had been opened? No.

382. Did they make any objection? I believe they did.

383. Do you know if the only reason it was not opened was the expense of fencing the lands through which it passed? I remember some words to that effect in a letter from the Lands Office that the selections were not of sufficient importance to justify the fencing of this road.

384. Have any railway sleepers been cut on any of the conditional purchases held by yourself or other conditional purchasers? Yes.

385. How were they taken to Sutton Forest or Moss Vale? They were taken along the line of road now to the railway crossing.

386. The line of road now open through Badgery's land? Yes; some through Mr. Henry Badgery's 60 acres on the road to the Shoalhaven Road.

387. That is near the track the Committee traversed? Yes; more to the right.

387. They went in that direction to the Shoalhaven Road? Yes; I believe a few were got there, but it is a long time ago now.

389. Who would be likely to use this road proclaimed through Badgery's land—through the Barren Ground from the selections, excepting yourselves or persons coming to you? We understood there was to be a platform there; and to the farmers on the other side of the Barren Ground Road it would be more convenient for them to bring their produce there than to Moss Vale.

390. Is there not a siding at the Barren Ground? No.

391. Not at Jordan's Crossing? Yes, there is a platform at Jordan's Crossing.

392. Is not that near the Barren Ground—does not that afford accommodation? Where the road comes out on Jordan's Crossing, there are farmers on that side of the road.

393. Is it not nearer to Jordan's Crossing than to this siding at Badgery's? No.

394. You think people would come along the Barren Grounds, and through Mr. Badgery's to this platform? No; not the selectors living at Jordan's Crossing.

395. Who would? A farmer named Elsmore, and another named Garbett, they have land on the other side of the Barren Ground Road.

396. Is Elsmore's land conditional purchase? No, purchased land.

397. Do you know who he purchased it from? I think from Mr. Badgery.

398. Do you wish to make any further statement? No.

399. *Mr. Forster.*] Were you nearly starved out there at one time—your cattle for instance? Yes.

400. Did you lose any cattle from want of provender for them? Yes.

401. *Mr. Hill.*] You mean for want of grass? Yes; the grass was bad. My father asked Mr. Badgery's permission to bring a few loads of hay, and he refused.

Mr. J.  
M'Williams.  
20 June, 1876.

## ROAD THROUGH MESSRS. BADGERY'S LAND.

## APPENDIX.

[To the Evidence of F. D. Badgery, Esq., 4 May, 1876.]

A.

J. W. Deering, Esq., to F. Badgery, Esq.

Ashfield, Sydney, 17 January, 1876.

Dear Sir,

Your note to hand. Whatever opinion I might have had respecting any alternative line of road was quite beyond my duty, and no report could then have been of any avail. I was sent to *open* the road, and to re-mark it and re-survey it, in accordance with the previous survey. This I did. Other officers who acted before me reported on the respective merits of the various roads. I am still of opinion that if a railway platform is granted at the crossing your own property will greatly increase in value—there is no doubt whatever about it. Scores of large landholders would, and do, offer a road to that end. Whatever effect the present petition to the House may have, I feel assured you will have fair play.

Yours sincerely,

JOHN W. DEERING.

F.D.B. wrote J. W. Deering, surveyor, wishing to know if he was shown the track offered by Badgerys to selectors, and by whom. If not shown, how did Mr. Deering find it? Received this letter as reply.

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUBORDINATE ROADS UNDER TRUSTEES.

(SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

*Ordered by the Legislative Assembly to be printed 2 February, 1876.*

## CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1876.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
Northern Roads.						
						£
1.	3	3	3	5	Road from Middie Harbour to Pittwater Road	75
2.	3	3	3	16	" Manly Cove to Pittwater	240
3.	5	5	5	16	" Newcastle to Lake Macquarie Heads	112
4.	5	5	5	22	" Wallsend to Maitland and Gosford Road at Cooranbong	154
5.	5	5	5	5	" Cooranbong Wharf to Dora Creek	35
6.	4	4	4	57	" Wingham, on the left bank of the Manning River, via Black Flat to Nowendoc	570
7.	4	4	4	6	" Morton's Creek to Papenborough Creek, and J. Gurney's, on north bank of Hastings River	60
8.	5	5	5	20	" Rolland's Plains to Glen Esk, Upper Plains	140
9.	5	5	5	4	" Rolland's Plains to Ballingara Wharf	28
10.	5	5	5	20	" Rolland's Plains to Yarrowell Falls, Macleay River	140
11.	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
12.	3	3	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
13.	3	3	3	17	" Stockton to Raymond Terrace	255
14.	2	2	2	2	" Raymond Terrace and Maitland Road to River Hunter	50
15.	2	2	2	18	" East Maitland Municipality via Oak Vale to Broken Back Gap	450
16.	3	3	3	5	" East Maitland, via Largs, to Dunmore Bridge	75
17.	2	2	2	22	" Dunmore Bridge to Paterson and Gresford	380
18.	3	3	3	17	" Gresford to Eccleston	255
19.	3	3	3	12	" Gresford to Lowstock	180
20.	3	3	3	9	" Largs, via Tocal, to Paterson	135
21.	3	3	3	6	" West Maitland to Dunmore	90
22.	4	4	4	3	" The north boundary of West Maitland Municipality, up the right bank of Hunter's River	30
23.	2	2	2	4	" Morpeth Municipality, via Hinton Punt, to Dunmore and Seaham Road	100
24.	4	4	4	4	" Dunmore and Seaham Road, via Butterwick, to Dunn's Creek	40
25.	2	2	2	3	" West Maitland, via Louth Park, to East Maitland and Brisbane Water Road	75
26.	5	5	5	15	" West Maitland to Mulbring Creek	105
27.	4	4	4	10	" Mulbring to Ellalong (Quarrybylong Road)	100
28.	3	3	3	17	" The Maitland and Paterson Road within L. Harris's 1,114 acres to Luskintyre	255
29.	5	5	5	10	" Lochinvar, via Windermere, to Pritchett's 2,000 acres, and loop-line to same place, via Kaloudah	70
				350	Carried forward	£ 4,284

No.	Class.			Length in Miles.	Northern Roads—continued.	Proposed Expenditure.
	1874.	1875.	1876.			
				350	Brought forward	£ 4,284
30	4	4	4	5	Road from Branxton, <i>via</i> Dalwood Ford, to Irishtown	50
31	...	...	4	4	Branxton to Elderslie	40
32	2	2	2	5	" Morpeth Municipality to Four-mile Creek	125
33	3	3	3	2	" Morpeth Municipality to Largs	30
34	5	5	5	4	" Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp	28
35	3	3	3	4	" Morpeth Punt, through Phoenix Park, to Largs	60
36	5	5	5	9	" Clarence Town to Half-way House on Raymond Terrace and Stroud Road	63
37	3	3	3	23	" The Broken-back Gap, <i>via</i> Wyee, to Wyong Creek	345
38	2	2	2	13	" Wyong Creek to Gosford	325
39	3	4	4	11	" Main Northern Road near Laguna, Wollombi, to Upper Wattagan Creek	110
40	4	4	4	8	" Gosford to Kincumber	80
41	3	3	3	8	" Erina Creek, near East Gosford, to Long's Grant	120
42	4	4	4	10	" Wyong Creek to Bumble Hill	100
43	4	4	4	10	" Bumble Hill to the Blood-tree	100
44	4	4	4	6	" The Blood-tree to Mangrove Creek, at Pemberton's Hill	60
45	5	4	4	21	" Bullock Wharf to upper part of Mangrove Creek	210
46	5	4	4	4	" Town of Ellalong to Main Road from Maitland to Wollombi	40
47	5	4	4	11	" Wollombi Road to Congewai	110
48	5	5	5	29	" Wollombi to Warkworth	203
49	5	5	5	60	" Wollombi and Warkworth Road to Colo River (Bulga Road)	420
50	5	4	4	22	" Wollombi towards Wiseman's Ferry to 22nd Milepost	220
51	5	5	5	22	" Wiseman's Ferry towards Wollombi to 22nd Milepost	154
52	5	5	4	10	" St. Alban's, through Wallambine Common	100
53	5	5	4	15	" St. Alban's, up the M'Donald River, to Melon Creek, and up that Creek	150
54	4	4	4	3	" Wiseman's Ferry Road into Parish of North Colah	30
55	2	2	2	20	" Main Northern Road, near West Maitland, <i>via</i> Cessnock, to Eastern foot of the Dividing Range	500
56	2	2	2	15	" Eastern foot of the Dividing Range to Wollombi	375
57	2	2	2	1	" Tomago Crossing-place to Railway Station at Hexham	25
58	4	4	4	12	" Main Northern Road, near Anvil Creek, <i>via</i> Glendon Brook to junction with Paterson and Gresford Road	120
59	4	4	4	4	" Anvil Creek and Glendon Brook Road to Stanhope	40
60	5	4	4	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	140
61	...	3	3	8	" Pokolbin Hills to Cessnock Road	120
62	5	4	4	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	110
63	3	3	3	16	" Main Northern Road, near Munnimba Brook, <i>via</i> Warkworth, to Jerry's Plains Road	240
64	5	4	4	20	" Singleton to Cooper's Flat	200
65	...	5	5	37	" Junction of Cooper's Flat Road <i>via</i> Boyce's, at Glendon Brook, to Gresford	259
66	5	5	5	9	" Cooper's Flat Road to Karakoora Creek and up that creek	63
67	5	4	4	25	" Singleton, <i>via</i> Goorangoola to Archinall's, Dry Creek	250
68	5	4	4	10	" Camberwell to Goorangoola Road	100
69	5	4	4	15	" Goorangoola Road to Carrow Brook	150
70	...	6	5	17	" Combo, near Singleton, through Town Common, to north boundary of Parish of Dyrning	119
71	4	4	4	12	" Singleton, <i>via</i> Abbey Green, to Bulga	120
72	5	4	4	15	" Singleton, <i>via</i> Wittingham Reserve, to Broke, Wollombi Brook	150
73	...	5	5	10	" Broke, <i>via</i> Nine-mile Creek, to the Munnimba and Warkworth Road	70
74	5	4	4	5	" Singleton and Jerry's Plains Road to Warkworth	50
75	...	...	4	5	" Main North Road near Muswellbrook to Musclee Creek	50
76	2	2	2	15	" Muswellbrook to Denman	375
77	5	5	5	39	" Scone to Merriwa	273
78	...	6	6	16	" Scone <i>via</i> Dartbrook and Kayugah to Muswellbrook	80
79	5	5	5	34	" Scone to Denison Diggings, at Moonan	238
				1,058	Carried forward	£ 11,774

No.	Class.			Length in Miles.	Northern Roads—continued.	Proposed Expenditure.
	1874.	1875.	1876.			
				1,058	Brought forward	£ 11,774
80	5	5	4	8	Road from Box-tree Flat to Blandford	80
81	...	...	5	5	" Main North Road south of Cliffdale to Dynamigan or Dry Creek	35
82	5	5	5	30	" Coonabarabran to Baradine	210
83	4	4	4	69	" Armidale Municipality to Inverell	690
84	5	5	5	45	" Inverell to Warialda	315
85	5	5	5	18	" Inverell to the M'Intyre River	126
86	4	4	4	4	" Main North Road, at Uralla, to the Rocky River	40
87	5	5	5	18	" Missibotti, <i>via</i> Bowra, to Nambuccra Heads	126
88	5	5	5	25	" Frederickton to Macleay River Heads	175
89	5	5	5	18	" Frederickton, <i>via</i> Klybuca, to Macleay River Heads	126
90	4	4	4	10	" West Kempsey to Darkwater Creek	100
91	3	3	3	11	" Fernmount to Never Never	165
92	4	4	4	18	" Grafton to Smith's Flat	180
93	...	5	5	16	" Grafton to Southgate and Lawrence <i>via</i> Alumny Creek Bridge	112
				1,353	Total miles.	£ 14,254
<b>Western Roads.</b>						
94	2	2	2	3	Road from Main Western Road to Canterbury	75
95	2	2	2	2	" Main Western Road to Railway Station at Haslem's Creek	50
96	3	3	3	6	" Main Western Road, near Parramatta, to Main Southern Road (Dog-trap Road)	90
97	3	3	3	2	" Dog-trap Road to Fairfield Railway Station	30
98	4	4	4	3	" Irish Town to Haslem's Creek Railway Station	30
99	4	4	4	5	" Main Southern Road, near Burwood, over Cook's River, into Parish of St. George	50
100	3	3	3	2	" Main Western Road to Government Wharf at Longbottom	30
101	4	4	4	2	" Kenyon's Bridge, towards Cabramatta, to boundary of Liverpool Municipality	20
102	3	3	3	2	" Longbottom to Breakfast Point	30
103	2	2	2	3	" Parramatta to Ryde	75
104	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
105	2	2	2	1	" Parramatta and Ryde Road to Pennant Hills Wharf	25
106	3	3	3	7	" the Western Boundary of Ryde Municipality, at Duggan's Corner, <i>via</i> Pennant Hills, to Castle Hill, to the Road from Baulkham Hills to G. Acre's 1,500 acres at Dural	105
107	2	2	2	1	" Castle Hill to the Old Parramatta Road	25
108	3	3	3	3	" Main Western Road towards Parramatta River (Concord Road)	45
109	2	2	2	4	" Parramatta to Pennant Hills	100
110	5	3	3	8	" Main Western Road, near St. Mary's, to Orphan School Road	120
111	3	3	3	8	" Do. do. to Blacktown Road	120
112	5	5	5	10	" Penrith Municipality, at Faux's Corner, to Richmond	70
113	4	4	4	15	" Do. do. to Bringelly Cross Roads	150
114	4	4	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
115	4	4	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
116	6	6	6	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)	75
117	4	4	4	19	" Parramatta to Windsor	190
118	2	2	2	5	" Windsor Road to Pitt Town Punt	125
119	2	2	2	1	" Windsor Road to Mulgrave Railway Station	25
120	3	3	3	4	" Nelson to Riverstone Railway Station	60
121	2	2	2	4	" Parramatta and Windsor Road, through Pitt Town Bottoms	100
122	5	5	5	4	" Broken-back Bridge to Pennant Hills	28
123	4	4	4	20	" Pitt Town to Wiseman's Ferry	200
				177	Carried forward	£ 2,238

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
				177		£
				7	Brought forward	2,238
124	5	5	4	7	Road from Pitt Town Punt to Churchill's Wharf	70
125	3	3	3	5	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	75
126	4	4	4	5	" Enfield to Freeman's Reach	50
127	3	3	3	4	" Freeman's Reach to Windsor Bridge	60
128	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
129	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
130	...	6	6	5	" Sackville Reach to Post Office, mouth of Colo River	25
131	5	5	5	8	" Churchill's Wharf to mouth of Colo River	56
132	5	5	5	5	" Windsor to Richmond	35
133	2	2	2	3	" Windsor to Cornwallis	75
134	2	2	2	3	" Richmond to Richmond Bottoms	75
135	3	3	3	2	" Windsor to Blacktown Road	30
136	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
137	2	2	2	2	" Richmond to New Bridge	50
138	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
139	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
140	5	4	4	6	" Blacktown Road to Windsor Road	60
141	3	3	3	10	" Penrith Municipality, <i>via</i> Castlereagh, to Richmond	150
142	4	3	3	27	" Richmond Bridge to foot of Western Pass, Mount Tomah (Bell's Line)	405
143	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong	63
144	5	...	...	23	" The foot of Western Pass, Mount Tomah, to Mudgee Road, near Bowenfells (Bell's Line)	460
145	4	4	4	4	" Yarra Mundi Road, <i>via</i> Wood's Falls, to Road from Richmond Bridge to Kurrajong	40
146	4	4	4	10	" Main Western Road, at Little Hartley, to Ganbenang Swamp	100
147	...	...	5	11	" Mount Victoria to Govett's Leap and Mount King George	77
148	6	6	6	30	" Main Western Road, at Magpie Hollow, near Bowenfells, <i>via</i> the Sod Walls and Mutton's Falls, to O'Connell Plains (Lockyer's Line)	150
149	4	4	4	5	" Hartley to Blaxland's Swamp	50
150	2	2	2	4	" Bowenfells to Blaxland's Swamp	100
151	5	5	5	7	" Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
152	4	4	4	30	" Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
153	5	5	5	17	" Ginkin to the Fish River Creek and Hartley Road	119
154	6	3	3	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
155	5	5	5	7	" Lithsdale, Mudgee Road, to Wolgan Valley	49
156	...	...	4	16	" Warrangunyah <i>via</i> Crudine Creek to Monkey Hill	160
157	6	5	5	18	" Sofala to Mudgee Road	126
158	4	4	4	18	" Mudgee Road to Rylstone	180
159	5	5	5	22	" Cudgegong Municipality to Rylstone	154
160	5	5	5	20	" Cudgegong Municipality, near Grattai, <i>via</i> Winderoy and Upper Pyramul, to the Sally's Flat and Tabrabucca Road, at Suttor's 640 acres	140
161	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road	700
162	4	4	4	4	" Peel to Junction of Kelso and Sofala Road	40
163	3	2	2	15	" Limekilns Road to Palmer's Oakey Road and Upper Turon	375
164	5	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	135
165	4	3	3	12	" Sofala to Palmer's Oakey Creek	180
166	5	5	5	18	" Sally's Flat to Hargraves	126
167	5	5	5	7	" Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	49
168	3	3	3	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	60
				667	Carried forward	£ 8,045

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
<b>Western Roads—continued.</b>						
				667	Brought forward	£ 8,045
169	5	3	3	12	Road from Mitchell's Creek Quartz Reefs, towards Palmer's Oakey	180
170	5	3	3	22	" Kellosiel, <i>via</i> White's Crossing, to Little Forest...	330
171	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
172	4	4	4	3	" Bathurst and Rockley Road, to Camping Reserve, on the Vale Creek Road	30
173	5	5	4	20	" Rockley to the Isabella River	200
174	2	2	2	4	" Great Western Road, at Dr. Favelle's, to Junction with Guyong and Icely Road, at Byng	100
175	5	5	5	12	" Orange to Icely, <i>via</i> Byng	84
176	5	5	5	6	" Guyong, <i>via</i> Byng, to Tom's, on the Orange and Icely Road	42
177	4	4	4	12	" Orange to Canoblas	120
178	4	4	4	16	" Orange to Cadia	160
179	5	5	5	9	" Lucknow to Junction with Vittoria and Carcoar Road at Cochrane's	63
180	6	9	9	10	" Great Western Road at School-house, Guyong, to Orange and Carcoar Road at M'Kenna's	50
181	5	5	5	16	" Cowra to Hovell's Creek	112
182	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
183	4	4	4	14	" Carcoar, <i>via</i> Village of Shaw, to Teapot Swamp	140
184	4	4	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
185	5	3	3	11	" Mutton's Falls to Fish River Creek Bridge, near Oberon	165
186	4	2	2	8	" O'Connell's Plains, <i>via</i> Alick's Swamp, to Wiseman's Creek	200
187	2	2	2	9	" Peel to Duramana	225
188	5	3	3	20	" Oberon to Swatchfield	300
189	6	6	6	25	" Cargo to Nanima	125
190	5	5	5	16	" Stony Creek to Burrendong	112
				967	Total miles.	£ 11,297
<b>Southern Roads.</b>						
191	2	2	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
192	2	2	2	5	Lower South Head Road	125
193	2	2	2	1	Road from Upper to Lower South Head Road (Point Piper Road)	25
194	2	2	2	1	" Upper to Lower South Head Road (Glenmore Road)	25
195	2	2	2	1	" Lower South Head Road to Darling Point	25
196	4	4	4	4	" Sydney to Coogee (Randwick Road)	40
197	4	4	4	3	" Randwick Road to Upper South Head Road at Waverley	30
198	2	2	2	4	" Sydney to Botany Bay (Mudbank Road)	100
199	2	2	2	3	" Mudbank Road to Banks' Meadow (Bunnerong Road)	75
200	4	4	4	2	" Mudbank Road to Botany Bay (Gardner's Road)	20
201	4	4	4	2	" Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
202	4	2	2	2	" Banks' Meadow, <i>via</i> Lord's and Handcock's, to the Bunnerong Road, near the Tannery	50
203	4	2	2	3	" Undercliff Bridge to George's River Road	75
204	3	3	3	2	" Newtown Road, near the Church, to the Botany Road	30
205	...	2	2	2	" Norwood to the Old Canterbury Road (New Canterbury Road)	50
206	2	2	2	6	" Cook's River Dam to Rocky Point (Rocky Point Road)	150
207	2	2	2	6	" Rocky Point Road to George's River (Forest Road)	150
208	4	3	3	4	" Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road)	60
209	3	3	3	3	" Main Southern Road near Irishtown to George's River (Old Road)	45
210	2	2	2	2	" Smithfield to Fairfield Railway Station	50
				63	Carried forward	£ 1,320

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
<b>Southern Roads—continued.</b>						
				63	Brought forward	£ 1,320
211	2	2	2	2	Road from Main Southern Road to Punchbowl Creek	50
212	3	3	3	4	" Punchbowl Creek to Saltpan Creek	60
213	3	2	2	10	" Canterbury, <i>via</i> Saltpan Creek, to George's River	250
214	4	4	4	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road)	100
215	4	4	4	8	" Liverpool, <i>via</i> Holdsworth, to Illawarra Road	80
216	5	5	5	2	" Liverpool Municipality to Fairfield Railway Station	14
217	6	6	4	10	" Main Southern Road to Campbelltown	100
218	4	4	4	6	" Campbelltown to Menangle	60
219	3	3	3	2	" Campbelltown Railway Station to Raby	30
220	2	2	2	4	" Menangle to Main South Road, at foot of Razorback	100
221	5	5	5	12	" Menangle to Picton	84
222	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
223	4	4	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly	100
224	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court	21
225	3	3	3	10	" Main Southern Road to Cobbitty	150
226	3	3	3	2	" Main Southern Road at Narellan, through Orierton, to Liverpool and Cobbitty Road	30
227	6	6	6	4	" Great Southern Road, near Raby, to the Campbelltown Road	20
228	5	5	5	8	" Cobbitty to Matawai, Westwood, and Vermont	56
229	5	3	3	7	" Main South Road near Camden, to Mulgoa Forest and Vanderville	105
230	5	5	5	3	" Main South Road, at Cawdor to Westbrook Bridge	21
231	5	3	3	10	" the Camden and Vanderville Road at Lefever's Corner, <i>via</i> the new Bridge across Mount Hunter Creek, to Mulgoa Forest	150
232	...	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill	20
233	3	3	3	10	" Campbelltown to Appin	150
234	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin	70
235	4	4	4	8	" Broughton's Pass <i>via</i> Wilton to Stonequarry Creek	80
236	3	3	3	12	" Broughton's Creek to Kangaroo Ground	180
237	2	2	2	9	" Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Soapy Flat Creek	225
238	4	4	4	4	" Appin to Broughton's Pass	40
239	5	5	5	4	" Appin to Brooke's Point	28
240	2	2	2	5	" North boundary of North Illawarra Municipality, <i>via</i> Bulli and Westmacott's Pass, towards Appin, to the top of the Mountain	125
241	3	3	3	15	" Top of the Mountain, near Westmacott's Pass, to Appin	225
242	4	4	4	18	" Top of the Mountain, near Westmacott's Pass, to Bottle Forest	180
243	2	2	2	15	" Bottle Forest, <i>via</i> George's River Punt and Koggerah, to the Rocky Point Road	375
244	5	5	5	6	" The Bulli and Westmacott's Pass Road to the Coal Cliff	42
245	5	5	5	36	" Bomaderry Ferry, <i>via</i> Nowra and Tomerong, to Jerrawangala	252
246	5	5	3	10	" Jerrawangala to North boundary of Ulladulla Municipality	150
247	5	5	5	7	" Main South Coast Road to Jervis Bay	49
248	4	3	3	17	" Bateman's Bay to Mullenderrie Cross Roads	255
249	5	5	5	13	" Milton and Bateman's Bay Road, <i>via</i> Woodburn, to Brooman's Ford	91
250	4	4	4	5	" Nowra to boundary of Numba Municipality	50
251	5	5	5	75	" Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
252	5	5	5	9	" Nowra Municipality to Burriar	63
253	3	3	3	2	" Eastern boundary of Nowra Municipality through Terrara to Greenwell Point Road	30
254	5	5	5	8	" Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
				491	Carried forward	£ 6,202

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
				491	<b>Southern Roads—continued.</b>	£
					Brought forward	6,202
					The Old South Road:—	
255	4	4	4	5	"   A. From the crossing of the Kangaloon and Bowral Road to Moss Vale	50
256	5	5	5	10	"   B. From the Cross Roads towards Taralga	70
257	5	5	5	7	"   C. From Well's Creek to Paddy's River	49
258	3	3	3	3	Road from Blenkinsop's, on Throsby Park and Robertson Road, to First Creek, on the Cedar Mountain Road	45
259	5	5	5	5	"   Main Southern Road near Berrima to Bowral	35
260	5	5	5	10	"   Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
261	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
262	3	3	3	12	"   The Kangaloon and Bowral Road, at Robertson Park, to the western boundary of Central Illawarra Municipality, near Mount Murray	180
263	4	4	4	3	"   Throsby Park and Kiama Road, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres	30
264	5	5	5	5	"   Throsby Park and Robertson Road, at north-west corner of Cotton Company's Reserve, near Robertson, to Lake's and Wakeford's farms	35
265	5	4	4	13	"   Goulburn Municipality to Upper Tarlo	130
266	5	2	2	15	"   Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	375
267	...	3	4	30	"   Kippielaw, <i>via</i> Gurrunda and Bialla to Dalton on the Fish River	300
268	5	5	4	14	"   Greenwich Park to Towrang	140
269	...	...	5	22	"   Binda <i>via</i> Markdale to Bigga	154
270	2	2	3	10	"   Taralga northwards <i>via</i> Richlands	150
271	5	3	3	36	"   Wheeo to Burrowa	540
272	5	5	5	58	"   Young to Bland	406
273	5	5	4	9	"   Collector to Mutbilly	90
274	5	5	5	15	"   Ginindera to Gundaroo	105
275	2	2	2	2	"   Collector, <i>via</i> Collector Lane, to West side of Big Hill	50
276	3	3	3	14	"   West side of Big Hill to Gundaroo, <i>via</i> marked tree line	210
277	4	4	4	15	"   West side of Big Hill to Gunning	150
278	5	5	5	16	"   Collector to Gundaroo, <i>via</i> Lake George	112
279	5	5	5	34	"   Queanbeyan to Murrumbateman	238
280	4	4	4	10	"   Foxlow to Molonglo	100
281	3	2	2	2	"   Currawang Copper Mine to the Bangalore Road	50
282	5	5	5	16	"   Queanbeyan to Lanyon Ford	112
283	6	6	5	30	"   Cooma to Jindabyne	210
284	...	...	5	12	"   Cooma and Jindabyne Road near Coolringdon to Middlingbank	84
285	...	5	5	30	"   Cooma to Buckley's Crossing	210
286	5	5	5	34	"   Bobundarah to Seymour	238
287	5	5	5	50	"   Cooma to Kiandra	350
288	...	...	5	26	"   Cooma to Count-a-guinea <i>via</i> the Big Badger	182
289	...	3	3	6	"   Towamba to Perico	90
290	5	4	4	16	"   Cobargo to Bermaghee	160
291	...	4	4	8	"   Cobargo to Wandella	80
292	2	2	2	12	"   Eden to Panbula	300
293	2	2	2	4	"   Panbula to Merimbula	100
294	5	5	5	16	"   Eden to Sturt	112
295	5	5	5	10	"   Araluen and Moruya Road, <i>via</i> Kiora, to Moruya	70
296	...	5	5	10	"   Araluen, <i>via</i> Bettowynd, to Back Creek	70
297	3	3	3	4	"   Moruya to the Heads	60
298	3	3	3	16	"   Moruya to Bodalla	240
299	5	5	5	8	"   Wogonga to Eurobodalla	56
300	5	5	5	8	"   Eurobodalla to Nerrigundah	56
301	...	...	5	5	"   Tuross Heads to the Bega and Bodalla Road	35
302	4	3	3	9	"   Braidwood to Sergeant's Point (Little River)	135
303	...	6	6	15	"   Braidwood and Tarago Road, <i>via</i> Larbert, to Lower Boro	75
304	6	6	6	8	"   Sergeant's Point (Little River) to Clyde Road	40
305	5	5	2	30	"   Main Southern Road, at Little Billabong, to Tumberumba	750
				1,251	Total miles.	£ 13,911

SUMMARY OF PROPOSED DISTRIBUTION:—						£
Northern Roads	...	1,353	miles	..	..	14,254
Western Roads	..	967	"	...	...	11,297
Southern Roads	..	1,251	"	...	...	13,911
		<u>3,571</u>			TOTAL	<u>£39,462</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	"

Sydney Thomas Richards, Government Printer.—1876.

[6d.]

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUBORDINATE ROADS.

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

*Ordered by the Legislative Assembly to be printed, 2 February, 1876.*

## CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1876.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
<b>Northern Roads.</b>						
						£
1	2	2	2	2	Road from Manly Cove to Balgowlah ... ..	50
2	5	4	4	12	„ Wiseman's Ferry, <i>via</i> Shepherd's Gully, to St. Albans	120
3	4	4	4	9	„ Newcastle Municipality to Wallsend ... ..	90
4	4	4	4	13	„ Waratah to Maitland ... ..	130
5	2	2	2	31	„ Raymond Terrace to Stroud ... ..	775
6	3	3	2	73	„ Stroud <i>via</i> Gloucester to Tinonee ... ..	1,825
7	5	5	5	3	„ Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miskell's Road) ...	21
8	5	5	5	6	„ Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road) ... ..	42
9	5	5	5	12	„ Raymond Terrace and Stroud Road, <i>via</i> the Duck- hole Swamp to the Parading Ground ... ..	84
10	4	4	3	10	„ Raymond Terrace, by east side of Williams River, to Seaham ... ..	150
11	4	4	4	9	„ Seaham, by east side of Williams River, to Clarence- town ... ..	90
12	3	3	2	8	„ Raymond Terrace to Hinton ... ..	200
13	3	3	3	4	„ Raymond Terrace and Hinton Road to Seaham ...	60
14	2	2	2	6	„ Raymond Terrace towards Maitland to its junction with the Morpeth Road ... ..	150
15	5	3	3	6	„ Raymond Terrace to Hexham ... ..	90
16	5	5	4	5	„ Alnwick to Hexham ... ..	50
17	5	5	4	8	„ Hexham to Fullerton Cove ... ..	80
18	3	3	3	16	„ Dunmore Bridge to Seaham and Clarencetown ...	240
19	5	5	5	7	„ Deep Creek to Allandale Railway Station ... ..	49
20	4	4	4	13	„ Paterson and Gresford Road to Clarencetown and Dungog Road ... ..	130
21	2	2	2	14	„ Clarencetown, <i>via</i> South Boundary of J. D. Walker's 1,280 acres, to Dungog ... ..	350
22	5	5	5	9	„ Clarencetown to Halfway House on Raymond Ter- race and Stroud Road ... ..	63
23	5	5	5	8	„ Clarencetown, <i>via</i> Glen William, to Clarencetown and Dungog Road, at South Boundary of J. D. Walker's 1,280 acres ... ..	56
24	3	3	3	8	„ Dungog to Chichester River ... ..	120
25	5	5	5	15	„ Dungog and Chichester Road to Underbank ...	105
				307	Carried forward ... ..	£ 5,120

No.	Class.			Length in Miles.	Northern Roads—continued.	Proposed Expenditure.
	1874.	1875.	1876.			
				307		£
					Brought forward	5,120
26	5	5	5	6	Road from Dungog and Gloucester Road to Fosterton	42
27	5	5	5	13	„ Dungog and Monkerai Road to Stroud	91
28	5	5	5	14	„ Upper Myall to Bulladelah	98
29	...	6	3	18	„ Bulladelah to the Stroud and Raymond Terrace Road	270
30	...	...	3	7	„ Bandon Grove to Little River	105
31	5	5	5	14	„ Dungog, <i>via</i> Monkerai, to Stroud and Gloucester Road at Langworthy's	98
32	3	3	3	32	„ Singleton to Denman	480
33	3	2	1	87	„ Denman, <i>via</i> Cassilis, to Coolah	4,350
34	3	2	2	60	„ Coolah to Coonabarabran	1,500
35	4	4	4	33	„ Main Northern Road to Nundle, Hanging Rock, and Swamp Creek	330
36	...	...	5	60	„ Main Northern Road at Aberdeen, <i>via</i> Crawney, to Nundle	420
37	...	...	6	8	„ Bowling Alley Point to Nundle	40
38	6	6	6	50	„ Main Northern Road, <i>via</i> Currabubula, to Tamworth	250
39	...	2	2	30	„ Tamworth, <i>via</i> Dungowan, to Bowling Alley Point	750
40	5	3	1	50	„ Tamworth to Gunnedah	2,500
41	4	4	4	65	„ Willow Tree to Gunnedah	650
42	4	4	1	65	„ Gunnedah to Narrabri	3,250
43	6	5	5	130	„ Narrabri to Walgett	910
44	3	3	2	29	„ Tamworth to Manila	725
45	...	...	5	62	„ Narrabri and Walgett Road to Moree	434
46	...	...	5	115	„ Moree, <i>via</i> Warialda, to Yetman	805
47	5	5	1	95	„ Manila, <i>via</i> Baraba and Bingera, to Warialda	4,750
48	...	...	2	50	„ Cobbedah to Rocky Creek	1,250
49	1	1	1	42	„ Glen Innes to Inverell	2,100
50	...	3	3	10	„ Middletown, <i>via</i> Gilgai and Howard's Lane, to Crutchley's Crossing, Inverell	150
51	2	2	2	85	„ Main Northern Road at Bendemeer, <i>via</i> Bundarra, to Inverell	2,125
52	3	1	1	135	„ Armidale to Grafton	6,750
53	5	5	5	38	„ Armidale to Walcha	266
54	...	2	2	15	„ Glen Innes to Wellingrove	375
55	1	1	1	120	„ Lawrence to Tenterfield	6,000
56	3	3	3	55	„ Grafton to Solferino	825
57	4	4	4	65	„ Grafton to Casino	650
58	2	2	2	47	„ Casino to Ballina	1,175
59	...	...	5	50	„ Casino to Mount Lindsay, on the Queensland Border	350
60	2	2	2	60	„ Lismore to Queensland Border	1,500
61	6	4	2	12	„ Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road	300
62	4	4	4	120	„ Walcha to Port Macquarie	1,200
63	5	5	5	6	„ Port Macquarie to Tacking Point	42
64	2	2	2	35	„ Port Macquarie to Kempsey	875
65	3	1	1	85	„ Kempsey to Armidale and Grafton Road	4,250
66	4	4	3	60	„ Kempsey to Bellinger River	900
67	5	5	1	4	„ Kempsey to Frederickton	200
68	4	4	4	50	„ Cundle through Jones's Island to Port Macquarie	500
69	4	4	4	16	„ Cundle, <i>via</i> Lansdowne, to Junction with Jones's Island Road, near Pipeclay Creek	160
70	2	2	2	8	„ Tinonee to Cundle	200
71	5	5	5	17	„ Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River	119
72	5	5	5	12	„ Tinonee to Bohnock	84
73	6	6	3	6	„ Tinonee to Wingham Ferry	90
74	5	5	3	2	„ Tinonee and Bohnock Road to South Channel of the Manning River (Redbank Road)	30
75	4	4	2	8	„ Tinonee and Cundle Road to Wingham	200
76	5	5	5	11	„ Wingham to Wherrol Flat, Dingo Creek	77
77	6	6	4	7	„ Burrell Creek to Wingham and Black Flat Road	70
78	5	5	5	11	„ Wingham and Wherrol Flat Road, up Eastern Branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
79	4	4	4	7	„ Road through Oxley Island	70
				2,599	Total miles.	£ 60,928

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
<b>Western Roads.</b>						
						£
80	1	1	1	2	Road from Main Western Road at Burwood to Main Southern Road	100
81	5	5	3	13	" Bell's Line to Colo River (Comleroy Road)	195
82	2	2	2	3	" Blacktown Road to Riverstone Railway Station	75
83	1	1	1	11	" Bathurst to O'Connell's Plains	550
84	3	3	3	11	" Bathurst and O'Connell's Plains Road, <i>via</i> Dirty Swamp, to the Road from Mutton's Falls to O'Connell's Plains	165
85	2	1	1	16	" O'Connell's Plains, <i>via</i> Eight-mile Swamp and Oberon, to Fish River Creek	800
86	...	2	2	10	" O'Connell's Plains and Oberon Road, at Ritchie's, through Sidmouth Valley, to its Junction with the Mutton's Falls and Oberon Road	250
87	1	1	1	30	" Bathurst, <i>via</i> Kellosiel to near Monkey Hill	1,500
88	1	1	1	20	" Near Monkey Hill to Tambaroora and Hill End	1,000
89	...	1	1	42	" Hill End <i>via</i> Bragg's to Main Western Road	2,100
90	3	3	3	20	" Sally's Flat, <i>via</i> Upper Pyramul, to Tabrabucca	300
91	1	1	1	25	" Hill End, <i>via</i> Tambaroora, to Hargraves	1,250
92	...	3	3	60	" Home Rule to Coolah	900
93	3	3	3	34	" Bathurst to Ophir	500
94	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon	1,450
95	1	1	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tambaroora Road, at Monkey Hill	600
96	5	3	3	16	" Rockley to Caloola and Tuena Roads	240
97	1	1	1	16	" Bathurst and Caloola Road to Rockley	800
98	2	2	2	13	" Bathurst and Caloola Road <i>via</i> Limekilns and Cow Flat to Rockley Road	325
99	1	1	1	38	" Bathurst to Caloola and Trunkey Gold Field	1,900
100	3	2	2	15	" Arthur Town to Tuena	375
101	4	4	4	13	" Tea-pot Swamp, <i>via</i> Mallow Grove and Regan's Falls, to Carcoar	130
102	...	4	4	17	" Tea-pot Swamp to Trunkey	170
103	3	3	2	25	" Orange to Carcoar	625
104	3	1	1	30	" Carcoar to Canowindra	1,500
105	...	3	3	22	" Canowindra to Eugowra	330
106	6	2	1	25	" Orange to Cargo	1,250
107	5	3	3	16	" Orange to Ophir	240
108	2	1	2	38	" Orange to Stony Creek	950
109	2	1	1	43	" Orange and Forbes Road, at Boree, <i>via</i> Bumberry, to Bushman's	2,150
110	...	...	3	14	" Icely to Spring Grove Railway Station	210
111	...	4	4	8	" Lucknow, <i>via</i> Spring Hill, to the Orange and Carcoar Road	80
112	4	4	4	40	" Molong to Obley	400
113	6	6	6	22	" Molong to Stony Creek	110
114	5	5	3	47	" Cowra to Young	705
115	4	3	3	70	" Cudgegong Municipality to Dubbo	1,050
116	...	3	3	50	" Dubbo to Cobborah	750
117	1	1	1	16	" Cudgegong Municipality to Gulgong	800
118	...	...	2	10	" Gulgong to Slasher's Flat Bridge	250
119	5	3	3	40	" Cudgegong Municipality to Cassilis	600
120	2	2	2	14	" Cudgegong Municipality to Hargraves	350
				996	Total miles.	£ 28,025
<b>Southern Roads.</b>						
121	1	1	1	5	Road from Campbelltown to Narellan	250
122	3	3	3	3	" Fitz Roy Iron Mines to Bowral	45
123	2	2	2	6	" Bowral to Robertson Park	150
124	4	2	2	5	" Village of Robertson, <i>via</i> Alcorn's Hill, to the Macquarie Pass Road	125
125	4	4	2	7	" Top of Alcorn's Hill to Robertson Park	175
					" The Old South Road:—	
126	3	3	3	8	A. Moss Vale to Cross Roads	120
127	3	3	3	9	B. From Little Forest to the Crossing of the Kangaloon and Bowral Road	135
128	3	3	3	4	" Berrima to Railway Station at Sutton Forest	60
129	3	3	3	5	" The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality	75
				52	Carried forward	£ 1,135

No.	Class.			Length in Miles.	Southern Roads—continued.	Proposed Expenditure.
	1874.	1875.	1876.			
				52		£
130	1	1	1	21	Brought forward .....	1,135
					Road from Old South Road, at Throsby Park, <i>via</i> Robertson and Vidler's, to Kiama Municipality .....	1,050
131	1	1	1	26	" Throsby Park, <i>via</i> Kangaroo Valley and Cambewarra, to Broughton Creek Municipality .....	1,300
132	1	1	1	1	" Kangaroo Ground Road at Byrnes' 169 acres, through C. Throsby's 640 acres to Collyers 640 acres .....	50
133	4	2	2	11	" Picton, <i>via</i> the Oaks, to Burragorang Road, near Vanderville .....	275
134	5	5	3	12	" Vanderville to foot of Burragorang Mountain .....	180
135	5	5	3	25	" Marulan, <i>via</i> Bungonia and Jacqua, to Windelliana .....	375
136	5	2	3	22	" Goulburn Municipality to Windellama .....	330
137	4	2	2	15	" Collector towards Goulburn .....	375
138	3	2	2	20	" Currawang towards Goulburn .....	500
139	1	1	1	30	" Goulburn Municipality, <i>via</i> Mount Wayo, to Crookwell .....	1,500
140	...	...	2	12	" Crookwell to Binda .....	300
141	2	2	1	20	" Mount Wayo to Laggan .....	1,000
142	2	2	2	20	" Laggan to Peelwood .....	500
143	4	4	4	20	" Peelwood, <i>via</i> Tuena, to the Abercrombie River .....	200
144	4	2	2	30	" Goulburn Municipality to Taralga .....	750
145	1	1	1	39	" Goulburn Municipality, <i>via</i> Gullen, to Wheeo .....	1,950
146	4	4	3	15	" Gullen, <i>via</i> Crookwell, to Laggan .....	225
147	5	5	5	13	" Laggan to Binda .....	91
148	4	2	2	17	" Goulburn to Bungonia .....	425
149	6	6	3	50	" Gunning to Burrowa .....	750
150	3	2	3	30	" Main Southern Road, at Sharpening Stone Creek, to Boorowa .....	450
151	4	4	4	23	" Main Southern Road near Yass, <i>via</i> Mundoonen, to Gundaroo .....	230
152	3	3	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
153	5	5	5	16	" Yass to Woolgarlo .....	112
154	5	5	5	20	" Bungendore, <i>via</i> Molonglo, to the Queanbeyan and Bungendore Road .....	140
155	2	2	2	35	" Braidwood to Nelligen—Clyde Road .....	875
156	...	...	4	9	" Nelligen to Bateman's Bay and Milton Road at M'Millan's .....	90
157	...	6	6	6	" Nelligen to Bateman's Bay .....	30
158	3	3	3	40	" Milton to Bateman's Bay .....	1,000
159	2	2	2	16	" Braidwood, <i>via</i> Dirty Butter Creek, to Araluen .....	400
160	5	5	5	27	" Braidwood to Molonglo (Cole's Line) .....	189
161	2	2	2	36	" Araluen to Moruya .....	900
162	2	2	2	10	" Braidwood to Elrington .....	250
163	...	4	4	7	" Elrington to Ballalaba .....	70
164	5	5	3	12	" Braidwood to Reidsdale .....	180
165	3	3	3	8	" Elrington to Araluen .....	120
166	2	2	2	12	" Monga to Major's Creek, "Elrington" .....	300
167	5	5	5	9	" Braidwood to Police Paddock, Back Creek .....	63
168	3	2	2	40	" Queanbeyan, <i>via</i> Gundaroo, to Gunning .....	1,000
169	4	4	3	57	" Cooma to Bombala .....	855
170	...	...	5	40	" Cooma towards Braidwood .....	280
171	...	6	5	35	" Cathcart to Bobundarah .....	245
172	...	...	3	20	" Kameruka to Brown Mountain .....	300
173	2	2	2	37	" Cathcart Junction, <i>via</i> Wyndham, to Panbula .....	925
174	2	2	2	6	" Panbula to Wolumla .....	150
175	4	4	3	13	" Wolumla Junction to Cross Roads .....	195
176	...	...	2	18	" Holt's Flat to Railway Bridge .....	450
177	4	2	2	25	" Bombala to Delegate .....	625
178	4	4	4	12	" Merimbula to Jellatt Jellatt .....	120
179	4	4	4	6	" Briandairy to Bega .....	60
180	2	2	2	10	" Bega, <i>via</i> Jellatt Jellatt, to Tathra .....	250
181	1	1	1	12	" Bega to Wolumla .....	600
182	3	3	3	56	" Bega to Bodalla .....	840
183	...	...	4	10	" Tilba Tilba to Cobargo and Bermagui Road .....	100
184	5	5	5	90	" Wagga Wagga to Young, <i>via</i> Cootamundry .....	630
185	...	2	3	23	" Coolac to Cootamundra, <i>via</i> M'Leod's .....	345
186	3	3	3	12	" Wallanbeen to Murrumburrah .....	180
187	2	2	2	28	" Burrowa to Young .....	700
188	2	2	2	59	" Bowning to Young, <i>via</i> Binalong and Murrumburrah .....	1,475
				1,449	Carried forward .....	£ 29,780

No.	Class.			Length in Miles.		Proposed Expenditure.
	1874.	1875.	1876.			
				1,449		
						£
					Brought forward	29,780
189	5	5	3	80	Road from Young, <i>via</i> Tyagong, Seven-mile, Grenfell, and Boga Bogalong, to Forbes	1,200
190	2	1	1	20	" Gundagai to Tumut	1,000
191	...	...	3	12	" Tumut to Blowering, on Road to Kiandra...	180
192	5	5	5	10	" Gundagai to Tarrabandra	70
193	5	5	5	11	" Tumut to Brungle	77
194	2	2	1	14	" Tumut to Adelong	700
195	4	4	3	48	" Gundagai to Wagga Wagga, "North side of River"	720
196	3	3	3	7	" Upper Tumberumba to Tumberumba	105
197	1	3	3	11	" Town of Adelong to Middle Adelong	165
198	...	5	5	30	" Middle Adelong to Tumberumba	210
199	1	1	1	13	" Main Southern Road to Adelong	650
200	4	2	2	7	" Downing's Inn, at Gilmore Creek, to Reily's Crossing, at Adelong Creek	175
201	2	3	3	25	" Main Southern Road, at Tarcutta, to Wagga Wagga	375
202	5	3	3	60	" Wagga Wagga to Narandera	900
203	6	6	6	180	" Wagga Wagga to Deniliquin	900
204	2	2	1	103	" Albury to Turner's Inn, South of Tocumwal	5,150
205	...	3	4	50	" Albury and Corowa Road to Urana	500
206	5	5	5	29	" Turner's Inn, South of Tocumwal, to Deniliquin	203
207	...	...	3	20	" Gerogery, <i>via</i> Jindera, to Albury and Deniliquin Road at Bungowannah	300
208	2	1	1	85	" Albury Municipality to Wagga Wagga	4,250
209	...	...	3	20	" Walla Walla to Gerogery and Bungowannah Road, at Dead Horse Creek	300
210	6	6	4	100	" Twelve-mile Creek to Wallaragang	1,000
211	...	5	4	60	" Balranald to Euston	600
212	...	5	5	80	" Euston to Wentworth	560
213	5	2	2	50	" Deniliquin to Moama	1,250
214	...	6	5	120	" Deniliquin to Balranald	840
215	6	6	6	15	" Moama to Perricoota	75
216	4	4	4	80	" Albury Municipality to Urana	800
217	3	2	1	14	" Main Southern Road at Germainton to Albury and Wagga Road at Cookendina	700
218	4	4	4	80	" Municipality of Hay to Municipality of Deniliquin	800
219	...	...	5	50	" Balranald to Oxley	350
				2,933	Total miles.	£ 54,885

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	...	2,599 miles	...	£ 60,928
Western Roads...	...	996 "	...	28,025
Southern Roads	...	2,933 "	...	54,885
		6,528	TOTALS	£143,838



1875-6.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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ROADS PURCHASED BY MR. ANDREW LODER.  
(DISTRICT OF LIVERPOOL PLAINS.)

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*Ordered by the Legislative Assembly to be printed, 10<sup>th</sup> May, 1876.*

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RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18 January, 1876, That there be laid upon the Table of this House,—

“ A Return of all Roads purchased by Mr. Andrew Loder, in the District  
“ of Liverpool Plains.”

(*Mr. McElhone.*)

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NIL.

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NOTE.—The only application of Mr. Andrew Loder to purchase under the 10th section of the “ Crown Lands Alienation Act of 1861,” was refused.

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1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ROAD THROUGH MR. BLAXLAND'S LAND.

(APPLICATION FOR CLOSING AND ALIENATION OF.)

*Ordered by the Legislative Assembly to be printed, 15 August, 1876.*

COPY of Application for the Closing and Alienation of the Road dividing R. Blaxland's 40 acres from R. Blaxland's 90 acres, in the parish of Vere, county of Northumberland, laid on the Table of the House in accordance with reply given by the Minister for Lands to Mr. W. C. Browne's questions in reference thereto, on the 15th February, 1876.

JAMES HOSKINS, Esq., to THE SECRETARY FOR LANDS.

108, Pitt-street, 21 July, 1875.

SIR,

In conformity with the provisions of the 10th section of the Crown Lands Alienation Act, I have been instructed by Reginald Blaxland, Esq., of Fordwick, near Singleton, to apply for permission to purchase the portion of road which intersects or divides portions Nos. 11 and 12 in the parish of Vere, county of Northumberland.

Mr. Blaxland has instructed me to state that he is willing to give in lieu of the road intersecting portions Nos. 11 and 12, which he is desirous of acquiring, the portion of road dotted ..... (as per tracing enclosed) dividing lots Nos. 11 and 21. See enclosure.

Mr. Blaxland further states that the road between portions Nos. 11 and 12 causes a useless subdivision of his land, which comprises portions Nos. 11, 12, 13, 60, 64, and 91, and that if the surveyor considered that a road might be proclaimed between portions Nos. 11 and 21, in lieu of the portion of road he wishes to purchase, it would be a great convenience to him, and that if the road between portions Nos. 11 and 21 was proclaimed it would conduce to the benefit of travellers and the residents, for the following reasons:—

First:—Because the road between portions 11 and 12 crosses two bad gullies, whereas the road between portions 11 and 21 runs down an open ridge nearly level, without requiring travellers to cross any gully.

Secondly:—Because by continuing the said road from portions 11 and 21, as shown on the tracing enclosed, to its junction with the road between M'Nulty's and the portion of Crown land marked blue (*thick line*) on the tracing, the good country for a road continues on towards portion No. 91, the crown of the ridge being well adapted for roads.

Thirdly:—Because there is not now, nor is there any probability of there being any traffic on the road between portions 11 and 12, as it can only be of use to one or two parties who are the owners of land to the west of portion 91, and Mr. Blaxland represents that he is in a position to state that such parties would give their consent to the alienation of the said road to him.

Mr. Blaxland further requests me to state that Mr. Biden, licensed surveyor, measured and marked off a road at his (Mr. Blaxland's) expense, between portions 11 and 21.

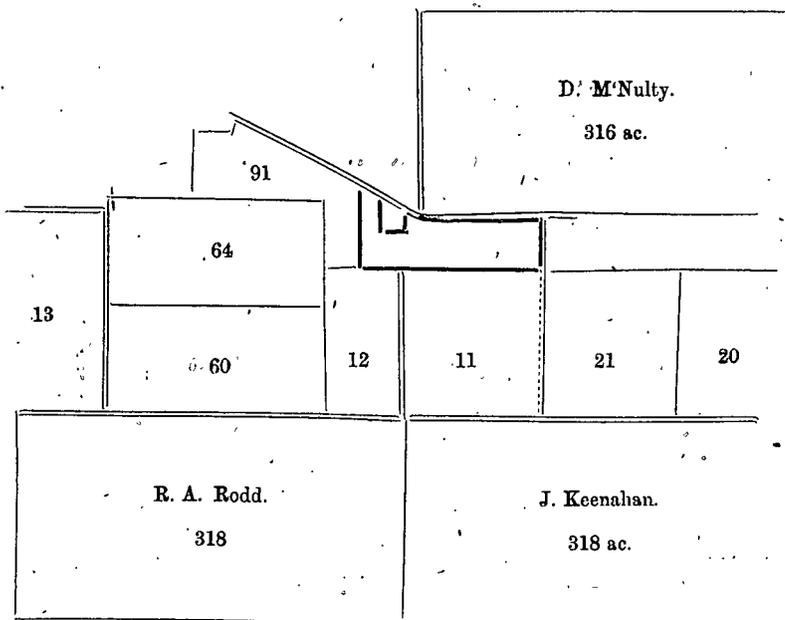
In conformity with the 16th and 17th sections of the Regulations of the Crown Lands Alienation Act, I beg to enclose a tracing of the locality, and of the roads to which reference is made in this letter, and likewise beg to intimate that I have this day paid a deposit of £5 sterling into the Treasury.

I have, &amp;c.,

JAMES HOSKINS.

[Enclosure.]

PH. VERR, CO. NORTHUMBERLAND.



Scale 40 chains to 1 inch.

1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

ROADS FROM WHEEO TO GUNNING AND GOULBURN.  
(PETITIONS AND CORRESPONDENCE.)*Ordered by the Legislative Assembly to be printed, 3 August, 1876.*

RETURN (*in part*) to an Order made by the Legislative Assembly of New South Wales, dated 13 July, 1875, That there be laid upon the Table of this House,—

“Copies of all Petitions for the marking out of Roads from Wheeo to Gunning, and Wheeo to Goulburn, respectively, together with all Correspondence relating thereto.”

*(Mr. Fitzpatrick.)*

## SCHEDULE.

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13. Surveyor Deering, transmitting survey of road from Gunning towards Laggan, terminating at a junction with the road from Wheeo to Laggan, at the Lost River, with Book of Reference, Memo. of Enclosures, Plan, &c. 20 April, 1865 .....	5
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15. Surveyor General to Under Secretary for Lands, forwarding Plan and Book of Reference, with a view to opening road. 12 August, 1865 .....	9
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19. Under Secretary for Lands to Clerk of the Executive Council, to forward any objections to the road at the end of one month from date of Gazette Notice No. 18. 6 October, 1865 .....	11
20. John F. Gray to Colonial Secretary, objecting to road. 6 October, 1865 .....	11
21. Clerk of the Executive Council to Secretary for Lands, forwarding five (5) objections to road. 2 November, 1865 ..	11
22. P. Dignam, Esq., M.L.A., forwarding Petition from certain residents in Gunning, Byalla, Gurranda, &c., objecting to surveyed line of road. 12 December, 1865 .....	12
23. Surveyor General to Surveyor Deering, transmitting above Petition (No. 22) for report. 9 March, 1866 .....	13
24. E. H. Woodhouse to Minister for Lands, complaining of obstruction on old road, and applying for the opening of the line as surveyed. 26 April, 1866 .....	13
25. J. W. Deering to Surveyor General, reporting that road is not of sufficient importance to warrant fencing at public cost. 4 May, 1866 .....	13
26. Surveyor General's memo. to Under Secretary for Lands, that confirmation of road from Gunning to the road from Wheeo to Laggan, at Lost River, be defined. 1 June, 1866 .....	13
27. Under Secretary for Lands to E. H. Woodhouse, informing that confirmation of road be deferred for the present. 14 June, 1866 .....	13
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## ROADS FROM WHEEO TO GUNNING AND GOULBURN.

## No. 1.

PETITION FROM CERTAIN INHABITANTS OF GUNNING TO THE MINISTER FOR LANDS:

Gunning, 17 July, 1862.

SIR,

We the undersigned residents, storekeepers, and landholders in the township of Gunning and its vicinity beg to call your notice to the interruption by fencing in of the road leading northwards from the township through the now populous district towards Wheeo, and the fact of legal threats being made to prevent the continued use of such road, and we therefore humbly beg your giving instructions to have the said road surveyed and defined so as to obviate any misunderstanding in future.

We are, &amp;c.,

GEORGE WAGE.  
JAMES WAGE.  
C. WOODHOUSE.  
(And 26 other signatures).

The Surveyor General, 25 July.—M.F.

Mr. Armstrong to survey the road when his other duties will admit—A.M'L.

Licensed Surveyor Armstrong instructed, 11 August, 1862.

## No. 2.

PETITION FROM CERTAIN INHABITANTS OF GUNNING TO THE MINISTER FOR LANDS:

Gunning, 17 July, 1862.

SIR,

We, the undersigned landholders in the neighbourhood of Gunning being now prevented by fences, placards, and personal threats from continuing to use the present road leading from our respective properties to the nearest township of Gunning, beg to request your giving instructions to have the road surveyed and definitely fixed upon from Gunning northwards through the now populous district leading to the next township of Wheeo, so as to enable us to obtain access to the market of the former township without interference.

We are, &amp;c.,

MARTIN TULLY.  
MICHAEL COSTELLO.  
J. HAMMOND.  
(Here follow 82 signatures.)

## No. 3.

THE SURVEYOR GENERAL TO THE PETITIONERS.

Department of Lands,  
Sydney, 11 August, 1862.

GENTLEMEN,

See No. 1.

Your petition, under date the 17th ultimo, on the subject mentioned below, has been referred for survey to Mr. Licensed Surveyor Armstrong.

2. As soon as the necessary information has been obtained a further communication will be made to you.

I have, &amp;c.,

M. FITZPATRICK.

*Subject*:—That road from Gunning towards Wheeo, obstructed by fencing, be defined and proclaimed.

## No. 4.

MR. JOHN F. GRAY TO THE SURVEYOR GENERAL.

Byalla, near Wheeo,  
14 September, 1863.

SIR,

With reference to the letter I had the honor to receive from your office, dated 11 August, 1862, and numbered as per margin, I beg leave to remind you that no action in the matter has yet commenced, and to submit to you the very great inconvenience that I and the other residents in this quarter are put to through the delay.

Since the representation made to the Minister for Lands in this matter, several other proprietors have enclosed other portions of the Gunning Road, so that we are now entirely prevented from getting to that town.\*

*The writer hereof has just received a letter threatening an action at law for using the road on occasion of having to send to the Gunning Mills for a load of flour during the recent rains, which prevented the adoption of any circuitous way through the bush, but even the latter alternative† is now prohibited by all proprietors on the north side of the township, alleging that until the township is opened near Gunning it can be no thoroughfare over their respective properties.*

Trusting

\* Not the case. They could always go by what is known as Madden's Road.—J.W.D.

† Not the case. Mr. Gray received a legal letter from Mrs. Woodhouse, not for using the road, but because his men cut the fence down.—JOHN W. DEERING.

3

Trusting these representations will induce you to direct the survey of the road in question at the earliest possible time consistent with the other pressing duties of your department,—

I am, &c.,

JOHN F. GRAY.

No. 5.

MR. JOHN F. GRAY TO THE SURVEYOR GENERAL.

Byalla, near Wheeo,  
9 November, 1863.

SIR,

As I have not yet had the honor of a reply to my letter of 14th September last, having reference to your letter of 11th August, 1862, respecting the survey of the road from Gunning to Wheeo, and as I and the other residents are still prevented from getting into the post town through the delay in having the road defined, I beg most respectfully to bring the matter again under your notice.

I am, &c.,

JOHN F. GRAY.

Mr. District Surveyor Twynam may report, and cause the transfer of instructions to another surveyor if he considers the road an important one. Mr. Gray to be informed.—P.F.A., 25 November.

See Surveyor  
Deering's report  
on this letter, 25  
April, 1865, No.  
14.

No. 6.

THE SURVEYOR GENERAL TO MR. JOHN F. GRAY.

Department of Lands,  
Sydney, 25 November, 1863.

SIR,

Your letter, under date the 9th instant, on the subject mentioned below, has been referred for the report of Mr. District Surveyor Twynam.

2. As soon as the necessary information has been obtained a further communication will be made to you.

I have, &c.,

M. FITZPATRICK.

Subject :—Complaining of delay in survey of road.

No. 7.

MR. P. BEST TO THE SURVEYOR GENERAL.

Albert Vale, Gunning, County of King,  
4 July, 1864.

SIR,

There being a new line of road now under survey, leading from the town of Gunning to Wheeo, and which road is laid out to run through my 1,282 acres purchased from the Crown, and which adjoins the town of Gunning, and is watered by the Gunning Creek, running almost centrally through it, the line of road lately surveyed running through my lands completely cuts off nearly one half of my land, and which is only adapted for pasturage, from the watercourse, and which leaves the land almost valueless to me. Now, sir, I beg most humbly to call your attention to the map, where you will perceive as good if not a far better line of road, and which will be but a few chains, if any longer, outside my southern boundary-line, and which is all Government land, and would not in any measure inconvenience any individual, neither interfere with the other part of the road already surveyed by Mr. Deering. Many folks are benefited by a road running through their lands, by enhancing the value of their grounds, but to me it would be a serious injury and an everlasting inconvenience. Trusting that you will give this subject a portion of your judicious attention, and direct the road to run clear of my lands,—

I have, &c.,

P. BEST.

Mr. Best signs the petition (No. 10,271), which complains of my road being too circuitous; and yet in this letter actually proposes a road much more circuitous.—JOHN W. DEERING.

The suggestion contained in this letter, as to the road going outside Mr. Best's southern boundary, is most unreasonable.—JOHN W. DEERING, Goulburn, 20th April, 1862.

No. 8.

PETITION OF MR. P. BEST AND OTHERS.

To the Honorable the Minister for Lands.

The Memorial of the undersigned residents in Gunning, Wheeo, Grabben Gullen, and intervening localities, and others interested,—

That your Memorialists humbly petitioned the Honorable the Minister for Lands, about two years ago, for the survey and defining of a public road leading to the populous district north of Gunning, and which is now in course of survey by Mr. Deering of the Surveyor General's Department.

That the line adopted by the surveyor, in starting from Gunning, is in your Memorialists' opinion highly objectionable,—because it is circuitous, and leads to a part of the river Lachlan (or Fish River), below the junction of the Gunning Creek with the river, the combined waters of which would make the crossing dangerous, if not impossible, during a fall of rain; because it proposes to cross the river at a place where, if even an attempt were made to form a crossing-place, the first flood would, in all probability, make it impassable, as would be the case after every flood with every succeeding attempt to form it; and because the proposed line for a considerable distance on the north side of the river could not be reasonably expected to be made passable for many years.

That

That your Memorialists are convinced that the only practicable line of road south of the 10-mile tree, on Mr. Deering's surveyed line, would be from that marked tree in as near a direct line as possible to the crossing-place on the Fish River known as Joseph Bean's, and bearing east of Mr. Peter Best's land into the township of Gunning.

May it, therefore, please you to take the premises into your favourable consideration, and give such instructions as you may see fit.

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

P. BEST.  
W. R. REYNOLDS.  
P. CLANCY.  
P. GRANT.

(And here follow 156 signatures).

Presented by P. Faucett, Esq., Solicitor General, 26th August, 1864.—J.B.W.

#### No. 9.

PETITION OF MR. RICHARD GROVENOR AND OTHERS.

To the Honorable the Minister for Lands.

The Memorial of the undersigned residents in Gunning and intervening localities and others interested,—

That your Memorialists humbly petitioned the Honorable the Minister for Lands, about two years ago, for the survey and defining of a public road leading to the populous district north of Gunning, and which is now in course of survey by Mr. Deering, of the Surveyor General's Department. That the line adopted by the surveyor in starting from Gunning is in your Memorialists' opinion highly objectionable,—because it is circuitous, and leads to a part of the river Lachlan (or Fish River) *below* the junction of the Gunning Creek with the river, the combined waters of which would make the crossing dangerous if not impossible during a fall of rain; because it proposes to cross the river at a place where, if even an attempt were made to form a crossing-place, the first flood would, in all probability, make it impassable, as would be the case after every flood with every succeeding attempt to form it; and because the proposed line for a considerable distance on the north side of the river could not be reasonably expected to be made passable for many years.

That your Memorialists are convinced that the only practicable line of road south of the 10-mile tree on Mr. Deering's surveyed line, would be from that marked tree, in as near a direct line as possible to the crossing-place on the Fish River known as Joseph Bean's, and bearing east of Mr. Peter Best's land, into the township of Gunning.

May it therefore please you to take the premises into your favourable consideration, and give such instructions as you may see fit.

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

RICHARD GROVENOR.  
P. KEARNELL.

(And here follow 110 signatures.)

Left by Mr. Faucett.

#### No. 10.

PETITION OF MR. W. D. FORSTER AND OTHERS.

To the Honorable the Minister for Lands.

The Memorial of the undersigned residents of Laggan, Grabben Gullen, Wheeo, and intermediate localities,—

HUMBLY SHOWETH:—

That your Memorialists having some few months ago signed a petition in favour of a line of road, as measured by Mr. Deering, of the Surveyor General's Department, not having made themselves thoroughly acquainted with that part of the line bearing south from the (10) ten-mile tree to Gunning, do now find on closer inspection that the line adopted by the surveyor in starting from Gunning is in your Memorialists' opinion highly objectionable,—because it is circuitous, and leads to a part of the river Lachlan or Fish River below the junction of the Gunning Creek with the river, the combined waters of which would make the crossing dangerous if not impossible during a fall of rain; because it proposes to cross the river at a place where, if ever an attempt were made to form a crossing-place, the first flood would in all probability make it impassable, as would be the case after every flood, with every succeeding attempt to form it; and because the proposed line for a considerable distance on the north side of the river could not be reasonably expected to be made passable for many years, and it will likewise shorten the distance by 3 miles. That your memorialists are convinced that the only practicable line of road south of the (10) ten-mile tree on Mr. Deering's surveyed line would be from that marked tree in as near a direct line as possible to the crossing-place known as Joseph Bean's (or Newman's), and bearing east of Mr. Peter Best's land into the township of Gunning.

May it therefore please you to take the premises into your favourable consideration, and give such instructions as you may see fit.

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

W. D. FORSTER.  
H. ROBERTS.  
P. TULLY.

(Here follow 134 signatures.)

Presented by Mr. Faucett.

#### No. 11.

MR. SURVEYOR DEERING'S REPORT.

THE petition was in favour of the road as laid out by me, and was signed by Messrs. Hassal, Saxby, &c., magistrates, and by the most respectable portion of the community. This petition has never been in my hands from the department.

20 April, 1865.

JOHN. W. DEERING.

Burregong,

Burregong, 14 December, 1864.

Dear Sir,

I have just received the enclosed note, which contains the information you require.

Yours obediently,

ANN WOODHOUSE.

J. W. Deering, Esq., near Marengo.

Grabben Gullen, 10 December, 1864.

Madam,

I beg to inform you that the petition was forwarded about four months ago, signed by all the Laggan people and greater part of the Grabben Gullen.

Yours respectfully,

JAS. HAMMOND.

## No. 12.

## MR. SURVEYOR DEERING'S FURTHER REPORT.

My dear Sir,

Since I saw you yesterday I have gone over the ground, and spoken to several who know the lay of the country well, and beg to enclose you a rough sketch, with the view of suggesting to you the best way of bringing the road on to Wheeo, beginning at your marked tree Q on Gunnen-del-bela Creek. The road we have been using is marked red, and the way suggested as the levellest and bringing it near the greatest number of farms, and yet, avoiding going upon them, I have coloured blue. After continuing on for about two miles over a level piece of country with a capital crossing-place at about a mile from where I saw you, the road would strike into the present Gunning Road, leading past Clancy's, which I think is the most suitable to all parties resident between where you now are and Wheeo.

Pray excuse my rough attempt at sketching.\*

Yours, &amp;c.,

JOHN F. GRAY.

\* Appendix A.

J. W. Deering, Esq.

P.S.—You may be able to judge from the many turnings of the road marked red how hilly that route is to the proposed route marked blue.—J.F.G.

The suggestions made in Mr. Gray's note are to the effect of inducing the road not to pass through his own land.

J. W. DEERING.

## No. 13.

## MR. SURVEYOR DEERING'S REPORT ON SURVEY OF ROAD.

District Survey Office,

Goulburn, 20 April, 1865.

SIR,

In accordance with your instructions, dated 11th August, 1862, I have the honor of transmitting herewith a survey of the road from "Gunning (through Grabben Gullen) towards Laggan" and terminating at "a junction with the road from Wheeo to Laggan at the Lost River," with Book of Reference and Memorandum of Enclosures, &c.

2. On examining the country near Gunning, I found there were five different roads existing, each leading towards Wheeo and Laggan, which had been made and were used by different sections of the community for their own particular convenience, and all urged the road which was most convenient to themselves. I also found that every land proprietor, without exception, objected to any and every road which would pass through their respective lands, and each urged that the road should pass through the land of the other.

3. The particulars connected with, and objections to, these five existing roads, I will endeavour to explain, as follows:—

1. The road marked A on plan\* is the oldest. It was originally formed from Mr. M'Leay's, now \*Appendix B.  
J. F. Gray's, station, at Biala, to Gunning, many years ago, but subsequent to the survey of the lands through which it passes; it has not, however, been used for the last three years.

The objections to it are these, viz.,—that between Gunning and the Fish River it is wet and boggy in the winter, being situated on low ground, as will be seen from its relative position with Gunning Creek.

It also passes through Mr. Best's enclosures, situated within his 642 acres, and would therefore cut off from water at the Gunning Creek about 450 acres of enclosed land to the eastward.

It would also need at least three small culverts between Gunning and the Fish River, at places where, owing to its long disuse, the eastern watershed of the Gunning Creek has worn fissures.

It also passes through Mr. Woodhouse's (the late E. Woodhouse's) enclosed land, being a part of the 1,030 acres, for about 1½ mile, incurring thereby, if it had been surveyed, an expense of 3 miles of fencing. This portion of the old road is so steep near the Fish River as to make it additionally objectionable. When the summit of the range is gained, however, the road is good to the crossing-place at the Gunnendelbala Creek. No further objections to this road appear to exist.

2. The road marked B has long existed. It is a hard, gravelly, dry road, taking the top of the "Limekiln Range." Leaving Gunning it passes through an enclosure of Mr. Best's, being a portion of his 640 acres. Originally the fence was on the eastern side of the road, but in order to prevent the traffic, Mr. Best recently removed the fence to the western side, and in the position shown in plan.

This road then passes through the enclosed land of S. Clayton's, now R. Grovenor's, 799 acres, and either joins the road A at the Fish River crossing-place, or crossing the river near Ballinglass, passes through Mrs. Woodhouse's Burregong Station, and joins the same road A at about 1½ mile from the river. Herewith is objection, received by me from Mrs. Woodhouse, and which appeared most reasonable. 3.

3. The road marked C takes the Great Southern Road for 1 mile from Gunning Bridge; thence a surveyed Government road; thence across J. K. Hume's 892 acres; enters the enclosed land of S. Clayton, now R. Grovenor's 799 acres, and joining both the roads A and B is subject to the same objections. The principal objection, however, is its circuitous form.
  4. The road marked D is common with that marked B for about 1½ mile from Gunning, and the divergence was caused by the removal of the fence before referred to by Mr. Best. The objection to this road is on account of its circuitous form to the crossing-place at the Fish River; but, under any circumstances, it would not have been a convenience to all parties, as no connection would exist between it and Burregong.
  5. The road marked E *vis à* Newman's would be useless to the residents at Ballinglass, Burregong, Gunnendelbala, or Biala, and being a convenience to but very few persons in Grabben Gullen is not to be considered.
4. Each of these roads described was urged by different portions of the residents to whose especial benefit it would contribute, and all other roads were denounced; and as the whole of these roads were in some manner objectionable, and no single one would suit all persons, it became necessary to find a convenient and traversable road to which all would have access.
5. The road surveyed, and shown red on the accompanying plan, has attained, I think, this object, not by having surveyed a new line of road, but by connecting several old and established tracks which hitherto had no connection, and forming a central line of road for the district into either Gunning or Laggan—one already hardened by traffic, and needing no clearing whatever.
6. On commencing the survey I also learned that a petition was about being sent in to the department, praying that a road might be surveyed to connect the district generally with the Roman Catholic Chapel in course of erection at Grabben Gullen, at 2½ miles on the surveyed line.
7. The road surveyed embraced this further requirement, and made the petition needless.
8. Commencing the survey, therefore, at the junction of Warralaw and Biala Streets, Gunning, the surveyed road keeps along the present road to Jerrawa and Dalton for 44 chains, and for two reasons, *viz.*:—
- 1st. Because the road to Jerrawa and Dalton being a mail road, it is probable that at no distant date it will be surveyed (a traverse of the existing road having already been made by Mr. L. S. Armstrong, junr.), and the 44 chains now measured will then be common to both roads.
  - 2nd. Because the crossing-places of the two creeks on the old track are now washed away (as shown on plan), while the crossing-places on the surveyed road are both good.
9. Entering then upon Mr. P. Best's 640 acres the road adopts the old track, which is well beaten and hard, the soil is gravelly quartz, and the land unenclosed and uncleared for nearly half-a-mile, when it reaches the old 2-rail fence recently erected by Mr. Best in order to stop the traffic. This subject I explained in No. 2 of paragraph 3, in connection with the road marked B. Although Mr. Best has a monopoly of upwards of two miles of land on the north side of the town of Gunning, embracing thereby the whole town on that side, he still refuses, so far as he is able, to allow any road to pass through his land.

I may here refer to the plan, and state that the surveyed road leaves untouched all cultivation: purposely leaves all the available agricultural land to the eastward and on the same side as the Gunning Creek; the land on the western side of the road being stony and useless.

I here beg to refer to Mr. Best's letter, No. 7,552, dated 16th July, 1864, containing a complaint of the manner in which the road has been surveyed, but I think it will be found, on inspection of the plan, &c., that Mr. Best has reason for anything but complaint.

10. The road now passes through S. Clayton's now R. Grovenor's 799 acres, keeping still for about half-a-mile on the old track before described as B; and to the Fish River this portion of the road is level and hard.

11. The Fish River is crossed at a point which will enable the proposed road subsequently to pass through unenclosed land, and also to adopt a good and well-beaten track now existing known as Madden's Road.

This proposed crossing-place of the river has a hard rocky bottom. The southern approach needs but very little attention, as the bank is a gentle slope into the bed of the river. On the north side, the bank is about 12 feet high, and the cutting necessary to give a gradient of 1 in 11, 2 chains long, and 10 feet wide, equals about 300 cubic yards; which at ordinary contract prices (1s. 9d. per cubic yard) amounts to £26 5s. Metalling the approaches, &c., will probably cost the balance of £50, which sum I have proposed in the accompanying "memorandum of enclosures," &c., be expended, and I feel confident that with this expenditure, the best crossing-place on the river might be made. The Fish River, or more properly the head of the Lachlan, is nearly dry during the greater part of the year.

12. From this point the road passes through indifferent cultivation of Mr. R. Grovenor's for 16 chains, and meeting the old track before referred to, at angle No. 20, adopts it through unenclosed land and Crown lands to the Gunnendelbala Creek. This portion of the road is very good, being hard bottomed and gravelly, and is a better road than that through Woodhouse's, described as A in paragraph 3 of this report. Having personally driven over this road with 1½ ton, I am able to speak practically as to its merits.

13. At the Gunnendelbala Creek, the south approach, although practicable, is very steep. I have therefore proposed in the before mentioned "memorandum" that the sum of £10 be expended in improvement. The bed of the creek is a hard bottom, although sandy, and the northern approach is good.

14. From this creek the road passes through the unenclosed land of A. M'Leay's, now J. F. Gray's, 810 acres for 116 chains, the whole length of which is a good road.

From the numerous letters written by Mr. Gray to the Department, urging that this road be surveyed, and the several petitions which have been sent in to the same end, each of which emanated from Mr. Gray, I was somewhat surprised to find him object to the road passing at all through his unenclosed 810 acres, because I had not surveyed it through the enclosed lands of Mrs. Woodhouse.

15. From this point onwards, for a distance of 12 miles, the road is good and passes almost wholly through Crown lands. The crossing of Grabben Gullen Creek at angle No. 163, would be much improved by the expenditure of £5; and I have accordingly proposed this amount to be expended in the "memorandum" before referred to.

16. On angle No. 165, J. Hammond's 46 acres is entered upon. Through this portion, and the two succeeding ones, *viz.*, J. Hammond's 121 acres, and M. Tully's 102 acres, a road 1 chain wide was reserved in the original survey (K 23-1,495.)

By

By Mr. Hammond a roadway has been left between the fences on the 121 acres portion, as shown on plan. This roadway is, however, very boggy, owing to the springs existing there; and, on my objecting to adopt this portion, and pointing out to Mr. Hammond that the reserved road had been fenced across, not the slightest objection was made to the road passing through the land then under cultivation, especially as both cultivation and fencing were not of a permanent character. The surveyed road therefore passes along the top of a spur, as shown on plan, possessing the advantages of both equality of surface and drainage.

17. The road here passes near the village reserve of Grabben Gullen, and should the reserve be surveyed the road will prove of great advantage.

18. At angle No. 173, the proposed road enters a Government surveyed road. A portion of this road, for 20 chains, has been enclosed by Mr. M. Tully, in the cultivation of a portion of his 117 acres 2 roods 10 perches, and the eastern fence will consequently have to be removed to the proper line.

19. From the northern boundary of M. Tully's 117 acres 2 roods 10 perches, the Government road is continued north through Crown lands across "the Native Dog Flat." The country is undulating, with a hard gravelly quartz formation, and the proposed road is here protracted in a straight line and north for a total distance of upwards of 2 miles.

The road here passes near the village reserve of Grabben Gullen, and should the reserve be surveyed the road will prove of great advantage.

20. On angle No. 174, a portion of another track from Wheeo to Laggan, has been adopted.

21. Passing still through Crown lands, and through an unsold measured portion, 30 acres (applied for by Mr. J. Clune after survey as 40 acres), the road crosses the Wheeo Creek at the only available crossing place. Thence through an undulating country which is Crown lands; through Mr. A. Long's 640 acres, to a junction with the surveyed road from Wheeo to Laggan, the road is very good, and needs no outlay for clearing or otherwise.

22. The total length from Gunning to the junction with the road to Laggan is 27 miles 35'36" chains; and the proposed road is marked throughout by alphabetical letters, and the mileage at about every 20 chains on the trees, as indicated by the accompanying plan; and as the distances and offsets to each are there given, there will be no difficulty in finding the line for the purpose of marking when the road is gazetted, if approved.

23. In proposing this road I beg to suggest that—

1. It is the most direct road from Gunning towards Laggan.
2. That it is a convenience to a greater number of residents than any other road would be.
3. That it passes through enclosed lands for the least possible distance, and through Crown lands for the greatest.
4. That the gradients are the best obtainable.

I have, &c.,  
**JOHN W. DEERING,**  
 Government Surveyor.

[Enclosure.]

Ann Woodhouse to Surveyor J. W. Deering.

Burrengong, 5 May, 1865.

Sir,

Referring to the survey of a Government road between Gunning and Wheeo, on which you are now engaged, I beg to protest against the road following a track which passes through the centre of the buildings at my homestead, while a shorter and better road to Biala exists without entering on my enclosed land. I certainly see no reason why such trespass should be committed.

I have, &c.,  
**ANN WOODHOUSE.**

MEMORANDUM of information as to Enclosures, Works required, &c., on the Road from Gunning to a Junction with the Road from Wheeo to Laggan, at the Lost River, County of King, the distance being 27 miles 35'36" chains.

Owner or occupier.	Cultivated land.	Enclosed land.		Description of existing fence.	Rods of fencing required to be erected or removed to enclose road.	Probable cost per rod of required fencing.	Cost of clearing line.	Amount of necessary expenditure.	Culverts or bridges.	Objections apparent or specific.	
		Cleared.	Uncleared.								
P. Best	None	None		Old 2-rail.	Double line. 416	2-rail. 4/	This road is sufficiently cleared for present purposes.	£ s. d. 83 4 0	None	See paragraph 9 of Report.	
R. Grosvenor	None	None		3-rail.	748	4/		149 12 0	None	" 10 "	
The Crossing-place at the Fish River, with approaches.								50 0 0		" 11 "	
R. Grosvenor	Maize	16 chains.		Old 3-rail.	Single line 64	4/		12 16 0		" 12 "	
Improvement at south approach to Gunnendelbala Creek								10 0 0		" 13 "	
Crossing of Grabben Gullen Creek								5 0 0		" 15 "	
Clearing new road across the Native Dog Flat, about 2 miles, at £5 per mile								10 0 0		" 19 "	
Total rods of fencing required, 1,228.				Cost of fencing					245 12 0		
				Ditto clearing					10 0 0		
				Ditto crossing-places					65 0 0		
								£320 12 0			

Transmitted to the Surveyor General with letter 65/14, 20th April, 1863.

**JOHN WILLIAM DEERING,**  
 Government Surveyor.

Book

Book of Reference of Road from Gunning to the Road from Wheeo to Laggan at the Lost River, county of King, to be opened as a Parish Road, under the Act of Council 4 W. IV. No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in Chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
1	From the junction of Warralaw and Biala Streets, town of Gunning, to the south boundary of P. Best's 640 acres.	The Crown	None	Sandy	North westerly	69 00	None	None	None	One chain	a. r. p. .....	Town reserve of Gunning.
2	From last mentioned boundary to the boundary line between that land and S. Clayton's now R. Grovenor's 799 acres.	P. Best	P. Best	do. pastoral	do.	87 20	One	Old 2-rail fence	do.	do.	8 2 35	Road used for years by the public.
3	From the last mentioned boundary to the N.W. corner of S. Clayton's now R. Grovenor's 799 acres, thence to the Lachlan River.	R. Grovenor	W. Gill	do.	Northerly	95 00	None	None	do.	do.	9 2 0	A part of this road has been used for years by the public.
4	From S.E. corner of B. Clayton's now R. Grovenor's 1,117 acres to the boundary between that land and Crown Lands.	do.	R. Grovenor	do.	do.	184 80	One	Old 3-rail	A small portion with maize.	do.	18 1 36	The greater part of this road has been used for years by the public.
5	From the last mentioned boundary line to the western boundary of G. M. Woodhouse's 320 acres.	The Crown	None	do.	North easterly..	36 71	None	None	None	do.	.....	
6	From the last mentioned boundary to the north boundary of G. M. Woodhouse's 320 acres at Gunmen-del-bella Creek.	G. M. Woodhouse	do.	do.	do.	14 50	do.	do.	do.	do.	1 1 32	Used for years by the public.
7	From the south boundary of A. M'Leay's now J. F. Gray's 810 acres, to eastern boundary of same portion.	J. F. Gray	G. Waye	do.	Northerly	116 31	do.	do.	do.	do.	11 2 20	do.
8	From the last mentioned boundary to the south boundary of M. Clancy's 87 acres 2 roods.	The Crown	None	do.	North easterly..	292 37	do.	do.	do.	do.	29 0 37	
9	From the south boundary of M. Clancy's 87 acres 2 roods, to the eastern boundary of same portion.	M. Clancy	M. Clancy	do.	do.	13 00	do.	do.	do.	do.	1 1 08	do.
10	From the eastern boundary of M. Clancy's 87 acres 2 roods, to the southern boundary of P. Tully's 35 acres.	The Crown	None	do.	do.	114 58	do.	do.	do.	do.	11 1 33	
11	From the last mentioned boundary to the boundary between P. Tully's 35 acres and 50 acres.	P. Tully	P. Tully	do. part agricultural.	do.	8 00	One	Old cockatoo fence.	Part with wheat	do.	0 3 08	The road does not touch the crop.
12	From the last mentioned boundary to the north boundary of P. Tully's 50 acres.	do.	None	Sandy pastoral..	Northerly	11 20	None	None	None	do.	1 0 19	Road used for years by the public.
12A	From the last mentioned boundary to the eastern boundary of P. Tully's 35 acres.	The Crown	do.	do.	do.	15 00	do.	do.	do.	do.	1 2 0	
13	From the last mentioned boundary to the northern boundary of P. Tully's 35 acres.	P. Tully	P. Tully	do.	do.	lks. triangle 600 x 60 2 73 20	do.	do.	do.	do.	0 0 28	The same portion of 35 acres as No. 11.
13A	From the last mentioned boundary to the eastern boundary of P. Tully's 34 acres 3 roods.	The Crown	None	do.	do.	73 20	do.	do.	do.	do.	7 1 11	
14	From the last mentioned boundary to the northern boundary of P. Tully's 34 acres 3 roods.	P. Tully	do.	do.	North westerly	16 80	do.	do.	do.	do.	1 2 28	
15	From the last mentioned boundary to the southern boundary of P. Tully's 40 acres (C.P.)	The Crown	do.	Stony, dense scrub.	Northerly	367 67	do.	do.	do.	do.	38 3 2	
16	From the last mentioned boundary to the eastern boundary of P. Tully's 40 acres (C.P.)	do.	Govt. road	Sandy forest	North easterly..	11 16	do.	do.	do.	do.	1 0 18	} The surveyed road was reserved by Mr. Armstrong, jun., in his subsequent survey of P. Tully's 40 acres.
17	From the last mentioned boundary to the south boundary of J. Hammond's 45 acres.	do.	None	do.	Northerly	63 71	do.	do.	do.	do.	6 1 19	
18	From the last mentioned boundary to the boundary between J. Hammond's 45 acres and 121 acres.	J. Hammond	do.	do.	do.	11 90	do.	do.	do.	do.	1 0 30	} 1 acre—allowed for reserved road by Mr. Mann in original survey. 4 acres do.
19	From the last mentioned boundary to the boundary between J. Hammond's 121 acres and M. Tully's 102 acres.	do.	G. Wall	Part agricultural.	North westerly	24 70	Two	Old cockatoo fence.	Wheat, most indifferent.	do.	2 1 35	
20	From the last mentioned boundary to the northern boundary of M. Tully's 102 acres at a junction with the Government road.	M. Tully	None	Sandy and hilly	do.	33 90	None	None	None	do.	3 1 22	3 acres do.
21	Along the last mentioned Government road to the north-east corner of M. Tully's 117 acres 10 perches.	The Crown	Govt. road	Undulating	North	57 75	One	Kangaroo-fence	Wheat	do.	5 3 4	Road illegally fenced in by M. Tully.
22	From the last mentioned corner to the southern boundary of an unsold portion of 30 acres.	do.	None	Undulating quartz country	North and north easterly.	206 49	None	None	None	do.	20 2 23	} *This portion has been applied for by J. Clune, as 40 acres, since original survey.
23	From the last mentioned boundary to the northern boundary of the unsold portion of 30 acres.	do.	do.	Sandy forest	Northerly	18 15	do.	do.	do.	do.	1 3 10*	
24	From the last mentioned boundary to the western boundary of an unsold portion of 640 acres.	do.	do.	do.	North easterly..	18 80	do.	do.	do.	do.	1 3 20	
25	From the last mentioned boundary to the northern boundary of an enclosed portion of 640 acres.	do.	do.	do.	do.	47 25	do.	do.	do.	do.	4 2 36	
26	From the last mentioned boundary to the southern boundary of A. Long's 640 acres.	do.	do.	do.	Northerly	121 35	do.	do.	do.	do.	12 0 21	
27	From the last mentioned boundary to a junction with the road from Wheeo to Laggan and within the area of A. Long's 640 acres.	A. Long	do.	do.	North westerly	51 25	do.	do.	do.	do.	5 0 20	Road used for years by the public from Grabben Gullen to Laggan.

Transmitted to the Surveyor General, with letter 65/14, 20th April, 1865.—JOHN WILLIAM DEERING, Government Surveyor.

65/15,440. 65/18,293

Cat. R. 510. 1603.

## ROAD from Gunning to the Road from Wheeo to Laggan, at the Lost Liver.

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

Name of Owner or reputed Owner.	Name of Occupier.	Length of Fencing required.		Cost per rod.	Total cost.
		New	Old (to be removed and re-erected.)		
P. Best.....	P. Best.....	chains. 104	chains. ....	£ s. d. 0 4 0	£ s. d. 83 4 0
S. Clayton, now R. Grovenor.....	R. Grovenor.....	187	.....	0 4 0	149 12 0
R. Grovenor.....	".....	16	.....	0 4 0	12 16 0
M. Tully, now J. Hammond.....	J. Hammond.....	39	Reserved Road passing through a kangaroo fence.		.....
					£245 12 0

## No. 14.

MR. SURVEYOR DEERING TO THE SURVEYOR GENERAL.

District Survey Office,

Goulburn, 25 April, 1865.

SIR,

I have the honor of reporting on the accompanying petition, dated 1st September, 1864, from a portion of the residents of Gunning, Wheeo, and Grabben Gullen, respecting the road recently surveyed from Gunning towards Laggan.

No. 8, 26 August, 1864.

2. I would first draw attention to the irregular form of this petition, the signatures being all in the same handwriting.

It is quite unnecessary for me to remark upon the manner in which this petition was got up; or that the person who got it up has not himself signed it (Mr. J. F. Gray), although in his own handwriting; or that the names of the majority are totally unknown to me, and cannot therefore be personally interested in the road, or I must have met them during the survey.

3. The object of this petition is to force a road through the enclosed lands of Mrs. Woodhouse. That person made no objection to the free use of a road (marked A on plan) through those enclosures, so long as those persons travelling would be at the trouble of replacing the slip-rails. This, however, was not done, and the annoyance and loss became so great that Mrs. Woodhouse was compelled to close the road. The fence was then cut down by Mr. Gray (through his servant), and accordingly he was served with that legal notice mentioned in his letter No. 10/253, dated 17th September, 1863, and but for these few refractory persons who now complain I believe the Government would never have been put to the expense and trouble of this survey.

See 14 Sept., '63, No. 5.

4. The first objection mentioned in the petition is the circuitous form the proposed road takes immediately on leaving Gunning. The reasons for this are given in paragraph 8 of report.

See 20 April, '65, No. 15.

5. The second objection mentioned, viz., that "the road crossing the Fish River below the Gunning Creek, the combined waters of which would make the crossing-place dangerous if not impassable during a fall of rain," is unreasonable; because the Fish River being much the larger stream would not be kept up by the smaller stream, the Gunning Creek, but the latter would discharge itself as rapidly as the height of the Fish River would permit.

Immediately after the June Flood of 1864, I was obliged to send in to Gunning for supplies. The man (who was the first to cross after the flood), attempting to cross the Fish River at Burregong, and above the Gunning Creek, was unable to do so, and could only manage to cross by keeping close in shore under the north bank, and crossing in the presence of a dozen persons where the proposed road crosses. *Vide* paragraph 11 of Report 65/14.

See 20 April, '65, No. 11.

6. The third objection mentioned, viz., that "the proposed road for a considerable distance on the north side of the river could not be reasonably expected to be made passable for many years," is not correct.

I may state that the north bank of the Fish River, being in its natural state at the proposed crossing-place, it was impossible for me to travel the surveyed road entirely, but joining that road at angle 20, I travelled the road referred to by your petitioners as impassable, &c., at the rate of 8 miles per hour, with 1½ ton, as mentioned in paragraph 12 of Report 65/14.

See 20 A. No. 11. pril, '65,

7. I would draw your attention to a petition sent to the Department some months ago, signed by the majority of the Magistrates, &c., and the most respectable portion of the community, in favour of the road as surveyed. This petition is not with me, and has never been sent to me.

I have, &amp;c.,

JOHN W. DEERING,  
Government Surveyor.

## No. 15.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

The enclosed plan and book of reference of the road from Gunning to the road from Wheeo towards Laggan, at the Lost Liver, are forwarded with the view to the opening of the line under the Act 4 Wm. IV. No. 11.

Plan and Book of Reference, No. 13.

W. R. DAVIDSON, S. G1.,  
B.C., 12th August, 1865.

## No. 16.

## MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 19 August, 1865.

Plan and Book  
of Reference,  
No. 13.

The accompanying Plan and Book of Reference of a proposed Road from Gunning to the Road from Wheeo to Laggan, at the Lost River, are recommended for the approval of His Excellency the Governor and the Executive Council, with a view to the line being proclaimed under the Act intituled 4 Wm. IV. No. 11.

JOHN ROBERTSON.

Clerk of the Executive Council.—B.C., 21 August.—M.F.

The Executive Council advise that the intended formation as a parish road of the line herein referred to, be notified in the manner prescribed by the Act 4 Wm. IV. No. 11.

ALEX. C. BUDGE,  
Clerk of the Council.

Minute 65/33, 25th August, 1865. Confirmed, 31st August, 1865. Approved, 5th September, 1865.—J.Y.

The Surveyor General is requested to state whether a copy of the plan, &c., has been forwarded to the nearest Bench, as usual.—M.F.—B.C., 8th September, 1865.

Copies of the plan and Book of Reference have been sent to the Bench at Yass.—B.C., 22 September, 1865.—W.R.D. Under Secretary for Lands.

## No. 17.

MR. JOHN F. GRAY TO THE MINISTER FOR LANDS.

Byalla, near Wheeo,  
20 September, 1865.

SIR,

I beg the honor of being permitted to submit to your notice, that the writer, along with a large number of residents in this part of the Colony, memorialized the Government some years ago for the re-opening of a road betwixt Wheeo and Gunning (in the county of King); and although a surveyor from the Surveyor General's Office made an effort to mark out a line some twelve months ago, the town of Gunning is yet unapproachable from the north, owing to the fences erected within the last few years, so that a large population is thereby yet unable to avail themselves of the nearest market.

My present object in seeking to trouble you in the matter is (if 4 Wm. IV. is insufficient) respectfully to urge your pressing forward during the ensuing Parliament the Bill brought forward by you last Session, viz., "Roads other than Main Roads," so that this and all similar cases of interruption may be casier remedied.

I have, &c.,  
JOHN F. GRAY.

## No. 18.

GAZETTE NOTICE.

Department of Lands,  
Sydney, 27 September, 1865.

Parish Road.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the parish road mentioned in the Schedule appended hereto, to be maintained at the expense of the parish through which it passes: Notice is hereby given, that in accordance with the provisions of the Act 4th William IV. No. 11, plan and book of reference, showing the intended line of the road in question, are now deposited at the Office of the Surveyor General in Sydney, and at the Police Office mentioned.

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

By His Excellency's Command.

## SCHEDULE REFERRED TO.

Roads. No.	Description of Road.	Names of reputed owners or occupiers through whose properties the road passes.	Police Office at which the plan and book of reference has been lodged.
	Road from Gunning to the road from Wheeo to Laggan, at the Lost River, county of King.	P. Best, R. Grovenor, G. M. Woodhouse, J. F. Gray, M. Clancy, P. Tully, J. Hammond, M. Tully, A. Long, and the Crown.	Yass.

11

No. 19.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 6 October, 1865.

SIR,

In drawing your attention to the notice in the *Government Gazette* of the 29th ultimo, respecting the intended formation of a parish road from Gunning to Wheeo and Laggan, at the Lost River, county of King, I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,  
M. FITZPATRICK.

No. 20.

MR. JOHN F. GRAY TO THE COLONIAL TREASURER.

Byalla, near Wheeo,  
6 October, 1865.

SIR,

In conformity with the 6th clause of the Act 4th Wm. IV. No. 11, I respectfully beg leave to give notice that I object to that part of the intended road from Gunning to Wheeo and Laggan (as notified in the *Gazette* of 29th September last, No. 203), passing over my land in the way as marked by the surveyor, and that I will claim compensation for the injury the making of that part of the intended road would do me by separating a very narrow strip nearly the whole length of my land at that place. I am willing however to give the required area for a road on the boundary, which is only a few yards from the line marked, and is in every way the most suitable.

There is no power reserved by the grant to make the road in question—the then existing road being on the west boundary, the intended road is on the east.

I have, &c.,  
JOHN F. GRAY.

Memo.—Grant of 810 acres, situate at Gunning-del-bella, county of King, dated 20th May, 1837, being the land sold as lot 227, of 31st January, 1837. The Secretary for Lands.—B.C., 13 Oct.—W.O.

The road surveyed is the only practicable line, as the country is very mountainous on either side; *vide* plan R 510, 1603. It has been a highway for many years; a road on the boundary line (easterly) is impracticable. I examined the ground with Mr. Gray.—JOHN W. DEERING, 23 January, 1866. Plan No. 13.

Surveyor General, 17 Oct.—M.F.

No. 21.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE SECRETARY FOR LANDS.

Executive Council Office,  
2 November, 1865.

SIR,

In compliance with the request contained in Mr. Under Secretary Fitzpatrick's letter of the 6th ultimo, No. 210, I do myself the honor to forward to you the objections lodged with me to the formation of the proposed parish road noted in the margin.

From Gunning  
to the road from  
Wheeo to  
Laggan.  
5 objections.

I have, &c.,  
ALEX. C. BUDGE,  
Clerk of the Council.

Ask Mr. Deering to report whether he considers this road to be one of general importance, sufficient to warrant granting cost of fencing, or that it should remain until future Legislation provides a means of carrying the road through the enclosures. Also forward the objections and petitions of inhabitants against the road for his report.—P.F.A., 27 February.

[Enclosure No. 1.]

Mr. Martin Clancy to the Clerk of the Executive Council.

Gunning, 30 October, 1865.

SIR,

In compliance with the terms of the notice from the Honorable the Minister for Lands, given in the *Government Gazette* of 29 September last (No. 203), I beg leave to give you notice that I object to the intended road passing over my lands, unless I am compensated for the area taken, either by an equivalent from the adjoining Crown lands or a fair valuation. See No. 20.

I have, &c.,  
MARTIN CLANCY.

[Enclosure No. 2.]

Mr. John F. Gray to the Clerk of the Executive Council.

Byalla, near Wheeo,  
6 October, 1865.

SIR,

With reference to the notice given by the Minister for Lands, in the *Gazette* of 29th September ultimo, No. 203, of the intention to open and make a parish road from Gunning to Wheeo and Laggan, I find it is necessary for me to object to that part of the intended road passing over my ground, as it would cut off a very narrow shred of my land nearly the whole length, leaving a long narrow strip on the east side which could not be applied to any use; and because an equally good if not better and certainly a shorter line is on the margin of my ground, the half width of which or the whole if necessary I would willingly give without compensation. See No. 20.

I

I may be permitted to say, it is the opinion of those interested in the opening of this road, that the line marked for the first few miles out of Gunning is the least suitable, and that the original road on the east side of Gunning Creek, through P. Best's ground, would be the most useful, shortest, and feasible line. Some means of access is however peremptorily required by residents north of Gunning.

I am, &c.,  
JOHN F. GRAY.

[Enclosure No. 3.]

Mr. Patrick Tully to the Clerk of the Executive Council.

Byalla, 10 October, 1865.

Sir,

See No. 20.

In compliance with the terms of the notice from the Honorable the Minister for Lands, given in the *Government Gazette* of 29th September last (No. 203), I beg leave to give you notice that I object to the intended road passing over my lands, unless I am compensated for the area taken either by an equivalent from the adjoining Crown lands or a fair valuation.

I have, &c.,  
PATRICK TULLY.

[Enclosure No. 4.]

Mr. Richard Grovenor to The Clerk of the Executive Council.

Ballinglass, near Gunning,  
18 October, 1865.

Sir,

See No. 20.

According to notice which appears in the *Government Gazette* of the 29th ultimo, relative to objections to the parish road from Gunning to Wheeo,—

I beg to state that the road named in that notice will effectually cut off from water about (500) five hundred acres of my purchased land, and will also pass through a considerable portion of my cultivation grounds, which lands I value at (£700) seven hundred pounds; and upon this account, and also taking into consideration that a more convenient road is available, I consider such road objectionable.

I am, &c.,  
RICHARD GROVENOR.

[Enclosure No. 5.]

Mr. Peter Best to The Clerk of the Executive Council.

Albert Vale, Gunning,  
18 October, 1865.

Sir,

See No. 20.

According to notice which appears in the *Government Gazette* of the 29th ultimo, relative to objections to the parish road from Gunning to Wheeo, I beg to state that the road named in that notice will effectually cut off from water about (500) five hundred acres of my purchased land, which I value at (£500) five hundred pounds, and upon this consideration I consider such road objectionable.

2. As a more convenient road is available to the inhabitants of Gunning and the other places interested in the said road.

I am, &c.,  
PETER BEST.

No. 22.

PETITION OF MR. P. BEST AND OTHERS.

To the Honorable the Minister for Lands.

The Memorial of the undersigned residents in Gunning, Byalla, Gurranda, and intervening localities,—

That your Memorialists humbly petitioned the Honorable the Minister for Lands about two years ago for the survey and definition of a public road leading to the populous districts north of Gunning on towards Wheeo, and which has recently been surveyed by Mr. Deering of the Surveyor General's Department.

That the line adopted by the surveyor in starting from Gunning is in your Memorialists' opinion highly objectionable; because it is circuitous, and leads to a part of the river Lachlan or "Fish River," below the junction of the Gunning Creek with the river, the combined waters of which would make the crossing dangerous, if not impossible, during a heavy fall of rain; because it proposes to cross the river at a place where, if ever an attempt were made to form a crossing-place, the first flood would in all probability make it impassable, as would be the case with every flood after every succeeding attempt to form it; because the proposed line for a considerable distance on the north side of the river could not be reasonably expected to be made passable for many years; and because it deprives the most populous portion of the district from all the advantages to be derived from a public road, except by a circuitous and almost impracticable route, now more especially, since a portion of an old road which had been in use from the time the district first became inhabited has been recently inclosed, "the said portion being private property," thereby leaving no outlet either to the main Southern Road or to the township of Gunning, except by the circuitous route aforementioned.

That your Memorialists are convinced that the only practicable line of road south of the (10) Ten-mile Tree on Mr. Deering's surveyed line, would be from that marked tree, in as near a direct line as possible to the crossing-place on the Fish River known as Joseph Newman's, and bearing east of Mr. Peter Best's land, and from thence by a public road "already existing" into the township of Gunning, which would not only shorten the distance by about (3) three miles, and be for the most part on Government land, but would also give an outlet to a number of settlers who would otherwise, although within 4 or 5 miles of Gunning, be entirely hemmed in on every side.

May it therefore please you to take the premises into your consideration, and give such instructions as you may deem necessary.

And your Memorialists as in duty bound will ever pray.

PETER BEST.  
R. GROVENOR.  
(And here follow 43 signatures.)

Presented by P. Dignam, M.L.A., 12th December, 1865.

No. 23.

THE SURVEYOR GENERAL to MR. SURVEYOR DEERING.

Surveyor General's Office,  
Sydney, 9 March, 1866.

SIR,

I have the honor to transmit with a petition from certain of the residents in Gunning, Byalla, <sup>See No. 22</sup> Gunnunda, and the intervening localities, the objections which have been lodged against the opening of the road from Gunning to the road from Wheeo to Laggan at the Lost River; and I request that you will be good enough to report thereupon; and also as to whether, in your opinion, the road is of sufficient general importance to warrant the erection of the fencing at the public cost, or whether its opening should be deferred until future legislation provides a means of carrying it through enclosed lands.

I have, &c.,  
W. R. DAVIDSON.

No. 24.

MR. E. H. WOODHOUSE to THE MINISTER FOR LANDS.

Ashfield,  
26 April, 1866.

SIR,

I do myself the honor to draw your attention to a line of road surveyed nearly two years ago from Wheeo to Gunning, but not yet thrown open for public use.

The old road has been fenced across in so many places, especially near Gunning, that persons travelling along it are put to the inconvenience of riding or driving *twice* the distance to get to that town. The line of road was surveyed by order of the Government, I think, as far back as last June twelve months; since then no steps have been taken in the matter.

The line as surveyed appears to be most judiciously selected, and by having it thrown open for public use Government would confer a great benefit not only upon the settlers who live in that neighbourhood but upon all who have to travel in that direction.

Begging to draw your attention to the matter.

I have, &c.,  
E. H. WOODHOUSE.

No. 25.

MR. SURVEYOR DEERING to THE SURVEYOR GENERAL.

District Survey Office,  
Goulburn, 4 May, 1866.

SIR,

Referring to your letter, 9th March, 1866,—I have the honor to inform you that the traffic <sup>See No. 25.</sup> between Wheeo and Gunning being of a local and controllable character, is not of sufficient general importance to warrant the fencing of the road at a public cost of £245 12s., and that the most advantageous course, and by which the local convenience will be ensured, is by the erection of gates, as at present contemplated by the Government in the future legislation to which you refer.

2. The objections referred to were raised previously, and on which I have reported in my letters <sup>See Nos. 15 & 16</sup> of 20th April, 1865, and 25th April, 1865.

I have, &c.,  
JOHN W. DEERING.

No. 26

THE SURVEYOR GENERAL'S MEMO. to THE UNDER SECRETARY FOR LANDS.

It is recommended that the confirmation of the road from Gunning to the road from Wheeo to Laggan at the Lost River should be deferred, the traffic not being of sufficient importance to warrant an expenditure of £245 12s., the sum of which would be required to fence those portions of the line which pass through enclosed lands.

W.R.D.

B.C., 1st June, 1866.

No. 27.

THE UNDER SECRETARY FOR LANDS to MR. E. H. WOODHOUSE.

Department of Lands,  
Sydney, 14 June, 1866.

SIR,

Referring to your letter of the 26th April last, requesting that the proposed road from <sup>See No. 24.</sup> Gunning to the road from Wheeo to Laggan may be formally opened for public use, I am directed to inform you that the opening of the road in question would necessitate the expenditure of not less than £245 for fencing, which is more than the public importance of the road would warrant the Government in defraying.

2. The confirmation of the road has therefore been deferred for the present.

I have, &c.,  
M. FITZPATRICK.

No. 28

## No. 28.

MR. MARTIN TULLY to THE SURVEYOR GENERAL.

Goulburn, 19 August, 1869.

SIR,

I have the honor to call your attention to the road lately measured by Mr. Surveyor Deering, from Gunning to Laggan, in the county of King.

Upon reference to the survey deposited in the Branch Survey Office, Goulburn, it will appear the proposed road intersects several of my lots of land, while in almost every other instance it is traced outside the boundaries of my neighbours'.

I am prepared to show that there is no necessity for cutting up my paddocks in the way proposed; and if the object be to make a road from Gunning to Laggan, a much better road can be had starting from the 17-mile tree *via* the Grabben Gullen Village Reserve now being sub-divided.

I beg you will refer the matter to Mr. Surveyor Twynam.

I have, &c.,  
MARTIN TULLY.

Mr. Twynam, district surveyor, is requested to report. (All the papers should be sent to Mr. Twynam.)—P.F.A., 2 Sept.

Qy. 8 June, /73.

Report accordingly by my letter to the Surveyor General, dated 7th June, 1873.—  
E. TWYNAM, D.S.

## No. 29.

MR. DISTRICT SURVEYOR TWYNAM (FORWARDING LETTERS FROM MR. J. F. GRAY.)

ANNEXED hereto is a letter by Mr. Gray, of Byalla, urging the survey of the road from Gurrunda, *via* Byalla and Meroo, towards Yass.

There is a considerable population along this road, and in the aggregate a large area of alienated land. A road in this direction has been in use for many years, it intersects several large grants, viz. :—Gurrunda, Byalla, Meroo, Yaldwins, and has been reserved through the portions lately measured and conditionally sold.

This road has lately been obstructed, causing inconvenience to those resident along its course, and as it is necessary to many, and may become a convenient route for the passage of stock, I would submit for consideration that it would be expedient to survey and dedicate such portions as sever alienated land, and define other parts which have been reserved but which have been obstructed and the marking defaced.

In recommending the survey of parts of this road, it is with a view of the opening of the same subject to the provisions of the Public Gates Bill.

[Enclosures.]

Mr. J. F. Gray to Mr. District Surveyor Twynam, Goulburn.

Byalla, near Wheeo, 18 April, 1872.

Dear Sir,

Since I wrote you on 2nd March, I have seen Mr. Licensed Surveyor Armstrong, who has reminded me that the reserve referred to in your letter to me of 28th February, comprised the 30 acres marked /79 on Biala Creek, parish of Lambton, and since sold to P. Tully. This was the old camping ground referred to in the petition, and in lieu of which watering-place a reserve on Hume's Creek, near Broderick's C.P. of 320 acres, /75, in same parish, would greatly accommodate travellers and teamsters.

No copy in Lands.

I am, &c.,  
JOHN F. GRAY.

Mr. J. F. Gray to Mr. District Surveyor Twynam, Goulburn.

Byalla, near Wheeo, 13 April, 1872.

Dear Sir,

I have just seen the Minister for Lands' reply to the application for survey of the road referred to in your letters to me of 28th February and 5th March last, which states,—“That on the report of the local Surveyor it does not appear that the traffic or importance of the road applied for is such as to warrant the cost of survey.”

I do not at present wish to say anything regarding that report or reply, but as in my letter to you of 9th ultimo I gave, at your request, my consent to mark the road in question through my land here, and as the application is now ignored, I beg to withdraw that consent, and to request if my letter of 9th March last is in any way recorded in the Lands Department, that this my withdrawal of consent may be also so recorded.

Letters to D.-S. Twynam, not in Lands Department.

Notice, Lands Department.

I am, &c.,  
JOHN F. GRAY.

Mr. J. F. Gray to Mr. District Surveyor Twynam, Goulburn:

Byalla, near Wheeo, 18 April, 1872.

Dear Sir,

I am in receipt of your favour of 15th instant, in which you say,—“That either the letter you have received from the Minister for Lands must refer to some other road matters, or the gist of my report of 5th March last must have been misapprehended,” and again you say—“I would still advise the survey.”

I now beg to say, if the road is to be surveyed, I shall be glad to withdraw my letters of 13th instant, and agree without compensation, or fencing, to its passing through Byalla, as you may consider the best line; but if the extract from your report (enclosed in your last) is to be taken literally, and the thoroughfare secured—*ad interim*—only through these estates (Byalla and Meroo), then it would only sacrifice my private interest, and benefit no one for the present.

Permit me to add, that the road in question is very much needed by a very large number of residents, as you will readily see by a reference to the Country maps, and I, in common with hundreds in this quarter, had the utmost difficulty in getting supplies carried during the last wet season, through want of a defined road; and the longer it is deferred the more difficulty will arise through additional selections and enclosures.

At the present moment, I think no reasonable objection would be made to define it from end to end.

I am, &c.,  
JOHN F. GRAY.

No. 30.

PETITION OF MR. JOSIAH HARRIS AND OTHERS.

To the Honorable the Minister for Lands.

The humble Petition of the Inhabitants of Gunning, Wheeo, Gullen, and Grabben Gullen,—

Your Petitioners most humbly pray that you will cause a survey of a road to be made between Gunning and Wheeo Post Office, for the following cogent reasons:—

That the legitimate and only market for the settlers of the above-named places is Gunning; that in consequence of there being absolutely no road, the inhabitants of Wheeo, &c., have to go to Goulburn, making a detour of 40 miles, causing to them a serious loss of time, and entailing a great expense,—reducing the value of their staple and the price of their land.

That this district is most densely populated, and that they are now absolutely prevented by fences from reaching their market or the mill.

That, on the advance of the railroad, it will be utterly impossible for them to come to the Terminus at Gunning.

That the Courts of Petty Sessions and Requests held at Gunning are the Legal Courts for the inhabitants of Wheeo, &c., and that suitors are put to a loss, being debarred from attendance from the want of a road.

That a road was surveyed seven years since, which from its impracticability, and also from proprietors not considering it to be the best or shortest route, it was again surveyed two years after.

That from that time they have been waiting for a road to be proclaimed, that no proprietors are adverse to it—if any, a very insignificant portion.

That your Petitioners humbly pray you will take their prayer into your most serious consideration and relieve them from the disabilities and monetary difficulties under which they are now suffering; for the want of a road that is indispensably necessary.

JOSIAH HARRIS.

A. S. GRAY.

CHAS. M'NEALE.

(And here follow 150 signatures.)

Presented by M. Fitzpatrick, M.L.A.—11/6/72.

Mr. District Surveyor Twynam is requested to report.—R. D. FITZGERALD, for Surveyor General, 18th June, 1872.

Report accordingly by my letter to the Surveyor General, 7th June, 1873.—E. TWYNAM, District Surveyor. Query, 8 June, 1873.

No. 31.

PETITION FROM PUBLIC MEETING HELD IN GUNNING.

At a public meeting held in Gunning, on Wednesday, 21st August instant, the following resolutions were submitted to the meeting by H. Saxby, Esq., J.P., Chairman:—

1. Proposed by Mr. W. R. Reynolds, and seconded by Mr. W. J. Wilson, and carried unanimously,—That the road as at present surveyed from Gunning to Grabben Gullen is practically useless.

2. Proposed by Mr. R. Jones, and seconded by Mr. J. Fraquhar, and carried unanimously,—That a deviation at the Fish River is necessary to render the said road fit for traffic, and thereby available for public use.

3. Proposed by Mr. Rayner, and seconded by Mr. J. Allen, and carried unanimously,—That the inhabitants of Grabben Gullen have now to travel a distance of 40 miles to a market (Goulburn), whereas if the road to Gunning was practicable they would have a market at a distance of 18 miles, and that they and the people of Gunning are thereby subjected to a great loss and inconvenience.

4. Proposed by Mr. Wilson, and seconded by Mr. R. Jones, and carried unanimously,—That the foregoing resolutions be signed by the Chairman, and forwarded to the Hon. Member for Yass Plains for presentation to the Minister for Works.

HY. SAXBY,  
Chairman.

Gunning, 22 August, 1872.

Presented to the Honorable the Minister for Works, by M. Fitzpatrick, 24/8/72.

This is a matter which should be dealt with by the Lands Department. Paper might be sent there, and Mr. Fitzpatrick, M.P., be so informed.—W.C.B., 26/8/72.—Under Secretary for Lands.—B.C., 27/8/72.—J.R.

Mr. District Surveyor Twynam is requested to report.—R. D. FITZGERALD, for Surveyor General, 17 Sept., /72.

Report accordingly, by my letter to the Surveyor General, No. 73/103, 7 June, 1873.— Query, 8 June. E. TWYNAM, D.S.

No. 32.

THE UNDER SECRETARY FOR PUBLIC WORKS TO M. FITZPATRICK, Esq., M.L.A.

Department of Public Works,  
Roads under Trustees,  
Sydney, 27 August, 1872.

SIR,

With reference to the Petition presented by you on behalf of a meeting held in Gunning, objecting to the present survey of the road from Gunning to Grabben Gullen, I am directed by the Honorable the Secretary for Public Works to inform you, that the same has been forwarded to the Under Secretary, Department of Lands, to whom as a matter belonging to the business of his Department it ought to have been addressed; and I am to refer you to that officer for any reply that may be necessary on the subject of your communication.

I have, &c.,  
J. RAE.

No. 33.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 8 June, 1873.

SIR,

With reference to certain petitions for deviations in, and for substitution of another road in lieu of that surveyed from Gunning to Grabben Gullen, which have been forwarded to me for investigation under your several B.C. memoranda, Nos. 69,152, 72,114, and 72,285, I have now the honor to report :

1. Objection is urged by Mr. Martin Tully (69-2,098) on the grounds of injurious and unnecessary severance of his purchased lands. It is unnecessary for me to enter upon the question of damage by severance, as I find, upon careful inspection of the ground, that a much better road in every respect than that surveyed may be obtained from near the 17-mile Tree through Crown land on to the village of Grabben Gullen ; such road will afford all the communication required, and will avoid the crossing of Wattle and Grabben Gullen Creeks, over which costly causeways or bridges would otherwise be requisite.

2. Objections to the road surveyed near Gunning are advanced by petition (72-824), and urged by resolutions at a public meeting (72-1,281). I have carefully examined this part of the road, and I find that it is now impracticable for traffic, the principal obstacle being the Gunning Delbella Creek, which, by the action of the torrent of water poured down this watercourse in the rainy season of 1870, has become a deep and impassable chasm, over which the construction of a bridge would involve comparatively an enormous outlay, altogether incompatible with the importance of the traffic on this road. Admitting this difficulty as insurmountable under present circumstances, it is unnecessary to refer to minor objections.

3. I have thoroughly inspected the several tracks from time to time in use between Gunning and Gullen, and mentioned in the accompanying papers, and I have no hesitation in pronouncing that *via* Newman's incomparably the best, and by judicious selection of site a very good road may be laid out on this route. Its principal merits are that it avoids the Gunning Delbella Creek ; that severance of alienated lands is reduced to about one-third of the extent on either of the other routes ; and that in respect of natural conditions it is very much superior.

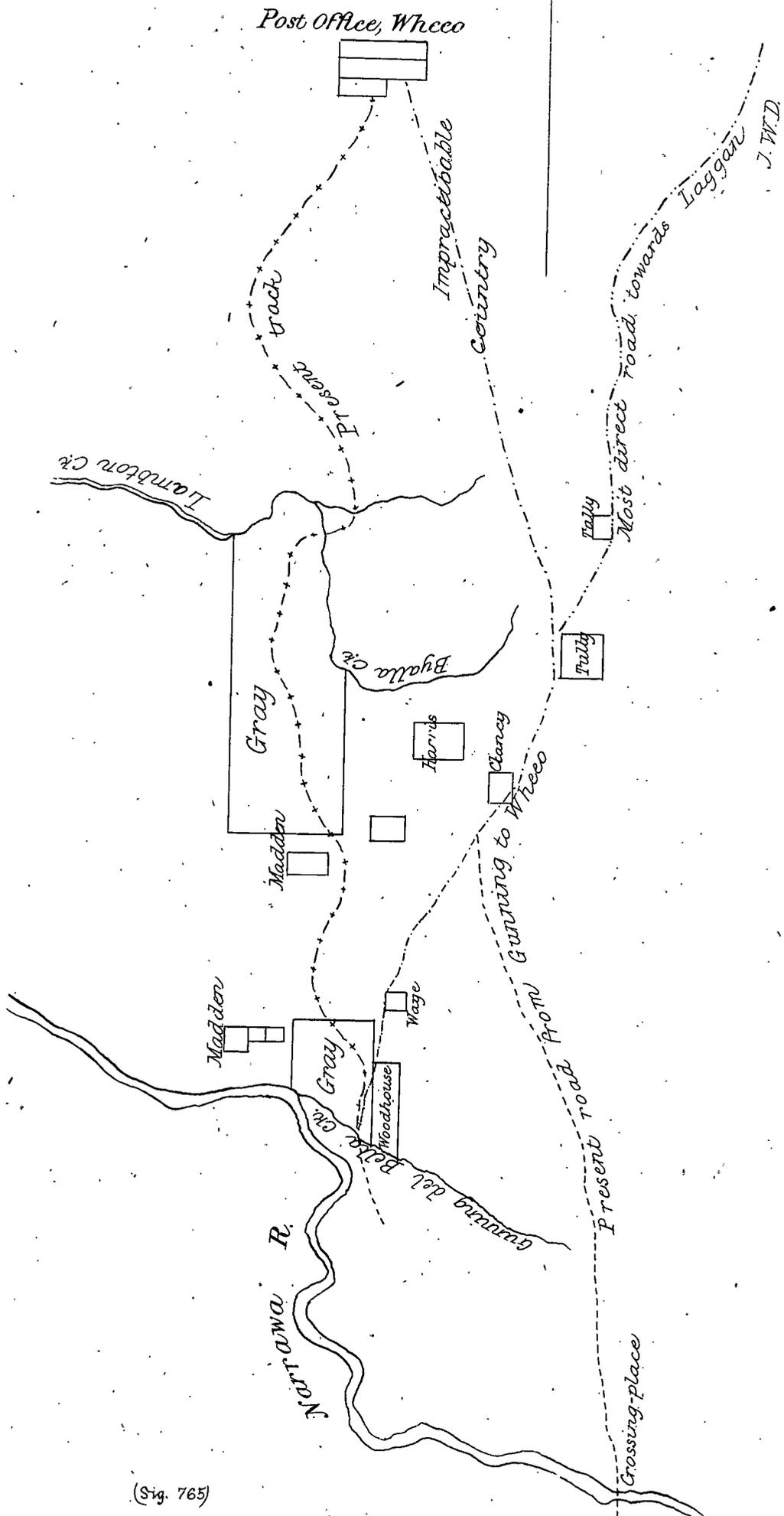
4. In suggesting this route *via* Newman's, I recommend its adoption for the through traffic from Gunning to Gullen. It will probably be represented that such a road would not afford access to M'Leay's, Clayton's, and Woodhouse's grants, now in possession of several proprietors ; and to this I would rejoin that those in possession of these lands have by use, over a lengthened period, acquired right of thoroughfare, that if necessary such right may be confirmed by the Government without much difficulty under the law now in force and that shortly to come into operation, and that such claims (if any) may be treated separately and distinct from the local necessity of a road from Gunning to Gullen.

5. It will be observed that the alterations suggested in the surveyed road are so extensive as almost to supersede it and make a re-survey necessary.

6. I would beg to draw your early attention to the consideration of this matter, as the railway works about to be commenced will induce much more constant communication between the places named than has hitherto prevailed.

I have, &c.,  
E. TWYNAM,  
District Surveyor.

[Two plans.]



(Sig. 765)

# SURVEY OF A ROAD FROM GUNNING TOWARDS LAGGAN

Terminating at a Junction with the Road from Wheeo to Laggan  
CO. KING

Proposed to be opened as a Parish Road under the Act of Council 4<sup>th</sup> 1865.

MEMO: No. 1100. Line is on the Western Side of Road throughout and all Angle Notes and Lines are painted Red.

SCALE  
0 20 40 60 80 100 CHAINS

Road to be opened is shewn thus

Preliminary Notified 29<sup>th</sup> Sep 1865. No. 2177

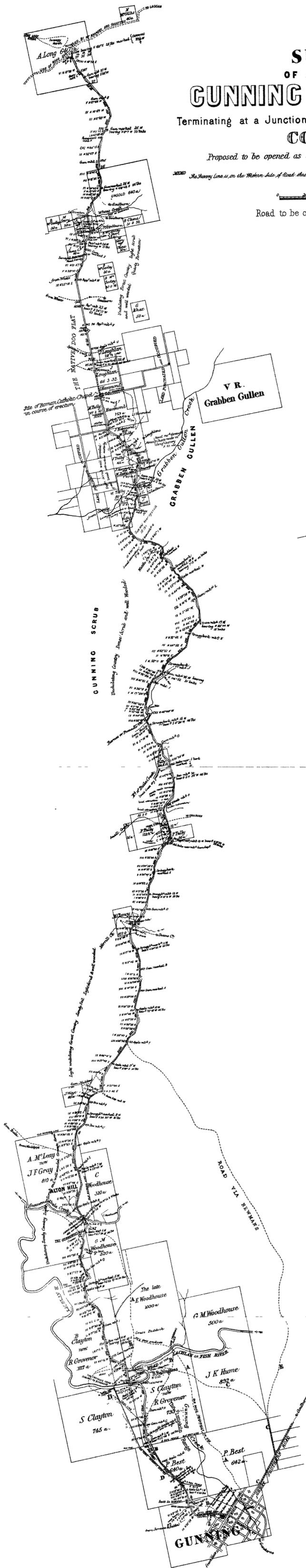
Read before the Executive Council on 25<sup>th</sup> August 1865. Min. 65/33

(Signed)  
Alex. C. Budge  
CLERK OF THE COUNCIL

Transmitted to the Surveyor General with Letter 65/14 20<sup>th</sup> Apr 1865  
(Signed)

John William Deering  
GOV<sup>r</sup> SURVEYOR

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



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ROAD FROM FIELD OF MARS COMMON TO GREAT NORTH ROAD.  
(PETITIONS, CORRESPONDENCE, &c.)

*Ordered by the Legislative Assembly to be printed, 17 August, 1876.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 20 June, 1876, That there be laid upon the Table of this House,—

“ A copy of all Petitions, Correspondence, and other Papers and Documents in the possession of the Government having reference to, or in connection with, the opening of a Parish Road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde; also, a map or plan of the above road, showing produced lines of the same easterly and westerly half-a-mile each way, and showing also the position of the Great North Road in this neighbourhood; also, a statement of the quantity of land which will be taken from the Crown land, formerly the Field of Mars Common, by adopting the produced lines of such Parish Road, and the names of the persons, so far as the same can be ascertained, owning land facing the same road.”

(*Mr. Buchanan.*)

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## APPENDIX.

Tracing showing the position of the Great North Road, in the Municipality of Ryde, with statement of the quantity of land which will be taken by adopting the produced of the Parish Road in question.

## ROAD FROM FIELD OF MARS COMMON TO GREAT NORTH ROAD.

### No. 1.

PETITION FROM CERTAIN INHABITANTS OF RYDE TO THE MINISTER FOR LANDS.

Ryde, 8 December, 1873.

SIR,

We the undersigned owners and occupiers of land at Ryde respectfully request you will cause the hereinafter mentioned Government Road, 150 links wide, to be opened; portions of it are appropriated and fenced by various people, causing much inconvenience to your Petitioners and others who, were it opened, would make constant use of same.

J. Wood's 30 acres grant, and E. Marsh's 30 acres grant, have been bought under Torrens' Act, and the certificates exclude the fenced in part of said road, opposite those grants.

The road sought to be opened commences at the Field of Mars Common, parish of Hunter's Hill, and runs along the north-eastern boundaries of the following grants to the Great North Road:—Laurel's 30 acres, Hawkes' 50 acres, Jones' 30 acres, Marsh's 30 acres, and Wood's 30 acres.

We have, &c.,

JOHN GEORGE BEIHLER,  
JOHN GEORGE SCHMERKERS,  
GEORGE BUNN,  
and 38 others.

This is referred to the municipal authorities of Ryde, through which body it should have been forwarded.—ROBT. D. FITZGERALD (for the Surveyor General), B.C., 23 December, 1873.

The Under Secretary for Lands,—Refer by letter and inform applicants.—A.O.M., 24/12/73:

### No. 2.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
13 January, 1874.

SIR,

I am directed to forward, for the consideration of the Municipal Council of Ryde, the enclosed <sup>see No. 1</sup> application from certain residents in that locality, for a road to be opened at the Field of Mars Common, parish of Hunter's Hill.

I have, &c.,  
W. W. STEPHEN.

### No. 3.

THE UNDER SECRETARY FOR LANDS TO MESSRS. J. G. BEIHLER, A. ADAMS, R. ALLEN, AND OTHERS.

Department of Lands,  
Sydney, 17 January, 1874.

GENTLEMEN,

I am directed by the Secretary for Lands to acknowledge the receipt of your letter of the <sup>No. 1</sup> 8th of December last, applying for the opening of a road at the Field of Mars Common, parish of Hunter's Hill, and to inform you that the same has been forwarded to the Municipal Council of Ryde, to whom, as a matter belonging to the business of that Department, it should have been addressed, and I am to refer you to them for any further reply to your communication.

I have, &c.,  
W. W. STEPHEN.

### No. 4.

THE COUNCIL CLERK, RYDE, TO THE UNDER SECRETARY FOR LANDS.

Ryde, 11 March, 1874.

SIR,

With reference to the opening of the road mentioned in the Petition forwarded to the Municipal Council of Ryde for their report (and which said Petition is herewith returned), I am directed by the said Council to inform you that they hereby request the Government to open the road before referred to.

I have, &c.,  
GEORGE M. POPE,  
Council Clerk.

Mr. Licensed-Surveyor Hedgeland is requested to survey for proclamation the road herein referred <sup>See No. 1</sup> to and more particularly described in the memorial of 8 December, '73.—ROBT. D. FITZGERALD (for the Surveyor General); B.C., 24 March, 1874.

## No. 5.

THE COUNCIL CLERK, RYDE, to THE UNDER SECRETARY FOR LANDS.

Ryde, 28 July, 1874.

SIR,

I am desired by the Municipal Council of Ryde to inform you that when application was made for the alignments of the roads at Ryde, the road named in the margin was accidentally omitted, and as Mr. Surveyor Hedgeland has now commenced the said alignment the Council would feel obliged if you would be pleased to instruct him to align the road before mentioned, also to give the parties on Morrison's road the correct boundary for their fences.

Gladesville  
Wharf Road.

I have, &amp;c.,

GEORGE M. POPE,  
Council Clerk.

It is recommended that the applicant be informed that Mr. Licensed-Surveyor Hedgeland has been instructed to survey "Gladesville Wharf Road," and to point out the correct line of Morrison's Road, there being still traces of an old survey which might otherwise mislead those persons desirous of fencing. Mr. Hedgeland will communicate with applicant when he is ready to carry out the latter instruction.—ROBT. D. FITZGERALD (for Surveyor General), 9 September, 1874. Returned to the Surveyor General, B.C., 23 Sept., 1874.—O.R.

## No. 6.

MR. LICENSED-SURVEYOR HEDGELAND to THE SURVEYOR GENERAL.

Parramatta, 17 August, 1874.

SIR,

In accordance with your B.C. instructions, marked 24th March, 1874, I have the honor to forward herewith a plan\* of survey showing approximately the position of the reserved road from the Field of Mars Common, along the north-east boundary of the grants to Laurel, Hawkes, and others, to its junction with the Great North Road, which reserved road is the one the opening of which has been applied for.

See No. 4.  
\*Appendix A.  
Tracing  
herewith.

I have, &amp;c.,

GEORGE C. HEDGELAND,  
Licensed Surveyor.

## No. 7.

THE SURVEYOR GENERAL to MR. LICENSED-SURVEYOR HEDGELAND.

Surveyor General's Office,  
Sydney, 9 September, 1874.

LICENSED-Surveyor Hedgeland is requested, at his early convenience, to point out to the Council Clerk of the Borough of Ryde the correct line of Morrison's road, as it is understood that there are still traces of an old survey which might otherwise mislead those persons desirous of fencing.

ROBT. D. FITZGERALD,  
(For Surveyor General.)  
9 Sept., /74.

I have been informed by the Council Clerk that there is not now occasion to shew him the line of road in question, those desirous of fencing having found it out for themselves.—GEORGE C. HEDGELAND, L.S., Parramatta, 30 January, /75.

Shall the Council Clerk be apprised of this report?—O.R., 15 Feb., /75. Yes.—15.

## No. 8.

THE UNDER SECRETARY FOR LANDS to THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 23 September, 1874.

SIR,

With reference to your letter of the 28th July last, respecting the omission of Gladesville Wharf Road from the application for the alignment of the roads at Ryde, I am directed to inform you that Mr. Licensed-Surveyor Hedgeland has been instructed to survey Gladesville Wharf Road, and to point out the correct line of Morrison's road, there being still traces of an old survey which might otherwise mislead those persons desirous of fencing.

2. Mr. Licensed-Surveyor Hedgeland will communicate with the Borough Council of Ryde when he is ready to carry out the latter instruction.

I have, &amp;c.,

W. W. STEPHEN.

No. 5.

## No. 9.

## MEMO. OF THE SURVEYOR GENERAL.

\*See Plan with No. 6.

\* THE accompanying plan and book of reference of the street, as per margin, in the Municipality of Ryde, are forwarded with the view to the proclamation of the street, under the Act of Council 4 William IV, No. 11, previous to its alignment, in accordance with Act of Council 2 Victoria, No. 2.

This road has been surveyed with a view to proclamation, on petition of the inhabitants, and at the request of the Borough Council.

ROBT. D. FITZGERALD,  
(For the Surveyor General.)  
B.C., 14 October, 1874.

Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road.

## [Enclosure to No. 9.]

Book of Reference of Road reserved in the Borough of Ryde, parish of Hunter's Hill, county of Cumberland, to be opened as a Parish Road, under the Act of Council 4 William IV, No. 11.

No.	Portion of Road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
1.	Reserved road from the junction of Victoria Road with the Great North Road to the Lane Cove Road .....	Reserved.	Roadway.		South-easterly.	23 30	Fence	Obstructions.		1 chain or 66 feet.	2a. 1r. 16p.	Fences cross road in numerous places.
2.	From the last-mentioned boundary along the north-eastern boundaries of Jones' 30 acres, Hawkes' 50 acres, and Laurel's grants, to where fence crosses road at the Field of Mars Common .....											

## No. 10.

## MINUTE OF THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 15 October, 1874.

THE authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned line of parish road as shown by the accompanying \*plan and †book of reference, in accordance with the provisions of the Act 4th Wm. IV No. 11, viz. :—

Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde.

HENRY PARKES.

The Executive Council advise that the intended formation of the line of road herein mentioned be notified in the manner provided by the Act 4 Wm. IV No. 11.—ALEX. C. BUDGE, Clerk of the Council.

Min. 74/50. 26/10/74. Confirmed, 29/10/74.

Approved.—H.R., 27/10/74.

## No. 11.

## THE UNDER SECRETARY FOR LANDS TO THE BENCH OF MAGISTRATES, RYDE.

Department of Lands,  
Sydney, 17 November, 1874.

GENTLEMEN,

I have the honor to forward for deposit in the Police Office at Ryde, for public inspection and information, copies of a plan and book of reference of a road which is about to be opened as a reserved road, under the Act of Council 4th William IV, No. 11, from the Field of Mars Common, along the eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde.

I have, &c.,  
W. W. STEPHEN,  
Under Secretary.

## No. 12.

## GAZETTE NOTICE.

## Parish Road.

Department of Lands,  
Sydney, 24 November, 1874.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the parish road mentioned in the schedule appended hereto, to be maintained at the expense of the parish through which it passes: Notice is hereby given, that in accordance with the provisions of the Act 4th William IV No. 11, plans and book of reference, showing the intended line of the road in question, are now deposited at the office of the Surveyor General in Sydney, and at the Police Office mentioned.

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

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

## SCHEDULE REFERRED TO.

Road number.	Description of Road.	Names of reputed Owners or Occupiers through whose properties the road passes.	Police Office at which the Plan and book of reference have been lodged.
74/1608 E 7/2/113.	Reserved road from the Field of Mars Common, along the north-eastern boundary of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde.	Reserved roadway.....	Ryde.

## No. 13.

MR. J. KERNAHAN TO THE CLERK OF THE EXECUTIVE COUNCIL.

Ryde, 1 December, 1874.

SIR,

See No. 12.

With reference to the notice in the *Government Gazette* of date 24th November last, requesting that any well-grounded objections to the formation of a road proposed to be opened from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde, should be transmitted in writing to the Clerk of the Executive Council within one month, I hereby beg to state that I object to the formation of the said road as shown in the plan deposited at the Court-house, Ryde, for public inspection, as it takes a large portion of my orchard, which I have purchased, and of which I hold my deeds; also, because there is now at the boundary of my fence a chain in width, which has been used by the public for many years.

I also dispute the position of the road as shown on plan, believing the same to be incorrect.

I have, &c.,  
JAMES KERNAHAN.

## No. 14.

MR. R. COWELL TO THE CLERK OF THE EXECUTIVE COUNCIL.

Field of Mars, Parramatta,  
1 December, 1874.

SIR,

See No. 12.

In reference to the notice in the *Government Gazette*, dated November 24th last, of a road proposed to be opened from Field of Mars Common, along the north-eastern boundaries of the grants of land to Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde, and requesting that any well-grounded objections to the formation of such road as above proposed should be transmitted in writing to the Clerk of the Executive Council within one month from the date thereof,—

1. I beg to acquaint you that I object to the formation of the said road as shown in the plan deposited at the Court-house, Ryde, on the ground that a large portion of the orchard, my property, and of which I hold the deeds, is taken away thereby.

2. Also on the ground that at present a road 1 chain wide, running along the boundary of my fence, has been used by the public traffic for many years past.

3. I most respectfully beg to dispute the position of the road in question, as the same is shown on the said plan, believing it to be incorrect.

I have, &c.,  
RICHARD COWELL.

No. 15.

## No. 15.

PETITION FROM J. JUPP AND OTHERS TO THE MINISTER FOR LANDS.

THE humble Petition of the undersigned residents of Ryde respectfully sheweth:—That your Petitioners have noticed in a recent number of the *Government Gazette* that it is proposed to open a road leading from the Lane Cove Road to the Great North Road, between the grants of W. Richardson and part of John Stroud's grant, on the north-east side, and by the grants of Edward Marsh and Jane Wood, on the south-west side. See No. 12.

Your Petitioners are of opinion that the said road is not required; the only person to use the same (if opened) would be Mr. G. Beihler; and Mr. George Wicks having offered to hand over to the Municipal Council a road from Mr. Beihler's to the North Road, we consider that this arrangement would be preferable to the opening of the road as proposed. The fences as they at present stand are the original boundaries of the farms, there never having been any thoroughfare where the present road is marked out.

Under the circumstances we pray that the portion of the road herein first described may not be opened.

And your Petitioners, &c.

JAMES JUPP,  
J. K. HEYDON, J.P.,  
And 28 others.

Ryde, 3 December, 1874.

## No. 16.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 4 December, 1874.

SIR,

In drawing your attention to the notice in the *Government Gazette* of the 24th ultimo, respecting the intended formation of a reserve road, viz., from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde,—I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to? No. 12.

I have, &c.,  
W. W. STEPHEN.

## No. 17.

JANET CHATFIELD and JAMES GALLAWAY TO THE CLERK OF THE EXECUTIVE COUNCIL.

Ryde, 12 December, 1874.

DEAR SIR,

In pursuance of a notification in the *Government Gazette* of the 24th November, 1874, directing objections to a road proposed to be opened by the Government in the Municipality of Ryde, from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, we, the undersigned, interested in certain land through which the proposed road will pass, beg respectfully to submit the following objections to the road being opened:— See No. 12.

1. That the said road will be of no benefit or advantage to the public and residents in general, but will be only beneficial to one man—John Beihler.
2. That the said John Beihler has been offered a road through the land adjoining himself, the property of Mr. George Wicks, and Mr. Wicks is still willing to give him one.
3. That the proposed road, if opened, will pass through the garden and portion of the orchard of the undersigned, Janet Chatfield; thereby causing great injury to and consequent depreciation of her property.
4. That John Beihler, the person referred to in the first paragraph hereof, purchased the land he holds from the undersigned James Gallaway, and that it was expressly stipulated on the sale, and was one of the conditions that he should not attempt to open the proposed road, which the said John Beihler agreed to, the said James Gallaway telling him that if he objected he could have his money back again, which the said John Beihler refused to take, electing to use only the Great North Road.
5. That it will be found on reference that some years back, to avoid opening the proposed road, the existing Government opened a road in lieu of it, which is now in existence, and called the Great North Road, and this road answers the purpose of every one about the neighbourhood.
6. In addition to the facts shown in the preceding paragraphs, it can be shown that, in order to avoid, and as a compensation to those who purchased land along the line of road for its not being opened, several proprietors, Messrs. Tunks, Wicks, the undersigned, James Gallaway, and others, have given up land for a roadway, and will therefore, if the proposed road be formed, be at the loss not only of the land taken up by the road but of that already given up.

It is therefore respectfully submitted that the Government will re-consider the application and reject the Petition in favour of the opening of the said road upon the grounds that it is not for the public benefit, and that it will be productive of great injury to the persons through whose lands it will pass.

JANET CHATFIELD.  
JAMES GALLAWAY.

No. 18.

## No. 18.

MR. J. BILLINGTON TO THE CLERK OF THE EXECUTIVE COUNCIL.

Ryde, 21 December, 1874.

SIR,

See No. 12.

Referring to notice in the *Government Gazette*, of date the 24th November last, requesting that any well-grounded objection to the opening of the road proposed to be opened, the same being therein described as "Reserved road from the Field of Mars Common, along the north-eastern boundaries of grants of Laurel, Hawkes, and others to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde,"—

I beg to state that I object to the opening of the said road:

1st. Because the farm at the side of the proposed road, which is owned by me, was fenced before I came into possession of the same, thirty years ago.

2nd. Because I do not believe the survey under which it is proposed to open the said road is correct, no previous surveyor ever having laid down such a line as the present one shown in the plan as exhibited at the Court-house, Ryde.

3rd. Because there is a road now in existence 1 chain in width, and the same has been in use for the last forty years.

I have, &amp;c.,

JAMES BILLINGTON.

## No. 19.

MR. G. WICKS TO THE CLERK OF THE EXECUTIVE COUNCIL.

View Cottage,

Ryde, 22 December, 1874.

SIR,

See No. 12.

Referring to the notice in the *Government Gazette*, of date 24th ultimo, stating that any well-grounded objection to the opening of a road, therein described as follows:—Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde,—I beg to inform you that I object to the opening of the said road,—

1st. Because a road has been taken through my land by the Government without giving me any compensation for the same; it is also only a few rods distant from that now sought to be opened.

2nd. Because the only person who would use the said road (if opened) would be Mr. Beihler, and I have offered to make over to the Municipal Council a road giving this person free access to the farm by a more direct way than the road proposed to be opened.

3rd. Because I do not believe the survey as at present defined to be a correct one.

I have, &amp;c.,

GEORGE WICKS.

## No. 20.

MR. H. HOWARD TO THE CLERK OF THE EXECUTIVE COUNCIL.

Ryde, 22 December, 1874.

SIR,

See No. 12.

With reference to the notice in the *Government Gazette* of date 24th of November last, requesting that any well grounded objections to the formation of a road proposed to be opened from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde, should be transmitted in writing to the Clerk of the Executive Council within one month, I hereby beg to state that I object to the formation of the said road as shown on the plan deposited at the Court-house, Ryde, for public inspection, as it takes away a large portion of my orchard, which I have purchased and of which I hold my deeds.

Also, because there is now at the boundary of my fence a road 1 chain in width, which has been used by the public for many years. I also dispute the position of the road as shown on plan, believing the same to be incorrect.

I have, &amp;c.,

HENRY HOWARD.

## No. 21.

MR. J. JUPP TO THE CLERK OF THE EXECUTIVE COUNCIL.

Ryde, 22 December, 1874.

SIR,

See No. 12.

In accordance with the request contained in a notice in the *Government Gazette*, dated 24 November last, stating that any well grounded objections to the opening of a reserved road described as follows:—"From the Field of Mars Common along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde," may be given in writing, I hereby beg to transmit the following objections to the opening of the road in question:—

1. Because there is now a road 1 chain in width, and the same has been in use for the last forty years.

2. Because the present line, as laid down in the plan exhibited at the Police-office cannot be a correct survey, no other surveyors having at any time thereon such boundaries as the present.

3. Because the farm owned by me (Birking's 30 acres) was fenced after survey forty years ago, and the said fences have never been altered.

I have, &amp;c.,

JAMES JUPP.

No. 22.

## No. 22.

W. TUNKS, ESQ., TO THE CLERK OF THE EXECUTIVE COUNCIL.

St. Leonards,  
26 December, 1874.

SIR,

Referring to a notice in the *Gazette*, dated 24th November last, and headed "Reserved Road- See No. 12. way, Ryde," I beg to say that I object and protest against the plan of the proposed roadway being confirmed—the same being useless and injurious to a number of persons. The object to be obtained by the proposed road is ostensibly to accommodate one person, whose case can be provided for without the disturbance of what may be called in this Colony a number of ancient boundaries, and destroying a large amount of property. In support of my objection I offer the following, viz. :—

A person named Beihler lately purchased some land at Ryde, and being desirous of obtaining access to the Great North Road from his land at a particular place, simply for greater convenience to get his produce to market, &c.,—notwithstanding that he (Beihler) has a frontage of at least 10 chains to an open and proclaimed road on the other side of his farm,—he procured the signatures of a number of persons to a petition to the Government to open a way out for him, such petitioners, as usual, having little or no interest in the matter.

Mr. James Wicks and myself own adjoining land to Beihler, which is said to include the proposed roadway, and have held the same for probably seventy years. Wicks has his land for many years planted as an orchard. The southern side of Beihler's land is about  $2\frac{1}{2}$  chains only from the Great North Road, through Wicks's land, and for some time Beihler obtained ingress and egress that way, but some misunderstanding having arisen between them as to the tenure of the right-of-way, Beihler then applied to the Government to open him a roadway out. The survey, to accomplish that object continues a road  $\frac{1}{2}$  a mile long, nearly parallel to and within 2 chains of an existing road, which has been in use, I am informed, by old residents within their knowledge, for over fifty years. The road referred to commences at Berkin's (now Jupp's) 30 acres, running easterly  $\frac{1}{2}$  a mile to the Common. One or more of the farms having a frontage to this road, has been subdivided and sold or otherwise alienated in small parcels. A law-suit of an expensive character was tried in the Supreme Court about fourteen years ago between Mr. Small and Mr. Billington on the question of a disputed boundary. Surveyors were employed on both sides, but no objection was taken to the position of the present road.

Some land fronting the same road has been put under Torrens' Act without any demur as to the correctness of its locality. It is, under all the circumstances, in the best position. The proposed new road, on the contrary, being 2 chains more to the north, equal to 132 feet, encroaches on several orchards, the whole of their frontage by that depth destroying many fruit trees and much fencing. In holdings of 6 acres (two such cases are known to me) the loss to the owners will be serious both in quantity of land and the number of fruit trees. On the southern side of the proposed road the holdings will be increased in proportion to the loss on the northern side of the road, notwithstanding that all the owners of land on the southern side have now their full quantity and are satisfied with it; in fact none of them complain that I am aware of. The present road crosses a creek once nearly at right angles. The proposed road for some distance will be along the bed of the same creek and therefore impracticable.

Whatever course may be deemed fair to Mr. Wicks, Beihler, and myself, in this matter, there is, in my opinion, no necessity whatever for altering the present road from Jupp's to the Common. If a way were made through the southern boundary of my land it would principally be along a watercourse and impassable in wet weather. Through Wicks's is the most convenient way out for Beihler to the main thoroughfare, regarded simply as a matter of convenience, and to which, Mr. Wicks informed me, he has no objection—that is to dedicate the land to public use. No living man can, I believe, say with certainty where the original road (if any) was laid out. The one in use from Jupp's to the Common has been used for more than fifty years and is sufficient for every legitimate purpose. To alter it as proposed will involve the holdings generally in the vicinity in uncertainty, confusion, and, I am fearful, litigation.

If the plan of the proposed new road 2 chains northward to the present road; useless as it is, be confirmed, all the persons whose property is injured by it will be justly entitled to substantial compensation. Full-bearing fruit trees, especially orange trees, are not reared in a few years.

I have, &c.,  
WILLIAM TUNKS.

## No. 23.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE MINISTER FOR LANDS.

Executive Council Office,  
30 December, 1874.

SIR,

In compliance with the request contained in the Under Secretary's letter of the 4th instant,\* See No. 16. I do myself the honor to forward to you the objections lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,  
ALEX. C. BUDGE,  
Clerk of the Council.

It is recommended that the attention of the Borough Council of Ryde be drawn to the road from the Field of Mars Common to the Great North Road, surveyed in compliance with their request, contained in a letter dated 11th March, 1874, a tracing of the plan of which survey was sent to the Bench of Magistrates on the 17th November, 1874, and to the opening of which road many objections have been received; and  
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\* Reserved road from the Field of Mars Common to the junction of the Victoria Road with the Great North Road, Municipality of Ryde. See Nos. 13, 14, 17, 18, 19, 20, 21, and 22. See No. 4. See No. 11.

and that the Council be asked whether in their opinion there would be any objection to the sale under the 10th section of the Crown Lands Alienation Act of that part lying between the Lane Cove Road and the Great North Road in case of application being made for it as unnecessary, provided that a way of access from Beihler's to the Great North Road be dedicated by Mr. George Wicks to the use of the public through his land.—ROBT. D. FITZGERALD (for Surveyor General), 3 February, 1874.

As there seems no other course since the Borough Council decline to consider the suggestions made to them (see overleaf), the confirmation of the road herein referred to is now recommended.—ROBT. D. FITZGERALD (for Surveyor General), 12 April, 1875.

Approved—T.G., 19/4/75.

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No. 24.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 17 February, 1875.

SIR,

I am directed by the Minister for Lands to invite the attention of the Borough Council of Ryde to the road from the Field of Mars Common to the Great North Road, surveyed in compliance with their request contained in a letter dated 11th March, 1874, a tracing of the plan of which survey was sent to the Bench of Magistrates on the 17th November, 1874, and to the opening of which road many objections have been received.

I am also to inquire whether in the opinion of the Borough Council there would be any objection to the sale under the 10th section of the Crown Lands Alienation Act of that part lying between the Lane Cove Road and the Great North Road in case of application being made for it as unnecessary, provided that a way of access from Beihler's to the Great North Road be dedicated by Mr. George Wicks to the use of the public through his land.

I have, &c.,  
W. W. STEPHEN.

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No. 25.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 20 February, 1875.

SIR,

With reference to that portion of my letter of the 23rd September last, which relates to the correct line of Morrison's road, in the Municipality of Ryde, I am directed to inform you that the local surveyor reports that there is no necessity now for showing the line of road in question, as those persons desirous of fencing have found it out for themselves.

I have, &c.,  
W. W. STEPHEN.

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No. 26.

THE COUNCIL CLERK, RYDE, TO THE UNDER SECRETARY FOR LANDS.

Ryde, 22 February, 1875.

SIR,

I am directed by the Municipal Council of Ryde to acknowledge the receipt of your letter, dated 17th instant, respecting the opening of the road from Crown lands, formerly known as the Common, to Great North Road, Ryde, and to state in reply that as the Council have already furnished a report upon the road in question they decline to express any further opinion upon the matter.

I have, &c.,  
GEORGE M. POPE,  
Council Clerk.

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No. 27.

MINUTE FOR EXECUTIVE COUNCIL.

Department of Lands,  
Sydney, 19 April, 1875.

*Confirmation of Road.*

It is recommended for the approval of His Excellency the Governor and the Executive Council, that the undermentioned line of parish road, which has been duly advertised in the *Government Gazette*, be now confirmed, in accordance with the provisions of the Act 4th Wm. 4, No. 11, viz. :—

Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde.

THOS. GARRETT.

The Executive Council advise that the line of road herein referred to, which has been duly notified in the *Gazette*, be now confirmed in terms of the Act 4th Wm. 4, No. 11.—ALEX. C. BUDGE, Clerk of the Council.

Minute 75/19—19/4/75. Confirmed.—23/4/75. Approved.—H.R., 27/4/75.

## No. 28.

GAZETTE NOTICE.

Department of Lands,  
Sydney, 30 April, 1875.*Parish Road.*

NOTICE is hereby given, in conformity with the provisions of the Act 4th William IV No. 11, that notwithstanding the objections made to the proposed opening of the parish road mentioned in the annexed Schedule, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road; and it is hereby declared expedient to open and make the road referred to according to the plan and book of reference to be seen at the Police Office mentioned.

Any persons intending to claim compensation in respect of the said line are reminded that notice must be served on the Colonial Secretary within forty days from the date hereof, as provided by the 6th section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's command,  
THOMAS GARRETT.

## SCHEDULE REFERRED TO.

Roads No.	Description of Road.	Date of previous notice of intended opening of Road.	Plan, &c., lodged at the Police Office at,—
75/548. R 7/2/113.	Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde.	24th November, 1874 .....	Ryde.

## No. 29.

THE UNDER SECRETARY FOR LANDS TO THE PRINCIPAL UNDER SECRETARY.

Department of Lands,  
Sydney, 30 April, 1875.

SIR,

In drawing your attention to the notice in the *Government Gazette* of the 30th instant, No. 28, respecting the confirmation of the line of road, viz., reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others to the junction of the Victoria Road, with the Great Northern Road, in the Municipality of Ryde,—I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,  
W. W. STEPHEN.

## No. 30.

MR. G. WICKS TO THE MINISTER FOR LANDS.

Ryde, 8 May, 1875.

SIR,

With reference to a notification in the *Gazette*, dated the 30th April last, and to a previous notice numbered in the *Gazette* of the 24th November, 1874, and to my letter containing objections to opening the road referred to, addressed to the Clerk of the Executive Council, I beg to say that some misapprehension seems to exist, as to my meaning, as conveyed by paragraph No. 2, which states as under, viz.:—"Because the only person who would use the said road (if opened) would be Mr. George Beihler, and I have offered to make over to the Municipal Council a road giving this person free access to his farm by a more direct way than the road proposed to be opened." I now beg to request a reconsideration of this matter, and to substitute for paragraph No. 2 of my previous letter the following, viz.:—"With a view to preventing unnecessary damage to my own as well as to the property of several of my neighbours by opening the road as surveyed and described in the schedule to the *Gazette* of the 30th April last, I am willing freely and formally to dedicate, according to law, to the use of the public a sufficient road in the opinion of the Survey Department, or (say) 50 links wide through my land from the Great North Road to Mr. George Beihler's land.

I have, &c.,  
GEORGE WICKS.

Witness to the signature of Mr. George Wicks.—J. BLAXLAND.

## No. 31.

J. KERNAHAN AND OTHERS TO THE MUNICIPAL COUNCIL OF RYDE.

Ryde, 21 May, 1875.

GENTLEMEN,

We, the undersigned, feeling much aggrieved at the last survey of the road leading from Crown lands, formerly the Common, by the grants of Birking, Loder, Conran, Walker, Jones, and Hawkes, to the Land Cove Road, humbly request that you will be pleased to recommend to the Minister for Lands that the said road may be proclaimed as it at present exists, merely altering the fences to a straight line, and making the same 1 chain wide from the Crown lands aforesaid to the said Lane Cove Road.

We

We believe this would be the best arrangement to do justice to all parties. We beg further to state that we are all owners of land fronting the said road.

With reference to the portion of the road above-mentioned, leading from the Lane Cove Road to Victoria Road, we are of opinion that the same is not required to be opened, provided a road is given to the Council for public access from Beihler's farm to the North Road.

We have, &c.,  
JAMES KERNAHAN,  
JAMES BILLINGTON,  
And 6 others.

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No. 32.

MR. G. WICKS to THE COLONIAL SECRETARY.

Ryde, 2 June, 1875.

SIR,

See No. 28.

With reference to the notice in the *Government Gazette*, of date 30th April, 1875, respecting the confirmation of the road from Crown lands, formerly the Field of Mars Common, to the junction of the Victoria Road with the North Road, in the Municipality of Ryde,—I hereby give notice that I intend to claim compensation in respect of the said line of road running through my orchard. I hold my farm by title under "Torrens' Act." The deeds state my land to be bounded by Beihler's farm, no road being mentioned between us. I beg to state that the Government has taken a road (viz., the Great North Road) through the centre of my farm, for which no compensation was ever given, and I am still willing to give a road to the Municipal Council from the North Road to Beihler's farm, provided that the proposed road from the Lane Cove Road to the junction of Victoria Road and North Road is not opened, and that I am allowed to purchase the same.

I have, &c.,  
GEORGE WICKS.

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No. 33.

MR. R. COWELL to THE COLONIAL SECRETARY.

Ryde, 3 June, 1875.

SIR,

See No. 28.

With reference to notice in the *Government Gazette*, of date 30th April, 1875, respecting the confirmation of road from Crown lands formerly the Field of Mars Common, to the junction of Victoria Road with the North Road, in the Municipality of Ryde, I hereby give notice that I intend to claim compensation in respect of the said line of road running through my orchard. I have purchased the whole of the land I have fenced in, and hold deeds for the same. I do not believe the road as last surveyed to be correct.

I have, &c.,  
RICHARD COWELL.

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No. 34.

THE COUNCIL CLERK, RYDE, to THE UNDER SECRETARY FOR LANDS.

Ryde, 4 June, 1875.

SIR,

See No. 31.

I have the honor to inform you that I am directed by the Municipal Council of Ryde to forward the letter herewith enclosed (the same having been duly considered at a meeting held on the 1st instant), and to state that the said Council begs to recommend that the request contained in the former portion of the said letter, respecting the opening of road from Crown lands, formerly Field of Mars Common, to the Lane Cove Road, may be complied with. The Council, however, does not agree with the statement made in the latter part of the letter, viz.:—"That the portion of road between Lane Cove Road and the junction of Victoria and North Roads is not required to be opened."

I have, &c.,  
GEORGE M. POPE,  
Council Clerk.

It is recommended that the Borough Council of Ryde be informed that it will be necessary for them to obtain the consent of the owners of land having frontage to the road proposed to be altered before the alteration can be carried out.—ROBT. D. FITZGERALD (for the Surveyor General), 15 July, 1875.

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No. 35.

MR. J. JUPP to THE COLONIAL SECRETARY.

Ryde, 5 June, 1875.

SIR,

See No. 28.

With reference to the notice in the *Government Gazette*, dated 30th April last, respecting the confirmation of road from Crown lands, formerly the Field of Mars Common, to the junction of Victoria and North Roads, in the Municipality of Ryde, I hereby give notice that I intend to claim compensation for the portion of the said road proposed to run through my orchard, known as Birking's 30 acre grant, the fence of this farm, as it at present stands, being the original boundary of the same, having been in its present position for forty years.

I also intend to claim compensation for the portion of road aforesaid running through land purchased by me from Mr. Hatton, being part of Marsh's 30 acre grant.

I have, &c.,  
JAMES JUPP.

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No. 36.

## No. 36.

W. TUNKS, ESQ., to THE COLONIAL SECRETARY.

St. Leonards, 7 June, 1875.

SIR,

With reference to a notice in the *Gazette*, dated 30th April last, confirming the opening of a See No. 28. road at Ryde, notwithstanding the objections to the same, I beg to state that I again protest against the opening of the road referred to for the following reasons, viz. :—

1. Because it is practically useless, and will (if opened) be injurious to a number of persons, and will afford a pretext for a number of other persons to encroach extensively upon Crown land, which was formerly the Field of Mars Common, and because it disturbs the boundaries of several farms which have been lawfully and quietly held for a period of about seventy-five years.

2. The present road, leading from the Lane Cove Road eastward to the Common, runs nearly parallel, and within a clear chain or so of the proposed road. The former is a good bush track a chain wide, sufficient for all legitimate purposes, and has been in use, I am informed by old inhabitants, as a highway for over fifty years. That portion of the proposed road running westward from the Lane Cove Road is impracticable and useless as a road, and is said to be occupied by two houses owned respectively by the Honble. J. Blaxland, M.L.C., and Captain Chatfield, and by an orchard belonging to Mr. George Wicks, and by other persons, showing conclusively to my mind that these old residents for the last thirty or forty years considered the site of the proposed road (if it originally existed) abandoned for the present long-used practicable route, or they would not have improved the land the way they have done. The proposed road was laid out and surveyed, ostensibly to allow Mr. Beihler to have direct access to the Great North Road, but it does not effect that object, as Beihler after all has no frontage to it.

3. From the Lane Cove Road eastward some of the original farms fronting the present road have been cut up into holdings of 5 or 6 acres each. Much of the land on the north side is cultivated as orchards. On the south side the land is almost wholly in a state of nature; nevertheless the proposed road passes through the orchards, damaging much fencing and destroying many fruit trees. In holdings of this description 2 chains wide taken off their whole frontage ruins the property.

4. By producing the southern side line of the proposed road eastward, which I understand to have been done by *quasi* authority, enables several persons to encroach on the Common to the extent of, I am informed, approximately 14 acres.

A curious feature in this matter is, that before or simultaneously with the notice appearing in the *Gazette* of the 24th November, 1874, stating that His Excellency the Governor, with the advice of the Executive Council, had deemed it expedient to open the proposed road, and inviting objections to it, a number of persons took possession of the Common land opposite their holdings, apparently by authority, so that our objections present the appearance of having been rejected by a foregone conclusion, not only before the month expired allowed by law for objections to be sent in, but before the notification in the *Gazette* appeared or was known by me as one of the persons interested. I therefore conclude that the communication of the Lands Department with the Ryde Borough Council, and our objections in this matter, was nothing more than a farce, the case having, in my opinion, been concluded beforehand. One of the farms fronting the present road has been held for seventy-five years, having been granted on the 1st January, 1800, and has been the subject of an expensive law-suit with respect to boundaries. The owners of several other holdings have obtained certificates of title under "Torrens' Act," and the situation of the present road has not hitherto been disputed, but now it seems the road is not in its right place. This is inexplicable to me. See No. 12.

If the opening of this useless and absurd road is persisted in I claim the sum of £15 as compensation for fencing off my land from such road.

I have, &c.,  
WILLIAM TUNKS.

## No. 37.

MR. J. KERNAGHN to THE COLONIAL SECRETARY.

Ryde, 7 June, 1875.

SIR,

With reference to the notice in the *Government Gazette* of the 30th April last, for the opening See No. 28. of the Parish Road from the Field of Mars Common to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde, I beg to apply for the sum of £100 as compensation for the loss of land sustained by the opening of the said road.

Trusting the same will be granted,

I have, &c.,  
JAMES KERNAGHN.

The Under Secretary for Lands, B.C., 18 June, 1875.—H.H.

## No. 38.

THE PRINCIPAL UNDER SECRETARY to THE UNDER SECRETARY FOR LANDS.

Colonial Secretary's Office,  
Sydney, 14 June, 1875.

SIR,

In reply to your letter of the 30th April last, I am directed by the Colonial Secretary to state, See No. 29. for the information of the Secretary for Lands, that no applications have been received in this office for compensation in respect to the line of road, viz. :—

Reserved road from the Field of Mars Common, along the north-eastern boundaries of the grants of Laurel, Hawkes, and others, to the junction of the Victoria Road with the Great North Road, in the Municipality of Ryde, except those from Mr. James Jupp, Mr. Richard Cowell, Mr. William Tunks, and See Nos. 32, 33, 35, and 36. Mr. George Wicks, which are forwarded herewith.

I have, &c.,  
HENRY HALLORAN.

No. 39.

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No. 39.

SARAH HATTON to THE MINISTER FOR LANDS.

Ryde, 18 June, 1875.

SIR,

I beg to submit to your consideration the following protest:—James Billington having encroached on my land, has taken up, in addition, ground that should be a Government road, which adjoins my land, and I pray that the said ground taken from me may be restored. A petition has been sent in to form a Government road through my property, which I protest against. Four years ago too, James Billington removed his fence and took in some of my ground.

Trusting that my protest may meet your approval,

I have, &amp;c.,

SARAH HATTON.

It is recommended that applicant be informed that a proposition to alter the road referred to has been made by the Borough Council of Ryde, and that the matter has been referred back to them for further information.—ROBT. D. FITZGERALD (for Surveyor General), 16 September, 1875.

No. 40.

THE PRINCIPAL UNDER SECRETARY to MR. J. KERNAGHIN.

Colonial Secretary's Office,  
Sydney, 18 June, 1875.

SIR,

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 7th instant, applying for compensation on account of a road passing through your land, and to inform you that your communication has been brought under the notice of the Secretary for Lands.

I have, &amp;c.,

HENRY HALLORAN.

No. 41.

MR. G. WICKS to THE MINISTER FOR LANDS.

Ryde, 26 June, 1875.

DEAR SIR,

My objection to the road being opened by the present survey is that it is contrary to all other surveys, and it also disarranges all the farms connected with the survey.

2. That a former Government took a road through my property for the use of the general public, which caused me great expense in erecting two lines of fence instead of one.

I have, &amp;c.,

GEORGE WICKS.

No. 42.

THE UNDER SECRETARY FOR LANDS to THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 30 July, 1875.

SIR,

Referring to your letter of the 4th ultimo, enclosing one from Messrs. J. Kernahan, G. Wicks, and others, and stating that the Borough Council of Ryde recommend that the request contained in the former portions of the said letter, respecting the opening of the road from Crown lands, formerly Field of Mars Common, to the Lane Cove Road, may be complied with, I am directed to inform you that it will be necessary for the Council to obtain the consent of the owners of land having frontage to the road proposed to be altered before the alteration can be carried out.

I have, &amp;c.,

W. W. STEPHEN.

No. 43.

MR. J. FORSYTH to THE MINISTER FOR LANDS.

Ryde, 17 August, 1875.

DEAR SIR,

I hereby draw your attention to a road bounded by Crown lands, formerly the Field of Mars Common, running thence to the Lane Cove Road; as owner of property on said line of road I hereby protest it being opened otherwise than as surveyed and defined by Mr. Surveyor Hedgeland.

I remain, &amp;c.,

JOHN FORSYTH.

It is recommended that applicant be informed that the subject of alteration of the road referred to is under consideration of the Borough Council, who are aware of applicant's objection to the proposed alteration.—R. D. FITZGERALD (for Surveyor General), 16 September, 1875.

No. 44.

## No. 44.

THE COUNCIL CLERK, RYDE, TO THE UNDER SECRETARY FOR LANDS.

Ryde, 25 August, 1875.

SIR,

Referring to your letter, dated the 30th ultimo, stating that the consent of the owners of land <sup>see No. 42.</sup> having frontage to the road from Crown lands, formerly the Common, to Lane Cove Road, must be obtained before the alteration asked for could be carried out, I have the honor to enclose herewith a letter signed by all the said owners, excepting Mrs. Hatton and Mr. Forsyth; also to state that the following resolution <sup>See Enclosure.</sup> was passed by the Council with reference to the letter enclosed as aforesaid:—

“That a letter be written by the Council Clerk to the Department of Lands (enclosing the letter received from James Kernahan and others), stating that the consent of the owners of land fronting this road had been obtained, with the exception of two, and that the majority of the Council are of opinion that no encroachment is made on those not signing in carrying out the wishes of the owners signing the said letter.”

I have, &c.,  
GEORGE M. POPE,  
Council Clerk.

## [Enclosure to No. 44.]

James Kernahan and Others to The Municipal Council, Ryde.

Ryde, 14 August, 1875.

Gentlemen,

With reference to the Council Clerk's letter, dated the 10th instant, stating that the consent of owners having <sup>Not with the</sup> frontage to the road from Crown lands, formerly the Common, to Lane Cove Road, must be obtained before the alteration <sup>papers.</sup> applied for can be carried out,—we, the undersigned, beg to state that we are all owners of land fronting the said road, and that we hereby consent to the alteration requested by the Council, viz. —That the said road be proclaimed as it at present exists, merely altering the fences to a straight line and making the same 1 chain in width.

We have, &c.,  
JAMES KERNAHAN.  
JAMES JUPP.  
JAMES BILLINGTON.  
JOHN FREDINNICK.  
RICHARD COWELL.  
SAMUEL SMALL.  
C. C. POPE.

## MINUTES ON NO. 44.

It is recommended that the Borough Council of Ryde be informed that if they agree to satisfy all claims that may be made in case the road be altered in the way that they desire, the proposed alteration will be carried out.—ROBT. D. FITZGERALD (for Surveyor General), 15 September, 1875.

Approved.—T.G., 30/9/75.

As no reply has been received from the Borough Council of Ryde in reply to a letter from this Office in terms of the minute on the other side, it is recommended that the Borough Council be informed that unless a reply be received from them soon, acceding to the terms proposed in the letter referred to, that a surveyor will be instructed to mark out the road a chain wide in accordance with the proclamation, and that then the road will be placed in their charge.—ROBT. D. FITZGERALD (for Surveyor General), 8 December, 1875.

Approved.—T.G., 15/12/75.

## No. 45.

THE UNDER SECRETARY FOR LANDS TO MR. J. FORSYTH.

Department of Lands,  
Sydney, 30 September, 1875.

SIR,

With reference to your letter of the 17th ultimo, protesting against any alteration in a certain <sup>No. 43.</sup> reserved road from the Field of Mars Common to the Lane Cove Road, I am directed to inform you that the question of altering this road is under the consideration of the Borough Council of Ryde, who are aware of your objection to the proposed alteration.

I have, &c.,  
W. W. STEPHEN.

## No. 46.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 13 October, 1875.

SIR,

In reference to your letter of the 25th August last, forwarding one signed by all the owners <sup>No. 44.</sup> of land (excepting two) having frontage to the road from Crown lands, formerly the Common, to Lane Cove River, consenting to the alteration in the said road, as applied for by the Ryde Borough Council, being carried out, I am directed by the Minister for Lands to inform you that if the Council agree to satisfy all claims that may be made, in case the road be altered in the way that they desire, the proposed alteration will be effected.

I have, &c.,  
W. W. STEPHEN.

No. 47.

No. 47.

THE COUNCIL CLERK, RYDE, TO THE UNDER SECRETARY FOR LANDS.

Ryde, 3 December, 1875.

SIR,

No. 46.

With reference to your letter dated 13th October last, respecting road from Crown lands to Lane Cove Road, stating that if the Council agree to satisfy all claims that may be made in case the road be altered in the way they desire the proposed alteration will be effected, I am now directed to inform you that the Council have agreed to do so, the following resolution having been carried at their last meeting, viz. :—

“That the Government be requested to make the alteration in the road from Crown lands to the Lane Cove Road, as suggested by the Council, and that the Council aforesaid will hold themselves responsible for all claims that may arise.”

I have, &c.,  
GEORGE M. POPE,  
Council Clerk.

It is recommended that a surveyor be instructed to mark the road as requested by the Borough Council of Ryde, as they herein undertake to hold themselves responsible for all claims that may arise in consequence of making the proposed alteration; and it is also recommended that the Borough Council should be informed that should the proposed alteration not be carried out by them from any cause, thus rendering further alteration of survey or reversion to the present proclaimed road necessary, all cost of such survey or remarking must be borne by them.—ROBT. D. FITZGERALD (for Surveyor General), 5 January, 1876. Approved.—T.G., 20/1/76.

Mr. Surveyor Hedgeland is requested to lay out the road between the Victoria Road and the Lane Cove Road 1 chain wide, and in the direction shown by a red line on his plan of previous survey, as altered in the office; also to remark the road from the Lane Cove Road to Crown land (formerly the Field of Mars Common); providing access to the latter in event of future subdivision) in accordance with the request of the Borough Council.—ROBT. D. FITZGERALD (for Surveyor General), B.C., 24 February, 1876.

No. 48.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 9 February, 1876.

SIR,

No. 47.

Referring to your letter of the 3rd December last, further respecting an alteration in the road from Crown lands to Lane Cove Road, in the Municipality of Ryde, I am directed by the Secretary for Lands to inform you that a surveyor will be instructed to make the said road, as requested by the Borough Council of Ryde, in accordance with their undertaking to hold themselves responsible for all claims that may arise in consequence of making the alteration in question.

2. I am, however, to state that should the proposed alteration not be carried out by the Council from any cause, thus rendering further alteration of survey or reversion to the present proclaimed road necessary, all cost of such survey or remarking must be borne by them.

I have, &c.,  
W. W. STEPHEN.

No. 49.

MR. G. C. HEDGELAND TO THE SURVEYOR GENERAL.

Parramatta, 24 April, 1876.

SIR,

See No. 47.

• Appendix B.

I have the honor to inform you, in accordance with your instructions, marked B.C. February 24/76, that I have marked the reserved road from the late Field of Mars Common to the Victoria Road, and I beg to forward you herewith a plan\* showing the road as it has been now marked out.

I have, &c.,  
GEORGE C. HEDGELAND.

It is recommended that the Borough Council of Ryde be informed that the part of a road between the Victoria Road and the Lane Cove Road having been confirmed in *Government Gazette* and marked on the ground, is now in their charge; also, that the continuation of the same road to the Field of Mars Common has been re-surveyed in compliance with their request, taking as far as possible the existing fences as a boundary, and will shortly be proclaimed in *Government Gazette*.—ROBT. FITZGERALD (for Surveyor General), 13 June, 1876.

No. 50.

THE UNDER SECRETARY FOR LANDS TO THE COUNCIL CLERK, RYDE.

Department of Lands,  
Sydney, 16 June, 1876.

SIR,

No. 47.

With reference to your letter of the 3rd December last, relative to the reserved road from the Field of Mars Common to the Victoria Road, in the Municipality of Ryde, I am directed to inform you that the part of a road between the Victoria Road and the Lane Cove Road having been confirmed in the *Government Gazette* and marked on the ground, is now in the charge of the Borough Council of Ryde.

2. I am also to add that the continuation of the same road to the Field of Mars Common has been re-surveyed in compliance with their request, taking as far as possible the existing fences as a boundary, and will shortly be proclaimed in the *Government Gazette*.

I have, &c.,  
W. W. STEPHEN.

17

## No. 51.

MRS. SARAH HATTON TO THE SURVEYOR GENERAL.

Ryde, 29 June, 1876.

SIR,

Having had the land now marked out, or a portion of it, for a Government road, I beg to protest against the said land being given for that purpose.

The proper Government road is now occupied by other people.

I remain, &c.,  
SARAH HATTON.

It is recommended that Mrs. Hatton be informed that if she refers to a road between the Lane Cove Road and the Field of Mars Common, recently re-surveyed at the request of the Borough Council of Ryde, that the said road will shortly be proclaimed in *Government Gazette*, and that any objections that may be received on the expiration of the time prescribed by law will be referred to the Borough Council, who have undertaken to meet all claims that might be made in consequence of the alteration.—ROB. D. FITZGERALD. (for Surveyor General), 8 July, 1876.

## No. 52.

ACTING UNDER SECRETARY FOR LANDS TO MRS. SARAH HATTON.

Department of Lands,  
Sydney, 15 July, 1876.

MADAM,

In answer to your letter of the 29th ultimo, protesting against your land at Ryde, or a portion of it, being taken for a Government road in that vicinity, I am directed to inform you that if you allude to a road between the Lane Cove Road and the Field of Mars Common, recently re-surveyed at the request of the Borough Council of Ryde, that the said road will shortly be proclaimed in the *Government Gazette*, and that any objections that may be received on the expiration of the time prescribed by Government will be referred to the Borough Council, who have undertaken to meet all claims that might be made in consequence of the alteration in the road in question.

I have, &c.,  
A. O. MORIARTY,  
(For Under Secretary).

## No. 53.

MRS. SARAH HATTON TO THE SURVEYOR GENERAL.

Ryde, 24 July, 1876.

SIR,

With reference to the Borough Council meeting all claims for the land taken for a road about to be proclaimed, for the portion taken from me, twenty-five pounds (£25) per acre is the amount which I think will be fair compensation for the land which was Hawks' grant.

I remain, &c.,  
SARAH HATTON.

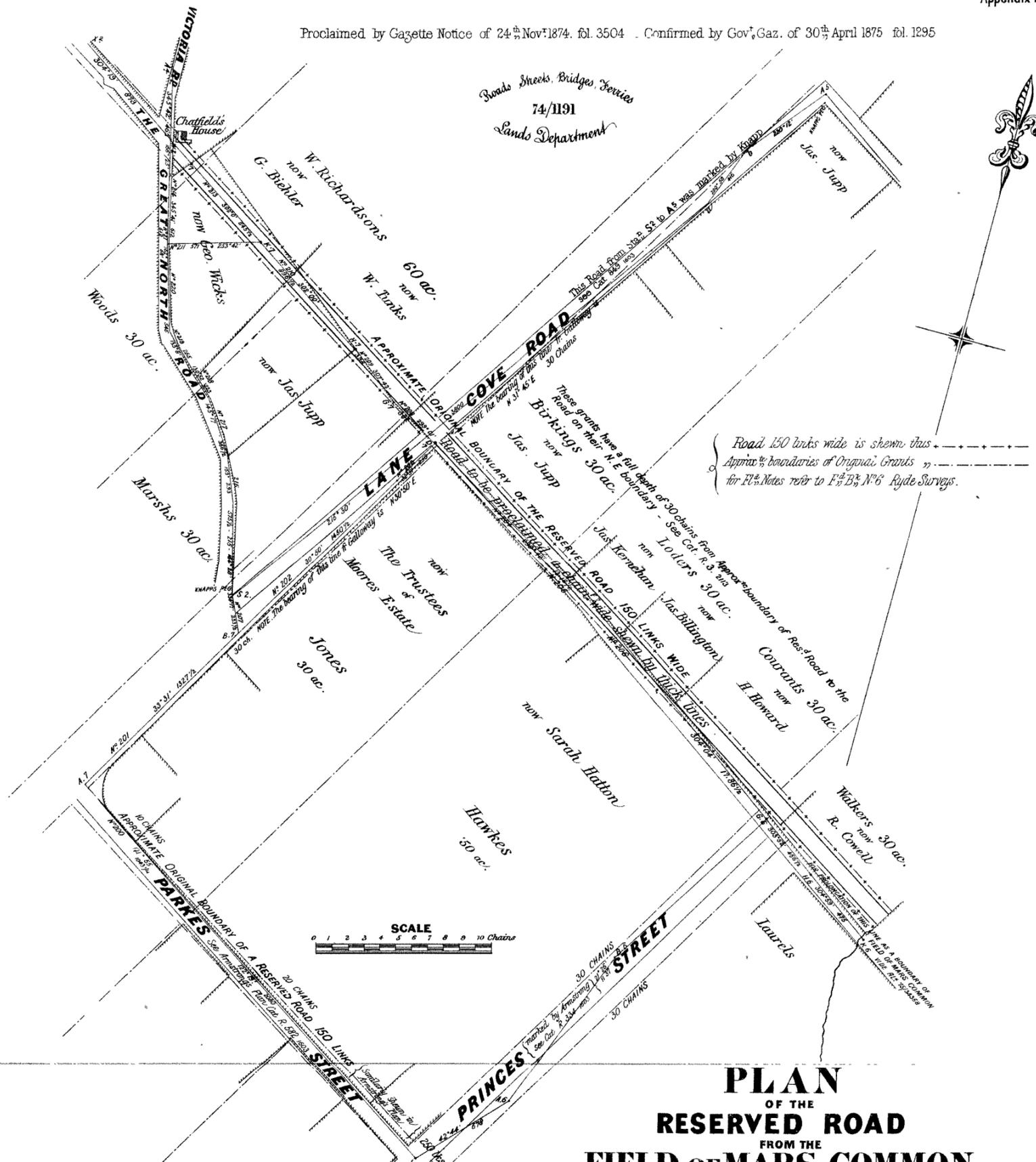
## STATEMENT.

APPROXIMATE area contained within the proper boundary of late Field of Mars Common, at the point referred to, and the boundary as originally fenced by adjoining landowners, is about 17 acres.—R.D.F., 17 August, 1876.

[3 Plans.]



Proclaimed by Gazette Notice of 24<sup>th</sup> Nov: 1874. fol. 3504 . Confirmed by Gov<sup>r</sup> Gaz. of 30<sup>th</sup> April 1875 fol. 1295



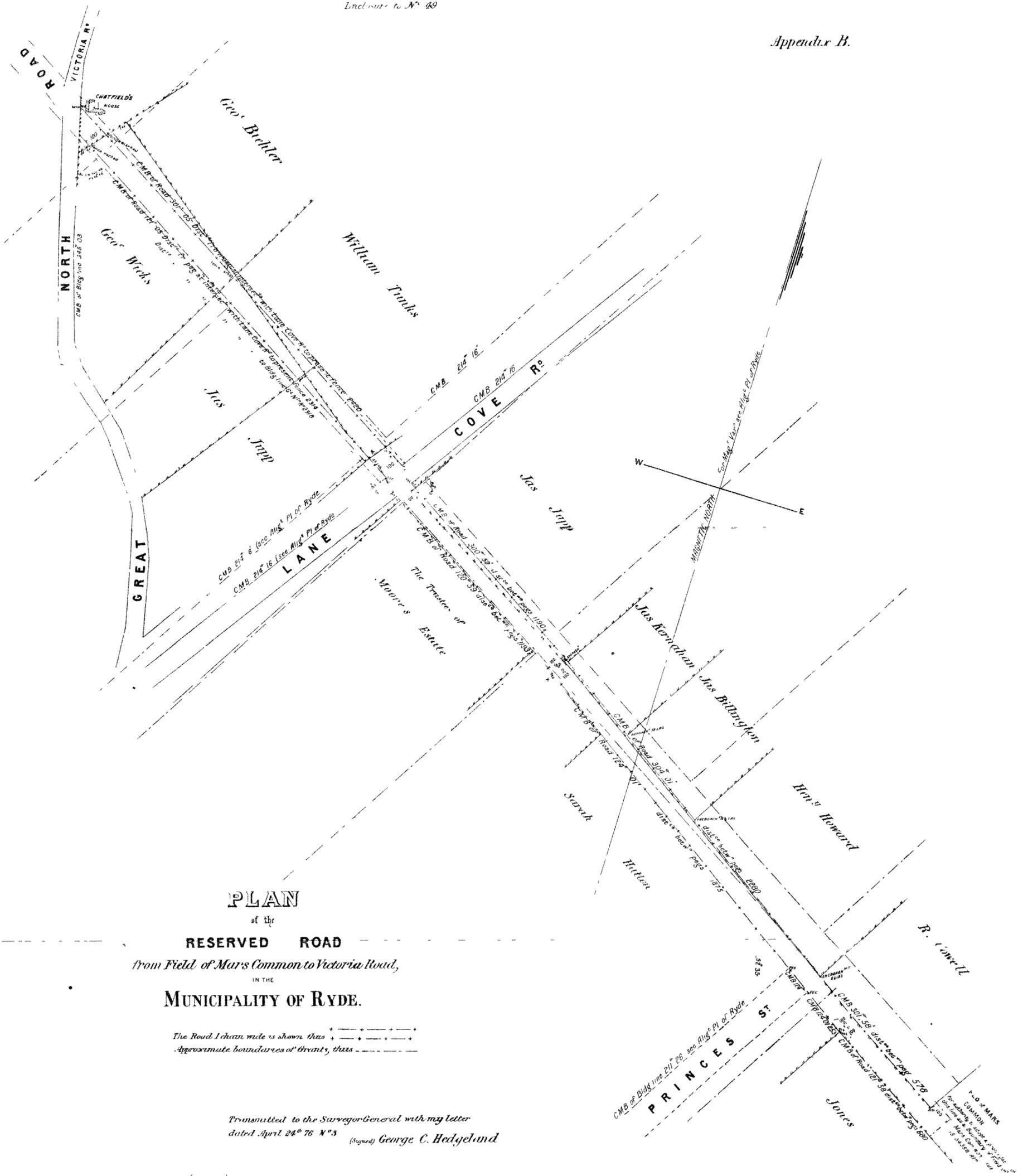
**PLAN**  
 OF THE  
**RESERVED ROAD**  
 FROM THE  
**FIELD OF MARS COMMON**  
 TO THE  
**VICTORIA ROAD**

along the North Eastern boundary of the Grants  
 of Lawrel, Hawkes, and Others.

Proposed to be opened as a Parish Road under Act of Council 4 Will<sup>m</sup> IV. N<sup>o</sup> 11  
 P<sup>h</sup> Hunter's Hill, C<sup>o</sup> Cumberland.

Laid before the Executive Council  
 26 October 1874 Min. 74/50  
 (SIGNED) Alex. C. Budge  
 Clerk of the Council

Transmitted to the Surveyor General  
 with my letter dated August 17<sup>th</sup> / 74. N<sup>o</sup> 7  
 (SIGNED) George C. Hedgeland

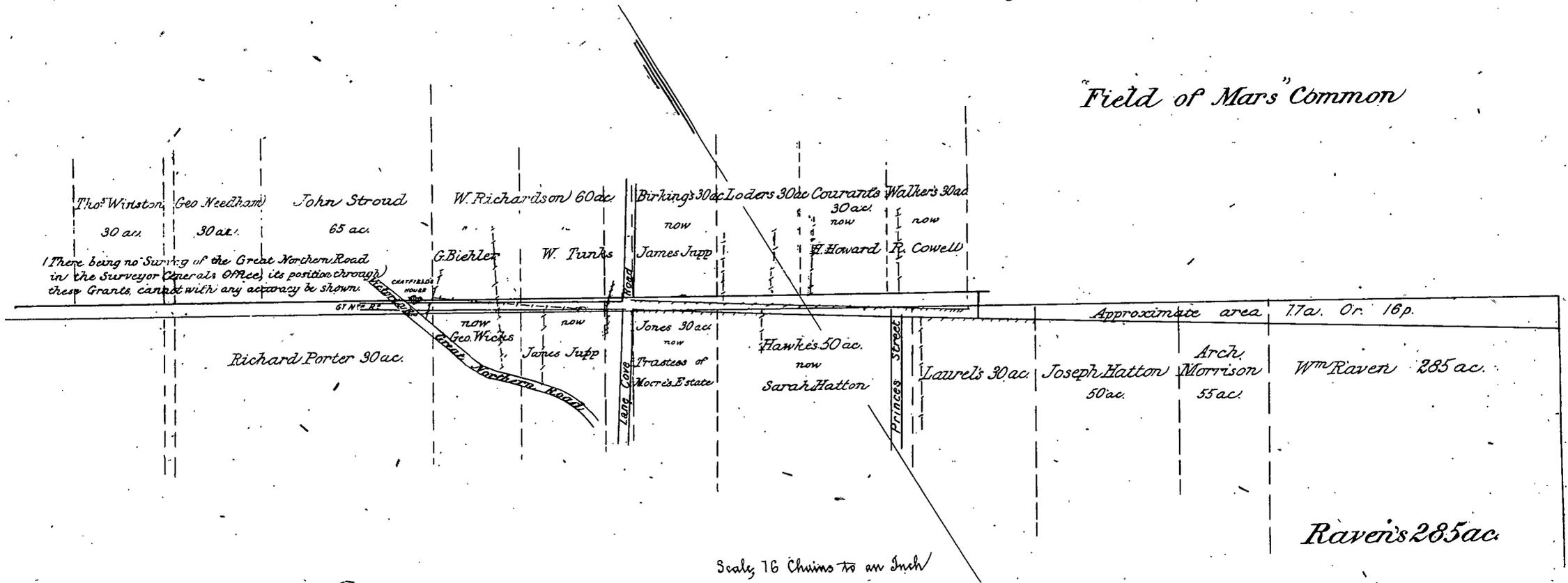


**PLAN**  
of the  
**RESERVED ROAD**  
from Field of Mars Common to Victoria Road,  
IN THE  
**MUNICIPALITY OF RYDE.**

The Road 1 chain wide is shown thus ————  
Approximate boundaries of tracts, thus - - - - -

Transmitted to the Survey-General with my letter  
dated April 24<sup>th</sup> 76 N<sup>o</sup> 3  
(Signed) George C. Hedgelund

*TRACING* showing produced lines (of the road in question) Easterly and Westerly, half a mile each way, and showing also, (as far as can be done), the position of the Great North Road in the neighbourhood, - in reply to Mr Buchanan's "Formal" Motion in the Legislative Assembly.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## BRIDGE OVER THE CAMPBELL RIVER.

(PETITION OF RESIDENTS OF EAST AND WEST MACQUARIE.)

*Ordered by the Legislative Assembly to be printed, 25 April, 1876.*

To the Honorable the Speaker and the Members of the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned Electors and Residents of and in the Electorates of East and West Macquarie,—

HUMBLY SHOWETH:—

1. That your Petitioners reside in an important and thickly populated district, lying on each side of the Campbell River, in the Counties of Bathurst, Westmoreland, and Georgiana.

2. That for a distance of about thirty miles from Rockley, a township near the said river, the said river Campbell is unbridged and can only be crossed at Fords.

3. That in wet seasons the said river Campbell swells so high that it becomes impassable, and frequently remains impassable for many days together, and that even such slight rains as are not enough to make the river entirely impassable cause its waters to rise sufficiently to render the crossing of passengers and cattle at the fords a matter of extreme difficulty and danger.

4. That from these causes your Petitioners resident upon the different sides of the said river are prevented, during a large proportion of each year, and often for long periods together from holding any intercourse with each other, and from carrying on the traffic of the district, and travelling their stock.

5. That the business and traffic of the district inhabited by your Petitioners are very considerable, and would be much more considerable if greater facilities for communication were created, and that the interruption to the said business and traffic caused by the rising of the said river, and by the want of a bridge is the occasion of considerable loss and inconvenience to your Petitioners, and greatly retards the progress of the said district.

6. That the said inconvenience and loss would be prevented, and as your Petitioners believe the prosperity of the said district would be very greatly promoted and increased, if a bridge were built over the said river at or near to Charlton, in the neighbourhood of the said township of Rockley.

7. That your Petitioners believe that a bridge large enough for the requirements of the district could be built at the locality they have mentioned in a short time and at a moderate expense.

Therefore your Petitioners humbly pray that your Honorable House will take the premises into consideration, and will take such steps as to your Honorable House may seem proper to bring about the building of a bridge over the said river, at or near to the said locality of Charlton.

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

[Here follow 144 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER THE HUNTER AT ABERDEEN.

(PETITION IN FAVOUR OF—INHABITANTS OF ABERDEEN.)

*Ordered by the Legislative Assembly to be printed, 8 June, 1876.*

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Residents of Aberdeen and the surrounding districts,—

HUMBLY SHOWETH :—

That the crossing of the river Hunter, at Aberdeen, is in a highly dangerous state.

That it is totally unsafe to cross in time of flood.

That great delay, inconvenience, and loss ensue owing to there being no method of crossing.

That at every flood accidents occur in attempting to cross.

That within the recollection of the inhabitants upwards of thirty (30) lives have been lost.

That all the traffic on the Great Northern Road is over the said crossing.

That it is expedient for the requirements of the district that a bridge be erected over the aforesaid crossing.

Your Petitioners therefore humbly pray that your Honorable House will cause a bridge to be erected over the aforesaid crossing.

And your Petitioners will ever pray.

Dated this 7th day of June, A.D. 1876.

*[Here follow 704 signatures.]*



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## BRIDGE OVER THE FISH RIVER.

(PETITION OF RESIDENTS OF MUTTON'S FALLS, O'CONNELL, RAINVILLE, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 4 August, 1876.*

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Inhabitants of Mutton's Falls, O'Connell, Dirty Swamp, Rainville, Sodwalls, Tarana, Oberon, Swatchfield, and Rydal, and others interested,—

HUMBLY SHOWETH:—

That in the opinion of your Petitioners it is manifestly unjust to the inhabitants of the above-mentioned localities to decide upon the erection of a traffic bridge over the Fish River at Delaney's Fall.

In the opinion of your Petitioners Mutton's Falls is the most desirable site for the construction of a bridge over the Fish River, for the following reasons:—

For upwards of the last thirty years all the traffic from the neighbourhood of the Fish River to O'Connell, Bathurst, Rydal, Oberon, Hartley, &amp;c., has passed over the river at Mutton's Falls, thus proving that it is the most central and convenient position.

The following roads, each in the hands of local trustees, branch from Mutton's Falls to O'Connell, to Dirty Swamp, thence to Bathurst, to Oberon and Swatchfield, to Tarana, Rydal, and Hartley.

The district is an agricultural and grazing one, and a bridge is much needed for the conveyance of hay, grain, straw, flour, wool, &amp;c., large quantities of which are forwarded to market from the Railway Station, Tarana, and also to Bathurst; Mutton's Falls being so situated as to be the most central point for at least four-fifths of the whole population of the district; it is also the crossing-place for large quantities of travelling stock going to market.

The long existence of a main line of road by Mutton's Falls can be attested to by the simple fact that business places of the following branches have long been established on it, namely, —a general store, blacksmith's shop, public-house, butcher's shop, and flour-mill, owners of which would be unjustly treated by the proposed divergence to Delaney's Fall.

Your Petitioners would respectfully remark that the erection of a bridge at Delaney's Fall will entail the following large and unnecessary outlay of public money:—There will be required five miles of new road, two miles of which will pass through private property, thereby causing claims for compensation; there will be required a large bridge over Emu Valley Creek at considerable cost, and the country passed through is of a very unsound nature, rendering the constructing of a good road nearly impossible.

Your Petitioners grant that it is one mile nearer to Oberon by Delaney's Fall than by Mutton's Falls, but that the whole of the inhabitants of Mutton's Falls, Tarana, Sodwalls, Rydal, Hartley, Rainville, and O'Connell will have to make a detour of from seven to nine miles to make use of a bridge at Delaney's Fall, which only suits the convenience of the Oberon residents, two-thirds of whom are in favour of the bridge being erected at Mutton's Falls; moreover, the traffic from Oberon consists chiefly of horsemen and light vehicles, to whom the distance of one mile further is no import.

Your Petitioners therefore respectfully draw your attention to the following facts:—That by Mutton's Falls, the roads being already made, no additional expense is incurred beyond the construction of the bridge, which will be a great boon to the whole district, whereas if erected higher up the river at Delaney's Fall it will only be used in time of great flood, and at great inconvenience to these important districts herein mentioned.

Your Petitioners therefore humbly pray that your Honorable House will take the foregoing brief statement of facts into your favourable consideration, and cause surveys to be made of the river at Mutton's Falls, and reported upon by an impartial officer appointed specially for the purpose.

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

*[Here follow 631 signatures.]*



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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## REPORT FROM THE SELECT COMMITTEE

ON THE

REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD  
BY MESSRS. GARRETT AND GREVILLE;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

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ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
17 *August*, 1876.

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SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

EXTRACTS FROM VOTES AND PROCEEDINGS OF THE LEGISLATIVE  
ASSEMBLY.

VOTES, No. 134. THURSDAY, 3 AUGUST, 1876.

13. SUPPLY:—The Order of the Day having been read for the resumption of the Committee of Supply,—  
Mr. Stuart moved, "That" Mr. Speaker do now leave the Chair.

And the House continuing to sit till after Midnight,—

FRIDAY, 4 AUGUST, 1876, A.M.

Mr. Greville moved, that the Question be amended, by the omission of all the words after the word "That" with a view to the insertion in their place of the words "a Select Committee, with power to send for persons and papers, be appointed to inquire into, and to report to this House, upon the circumstances attending the obtaining, alteration, and circulation of a certain Report under the hand of the Examiner of Coal Fields, on certain lands the property of the Honorable Thomas Garrett and E. Greville, Esq.

"(2.) That such Committee consist of Mr. Booth, Mr. Cohen, Mr. H. C. Dangar, Mr. Day, Mr. Farnell, Mr. Fitzpatrick, Mr. Dibbs, Mr. F. B. Suttor, Mr. Robertson, and the Mover."

Question proposed, That the words proposed to be omitted stand part of the Question.

Debate ensued.

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.

Question then,—

(1.) That a Select Committee, with power to send for persons and papers, be appointed to inquire into, and to report to this House, upon the circumstances attending the obtaining, alteration, and circulation of a certain report, under the hand of the Examiner of Coal Fields, on certain lands the property of the Honorable Thomas Garrett and E. Greville, Esq.

(2.) That such Committee consist of Mr. Booth, Mr. Cohen, Mr. H. C. Dangar, Mr. Day, Mr. Farnell, Mr. Fitzpatrick, Mr. Dibbs, Mr. F. B. Suttor, Mr. Robertson, and the Mover,—put and passed.

Mr. Robertson then moved, That the House do immediately resolve itself into the Committee of Supply.

Question put and passed.

Whereupon Mr. Speaker left the Chair, and House resolved itself into the Committee.

Mr. Speaker resumed the Chair, and the Chairman reported progress, and obtained leave to sit again.

VOTES, No. 136. TUESDAY, 8 AUGUST, 1876.

3. REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD BY MESSRS. GARRETT AND GREVILLE:—  
Mr. Farnell presented a Petition from Edward Greville, Esquire, Member for the Electoral District of Braidwood, praying to be heard by Counsel, or otherwise, before the Select Committee appointed to inquire into this subject.

Petition received.

Mr. Farnell then moved, That the prayer of the Petition be complied with, and that the Petition be referred to the said Committee.

Question put and passed.

5. REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD BY MESSRS. GARRETT AND GREVILLE ("Formal" Motion):—Mr. Greville moved, pursuant to Notice, That the name of Mr. Davies be substituted for that of Mr. Greville as a Member of the Select Committee on "Report of Examiner of Coal Fields on land held by Messrs. Garrett and Greville."

Question put and passed.

VOTES, No. 142. THURSDAY, 17 AUGUST, 1876.

7. REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD BY MESSRS. GARRETT AND GREVILLE:—  
Mr. Dibbs, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee to whom this subject was referred on 4th August, 1876, A.M., together with Appendix.  
Ordered to be printed.

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1875-6.

**REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD BY MESSRS.  
GARRETT AND GREVILLE.**

**REPORT.**

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 4th August, 1876, A.M.,—“with power to send for persons and papers, to inquire into, and report to this House upon, the circumstances attending the obtaining, alteration, and circulation of a certain Report, under the hand of the Examiner of Coal Fields, on certain lands, the property of the Honorable Thomas Garrett and E. Greville, Esq.,” and to whom was referred on the 8th August, 1876, “the Petition of Edward Greville, praying to be heard by Counsel or otherwise before the Committee,”—have agreed to the following Report:—

1. Your Committee have examined the witnesses named in the List,\* from whose evidence, together with the documents produced before the Committee, and appended hereto, it appears:—

\* See List, page 7.

1. That a report on the property of Edward Greville, Esq., M.P., and the Hon. Thomas Garrett, Esq., M.P., Secretary for Lands, at Teralba, near Newcastle, was obtained on the 22nd March, 1875, from Mr. John Mackenzie, Examiner for Coal Fields (with the sanction of the Secretary for Mines), for the purpose, as it is understood, of enabling a sale of the property to be made in London.
2. That this report, which Mr. Mackenzie speaks of as a draft report, was nevertheless copied in the press copy report book, kept at the office of the Examiner of Coal Fields, at Newcastle, and was signed—“JOHN MACKENZIE, F.G.S., Examiner of Coal Fields, &c., &c.”
3. That such report was altered by Mr. Mackenzie, at the instance of Mr. Owen, who states that he is a principal in the transaction, and in the presence of Mr. Garrett, by the omission of the words “whether any of them will be workable remains to be proved.”
4. That no record of such alteration appears to have been made in the office report copy book before referred to.
5. That, in the opinion of your Committee, the words omitted had an important bearing, and that their retention would, probably, have damaged the sale of the property in London.
6. That Mr. Greville, although interested in the land in question, and in the object for which the report was obtained, was no party, in any way, to the alteration referred to.

2. Your Committee desire to express their conviction that the Examiner of Coal Fields committed an error of judgment in consenting to the obliteration of the words alluded to at the suggestion of interested persons.

3. Your Committee, though they have endeavoured to execute the duty imposed upon them, respectfully desire to record their opinion that the matter involved in the inquiry submitted to them is not of such a nature as should form a subject for inquiry and report by a Committee of your Honorable House.

GEORGE R. DIBBS,  
Chairman.

No. 3 Committee Room,  
Sydney, 17th August, 1876.

## PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 4 AUGUST, 1876.

MEMBERS PRESENT :—

Mr. Farnell,	Mr. Greville,
Mr. Fitzpatrick,	Mr. F. B. Suttor,
Mr. Cohen,	Mr. Day.

Mr. Farnell called to the Chair *pro tem*.Entry from Votes and Proceedings appointing the Committee, *read* by the Clerk.

Clerk laid before the Committee a letter from Mr. Walter Robey, stating that Mr. Dibbs was indisposed, and consequently would not be able to attend.

Motion made (*Mr. Greville*), and Question,—That Mr. Dibbs be Chairman of the Committee,—*put and passed*.

Committee deliberated.

*Ordered*,—That John Mackenzie, Esq., be summoned to give evidence next meeting.[Adjourned to Wednesday next, at *Two* o'clock.]

WEDNESDAY, 9 AUGUST, 1876.

MEMBERS PRESENT :—

Mr. Dibbs, in the Chair.

Mr. Robertson,	Mr. Cohen,
Mr. F. B. Suttor,	Mr. Farnell,
Mr. Fitzpatrick,	Mr. Davies,
Mr. Booth,	Mr. Day.

Entries from Votes and Proceedings,—referring Petition of Edward Greville, praying to be heard by Counsel or otherwise before the Committee,—and substituting the name of Mr. Davies for that of Mr. Greville as a Member of the Committee,—*read* by the Clerk.

Petition read by the Clerk.

*Resolved*,—That the Petitioner be heard before the Committee.Present :—Edward Greville, Esq., M.P. (*Petitioner*).John Mackenzie, Esq. (*Examiner of Coal Fields*), called in and examined.

Mr. Greville objecting to the Committee proceeding until the charges which he considered had been inferred by the order of reference were more fully stated.

Room cleared.

Committee deliberated, and decided to proceed with the examination of Mr. Mackenzie.

Mr. Greville called in and informed.

John Mackenzie, Esq., re-called and examination continued.

Witness *handed in* certain documents, which were ordered to be appended. (*See Appendix A 1 & 2*.)

Room cleared.

Committee deliberated.

*Ordered*,—That John Mackenzie, Esq., John Upward, Esq., and Harrie Wood, Esq., be summoned to give evidence next meeting.[Adjourned to To-morrow, at half-past *Two* o'clock.]

THURSDAY, 10 AUGUST, 1876.

MEMBERS PRESENT :—

Mr. Dibbs, in the Chair.

Mr. Robertson,	Mr. Cohen,
Mr. H. C. Dangar,	Mr. Day,
Mr. Farnell,	Mr. Fitzpatrick,
Mr. F. B. Suttor.	

Present :—Edward Greville, Esq., M.P.

John Mackenzie, Esq., called in and further examined.

Witness *produced* Press Report Book, containing copy of the Draft Report on Lands held by Messrs. Garrett and Greville, and Chairman *produced* photographed copy of manuscript report sent to England.*Ordered*,—That a copy of the report be appended to the evidence, showing differences between press and photograph copies. (*See Appendix A 3*.)

Room cleared.

Committee deliberated.

*Ordered*,—That John Mackenzie, Esq., John Upward, Esq., and Harrie Wood, Esq., be summoned to give evidence next meeting.[Adjourned to To-morrow, at *Two* o'clock.]

FRIDAY,

FRIDAY, 11 AUGUST, 1876.

MEMBERS PRESENT :—  
Mr. Dibbs, in the Chair.

Mr. Robertson,	Mr. F. B. Suttor,
Mr. Day,	Mr. Farnell,
Mr. Davies,	Mr. Booth,
Mr. Fitzpatrick,	Mr. Cohen.

Present,—Edward Greville, Esq., M.P.  
John Mackenzie, Esq., called in and further examined.  
Witness withdrew.

John Upward, Esq., called in and examined.  
Witness handed in certain documents, which were ordered to be appended. (See Appendix B 1 to B 10.)

Witness withdrew.  
Harrie Wood, Esq. (*Under Secretary for Mines*), called in and examined.

Witness produced originals and handed in copies of certain documents, which were ordered to be appended. (See Appendix C 1 to C 4.)  
Room cleared.  
Committee deliberated.

Ordered,—That Samuel Owen, Esq., be summoned to give evidence next meeting.  
[Adjourned to Tuesday next, at Two o'clock.]

TUESDAY, 15 AUGUST, 1876.

MEMBERS PRESENT :—  
Mr. Dibbs, in the Chair.

Mr. Fitzpatrick,	Mr. Day,
Mr. Cohen,	Mr. Robertson,
Mr. Davies.	

Present,—Edward Greville, Esq., M.P.  
Samuel Owen, Esq., called in and examined.  
Witness withdrew.

Mr. Greville informed the Committee that he would be willing to give evidence should they desire to examine him.  
George R. Dibbs, Esq., M.P., examined in his place, at the request of Mr. Greville.

Room cleared.  
Committee deliberated.

[Adjourned to Thursday next, at Two o'clock.]

THURSDAY, 17 AUGUST, 1876.

MEMBERS PRESENT :—  
Mr. Dibbs, in the Chair.

Mr. Robertson,	Mr. Fitzpatrick,
Mr. Day,	Mr. H. C. Dangar,
Mr. Farnell,	Mr. Booth,
Mr. T. B. Suttor,	Mr. Davies,
Mr. Cohen.	

Chairman submitted Draft Report, which was read 1<sup>o</sup>, as follows :—

“THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 4th August, 1876, A.M.,—‘with power to send for persons and papers, to inquire into, and report to this House upon the circumstances attending the obtaining, alteration, and circulation of a certain Report, under the hand of the Examiner of Coal Fields, on certain lands, the property of the Honorable Thomas Garrett and E. Greville, Esq.,—have agreed to the following Report :—

“Your Committee have examined the witnesses named in the List,\* from whose evidence, together <sup>4 See List, page 7.</sup> with the documents produced before the Committee, and appended hereto, it appears :—

“1. That a ‘report’ on the property of Edward Greville, Esq., M.P., and the Hon. Thomas Garrett, Esq., M.P., Secretary for Lands, at Teralba, near Newcastle, was obtained on the 22nd March, 1875, from Mr. John Mackenzie, Examiner for Coal Fields (with the sanction of the Secretary for Mines), for the ‘purpose’ of enabling a sale of the property to be made in London.

“‘2.’ That such report appears copied in the press copy report book, kept at the office of the Examiner of Coal Fields, at Newcastle, and that such report is signed—‘JOHN MACKENZIE, F.G.S., Examiner of Coal Fields, &c., &c.’

“3. That such report was altered by Mr. Mackenzie, at the instance of ‘Messrs. Garrett and Owen,’ by the omission of the words ‘whether any of them will be workable remains to be proved.’

“4. That no record of such alteration appears to have been made in the office report copy book before referred to.

“5. That, in the opinion of your Committee, the words omitted had an important bearing ‘on the report,’ and that their retention would, ‘as admitted by Mr. Owen,’ have damaged the sale of the property in London.

“6.

"6. That Mr. Greville, although interested in the land in question, and in the object for which the report was obtained, was no party, in any way, to the alteration 'of the same.'"

On motion of Mr. Farnell, Draft Report read 2<sup>o</sup>, paragraph by paragraph.

Paragraph 1, Preamble, read and *agreed to*.

Sub-paragraph 1, *read*.

Amendment proposed (*Mr. Robertson*),—To *insert* after the word "report," in line 1, the words "so called, but called a draft report by all the witnesses who had ever seen it."

Question,—That the words proposed to be inserted be so inserted,—put.

Committee divided.

Aye, 1.

Mr. Robertson.

Noes, 7.

Mr. H. C. Dangar,  
Mr. Day,  
Mr. F. B. Suttor,  
Mr. Farnell,  
Mr. Booth,  
Mr. Cohen,  
Mr. Fitzpatrick.

And so it passed in the negative.

Further amendment proposed (*Mr. Fitzpatrick*),—To *insert* after the word "purpose" in line 4, the words "as it is understood."

Amendment put and *agreed to*.

Question,—That the sub-paragraph, as amended, stand part of the report,—put.

Committee divided.

Ayes, 6.

Mr. H. C. Dangar,  
Mr. Day,  
Mr. F. B. Suttor,  
Mr. Farnell,  
Mr. Cohen,  
Mr. Fitzpatrick.

Noes, 2.

Mr. Robertson,  
Mr. Booth.

And so it was resolved in the affirmative.

Sub-paragraph 2 read, and on motion of Mr. Fitzpatrick *omitted*.

On motion of Mr. Fitzpatrick the following new sub-paragraph was inserted, to stand as sub-paragraph 2.

"2. That this report, which Mr. Mackenzie speaks of as a draft report, was nevertheless copied in the press copy report book, kept at the office of the Examiner of Coal Fields, at Newcastle, and was signed—'JOHN MACKENZIE, F.G.S., Examiner of Coal Fields, &c., &c.'"

Sub-paragraph 3 read.

Amendment proposed (*Mr. Fitzpatrick*),—To *omit* the words "Messrs. Garrett and Owen," and to *insert* instead thereof the words "Mr. Owen, who states that he is a principal in the transaction, and in the presence of Mr. Garrett."

Amendment put and *agreed to*.

Sub-paragraph as amended *agreed to*.

Sub-paragraph 4 read and *agreed to*.

Sub-paragraph 5 read.

Amendment proposed (*Mr. Fitzpatrick*),—To *omit* the words "on the report" in lines 1 and 2, also to *omit* the words "as admitted by Mr. Owen," in line 2, and to *insert* instead thereof the word "probably."

Amendments put and *agreed to*.

Question,—That the sub-paragraph, as amended, stand sub-paragraph 5 of the Report,—put.

Committee divided.

Ayes, 7.

Mr. H. C. Dangar,  
Mr. Farnell,  
Mr. Booth,  
Mr. Day,  
Mr. F. B. Suttor,  
Mr. Cohen,  
Mr. Fitzpatrick.

No, 1.

Mr. Robertson.

And so it was resolved in the affirmative.

Sub-paragraph 6 read.

Amendment proposed (*Mr. H. C. Dangar*),—To *omit* the words "of the same" in line 2, and to *insert* instead thereof the words "referred to."

Amendment put and *agreed to*.

Sub-paragraph, as amended, *agreed to*.

Paragraph, as amended, *agreed to*.

On motion of Mr. Fitzpatrick, the following new paragraph was inserted, to stand as paragraph 2:—

"2. Your Committee desire to express their conviction that the Examiner of Coal Fields committed an error of judgment in consenting to the obliteration of the words alluded to at the suggestion of interested persons."

Mr. H. C. Dangar proposed the following new paragraph, to stand as paragraph 3:—

"3. Your Committee, though they have endeavoured to execute the duty imposed upon them, respectfully desire to record their opinion that the matter involved in the inquiry submitted to them is not of such a nature as should form a subject for inquiry and report by a Committee of your Honorable House."

Question,—That the new paragraph, as read, stand paragraph 3 of the Report,—put.

Committee

Committee divided.

Ayes, 6.

Mr. H. C. Dangar,  
Mr. Davies,  
Mr. F. B. Suttor,  
Mr. Farnell,  
Mr. Booth,  
Mr. Fitzpatrick.

Noes, 2.

Mr. Cohen,  
Mr. Day.

And so it was resolved in the affirmative.

Motion made (*Mr. Davies*), and Question,—That the Draft Report, as amended, be the Report of the Committee,—put.

Committee divided.

Ayes, 8.

Mr. Davies,  
Mr. H. C. Dangar,  
Mr. Day,  
Mr. F. B. Suttor,  
Mr. Farnell,  
Mr. Booth,  
Mr. Cohen,  
Mr. Fitzpatrick.

No, 1.

Mr. Robertson.

And so it was resolved in the affirmative.

Chairman to report to the House.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

REPORT OF EXAMINER OF COAL FIELDS ON LAND  
HELD BY MESSRS. GARRETT AND GREVILLE.

WEDNESDAY, 9 AUGUST, 1876.

Present:—

MR. BOOTH,  
MR. COHEN,  
MR. DAY,  
MR. DIBBS,

MR. DAVIES,  
MR. FARNELL,  
MR. FITZPATRICK,  
MR. ROBERTSON,

MR. F. B. SUTOR.

GEORGE RICHARD DIBBS, ESQ., IN THE CHAIR.

Edward Greville, Esq., attended in person, in pursuance of leave granted to be heard by counsel or otherwise.

John Mackenzie, Esq., Examiner of Coal Fields, called in and examined:—

1. *Chairman.*] This is a Committee appointed by the House to inquire into, and report upon, the J. Mackenzie, Esq. circumstances attending the obtaining, alteration, and circulation of a certain report, under the hand of the Examiner of Coal Fields, on certain lands, the property of the Honorable Thomas Garrett and E. Greville, Esq. You are Examiner of Coal Fields? Mr. Chairman, before giving evidence, I wish to be informed by whom the charge is made, and what the charge is. 9 Aug., 1876.
2. *Mr. Robertson.*] Do you mean a charge against these gentlemen, or a charge against yourself? The charge against myself.
3. *Chairman.*] Some statements have been made, and certain documents and correspondence have gone in to the Government, relative to a document purporting to be a report under your hand, which is alleged to have been altered or mutilated in some form or other for a purpose not necessary to be stated here, and this Committee has been appointed to obtain evidence as to the circumstances attending the obtaining, alteration, and circulation of such report. It is simply for you to give evidence as to the facts, so far as they are within your knowledge, in answer to such questions as may be put to you. (*Witness directed to retire. Mr. Greville said he was in the same position as Mr. Mackenzie, and took up the same ground; he wished to know what charges were made against him, and by whom they were made. Room cleared. Committee deliberated. Witness recalled, and examination proceeded.*)
4. *Chairman.*] You are Examiner of Coal Fields? I am.
5. And have been so for some considerable time? Yes.
6. Some time since you were authorized to make a report upon certain lands in the district of Newcastle, in the parish of Teralba, belonging to the Honorable Thomas Garrett and Edward Greville, Esq.? Yes, as Government Examiner of Coal Fields I was allowed to report, as the Examiner of Coal Fields has always previously done.
7. You were permitted by the head of your department to make a report? Yes.
8. Not as Examiner of Coal Fields? I was allowed to make the report, as it has usually been done, and of course I signed it; and everybody knows I am Examiner of Coal Fields; but it had nothing to do with the Government.
9. But it was the report of the Examiner of Coal Fields? It was my report.
10. Was it your report as Examiner of Coal Fields? Of course it was, as I am the only Examiner of Coal Fields.

- J. Mackenzie, Esq.  
9 Aug., 1876.
11. You were requested to make that report by whom? It was authorized by the Minister for Mines.
  12. Was application made to you direct? No, it was made to the Minister.
  13. Did you make the report for the Minister? No, not for the Minister; I made the report for Messrs. Garrett and Greville.
  14. At their request? With the authorization of the Minister.
  15. Was the report made at their request? Yes, with the sanction of the Minister for Mines.
  16. The report was made upon an examination by you of 1,700 acres and 1,200 acres of land adjoining the Newcastle Wallsend Colliery Company's land and the Duckenfield Colliery Company's land near Newcastle? Yes.
  17. Do you remember the date when you made the report? No, I am not certain what the date was; it was, I believe, in March, 1875.
  18. Did you keep a copy of this report? Yes.
  19. An official copy? No.
  20. Did you keep it privately only? It was copied. I copy these reports generally along with my other reports.
  21. With your official reports? I have copied them with the reports in the office.
  22. And they stand filed as official reports? No, they are not filed as official reports.
  23. Is this report in particular filed with other reports that are official? It is copied in a letter book with other reports.
  24. Which letter book belongs to the department? Yes.
  25. Was this report, when made by you, sent direct to the Minister for Mines, or to Messrs. Garrett and Greville? It was sent to Mr. Owen.
  26. Who is Mr. Owen? Mr. Owen is connected with Messrs. Garrett and Greville in the matter.
  27. Was a copy of it sent to the Minister for Mines? No.
  28. Could you produce a copy of the report from your books, or could you produce the book with the report in it? Yes; I have already sent one to the Minister for Mines; and perhaps it would be as well if you were to allow me to hand in my reply to a letter I received from the Minister for Mines.
  29. Could you produce to this Committee the book containing the report on this property? Yes.
  30. Have you it with you? No.
  31. It can be produced? Yes.
  32. And if requested you will produce it? Yes.
  33. Have you seen that report lately? Yes, a copy of it.
  34. Are you aware that that report, or a report, was sent to England? Yes, the original report, I believe, went to England,—I am informed so. The only copy I have is the draft report.
  35. Is the report which you have the same as the original, because there were some alterations made in it after the draft report was copied into the book.
  36. The report that was given to Mr. Owen for Messrs. Garrett and Greville was copied into the book, I understood you to say? The draft report was copied—not the report.
  37. So you now explain that the copy which is in your official records is a copy of a draft report—not of the report itself? It is a copy of the draft report; I have not got a copy of the report. The draft report was only a proposed report, and there was some slight alteration made in it, and the alterations made in it have been neglected to be inserted in the copy.
  38. The report you have in the book,—is that the report as you originally sent it in? No.
  39. It is not? It is not.
  40. Then the report you have in the book is not the report as it was afterwards altered? No.
  41. So that the report you have in your book will not agree with the original report or with the report as amended? It will not agree with the report.
  42. Nor with the report as amended? The report never was amended—it was simply the draft report that had a slight alteration made in it because of a few words that were superfluous.
  43. When the report left your hands at first, it was your report as Examiner of Coal Fields? My report, yes.
  44. When it was sent away from you, was it copied in your book? No, it has not been—there were some alterations made.
  45. All I want to know is whether, when the report left your hands in the first instance, it was at that time copied in your books? It never left my hands in the shape in which it was copied in my book; I only had it in my possession as a draft or proposed report.
  46. At what stage of the report was it copied into your books? At the time I first wrote it as a draft report. I went to see Mr. Owen—Mr. Owen had been at Newcastle looking over the property, and wanted some additions made to the report, either the 1,700 acres or the 1,200 acres added to it, and I went to see him about that addition to the report, and in reading over this report there was some slight alteration proposed to be made, simply because of words that were superfluous.
  47. Does the copy in your book contain these words which you consider surplusage? Yes.
  48. Were the words which you state were surplusage, and which were taken out of the draft report, taken out by yourself or at the instance of any person else? I am not certain. It was done in reading it over with Mr. Owen. I think it was Mr. Owen that pointed it out to me. Mr. Owen had been over the property and had seen it, and it was Mr. Owen I principally dealt with. I went over the report in the presence of Mr. Owen and Mr. Garrett, but Mr. Owen was the one who made any suggestions.
  49. The words you say were surplusage, and were taken out on that ground? Yes.
  50. Do you remember what the words were? I could not be quite certain; if you read them I could tell you.
  51. Were these the words—"Whether any of them will be workable remains to be proved"? "Workable or not" I think it is—"Whether any of them are workable or not remains to be proved"—those are the words left out.
  52. It would perhaps simplify matters if you would adopt a printed copy as the report, and say whether the words written in pencil are the words taken out as surplusage. Is that (*handing to witness a printed paper, see Appendix A 1*) a copy of the report as given by you, and the words in pencil the words taken out as surplusage?\* Yes, these words were taken out of the draft report. The report had not been made at this time—it was simply a draft proposed report.

\* NOTE (on revision):—The words referred to are printed in *italics* in the Appendix.

53. Was it signed? I never gave that report out of my possession; that report was never sent at all; it was simply a proposed draft report, on which I met Mr. Owen and Mr. Garrett—principally Mr. Owen, because he had been over the land with me—to see what alteration or addition he wanted with respect to some additional land, either the 1,700 acres or the 1,200 acres—a statement that had to be written with regard to the quantity of coal under the land. J. Mackenzie,  
Esq.  
9 Aug. 1876.

54. *Mr. Cohen.*] Could you not say whether that proposed report was signed by you at the time? I am not sure whether I had put my signature to it or not, because I went down with the report not knowing whether Mr. Owen wanted this other additional land put into it or not, either the 1,700 acres or the 1,200 acres. I went down thinking that if he did not wish that added, very probably the report would do; and in looking over it we found that in the latter portion of the report I had stated certain things which would have made the first part superfluous.

55. *Chairman.*] Was that the only alteration that was made in the report at the time you speak of, in the presence of Mr. Owen and Mr. Garrett—the omission of the words I read just now? No, either the 1,700 acres or the 1,200 acres, I do not know which, were added to it.

56. In what portion of it? The commencement.

57. Do you know where the draft report is now? I have a copy of it.

58. Not the draft report? No, a copy of it.

59. Have you your original report? No.

60. Do you know where it is? I believe it is in London.

61. *Mr. Farnell.*] The report from which this (*Appendix A 1*) was printed? Yes.

62. *Chairman.*] Where is the report from which these words were taken out? If you would allow me to put in a letter of mine in reply to a letter of the Minister for Mines, I think it would explain the whole thing.

63. That may come bye-and-bye—what I want to find out now is where the report you brought to Sydney with you is at the present time, which report you altered by striking out these words? That is not in existence. There was only a copy made in the copy letter book. Either the whole report was recopied or two or three pages—I am inclined to think two or three pages—and these were then given with my instructions to be put into the book, but they were neglected to be put in.

64. Would the copy in your letter book be an exact copy of your report as you brought it to town in the first instance? Very nearly so.

65. There would be no material difference? No. I believe two pages were re-copied, and they were neglected to be put into the copy in the book, and there was one statement added to the report, at the end of it. The person who made the copies neglected to put the alterations in the book.

66. You have informed the Committee that you brought the report to town, and showed it to Mr. Owen and Mr. Garrett, and that certain words were then taken out of the report? It was never a report; it was not sent in in that form.

67. The draft report then—that which you now call the draft report—which you brought to town and read to Mr. Owen and Mr. Garrett—that report was altered after your interview with Mr. Owen and Mr. Garrett;—is that not so? I made some alterations in the draft report, but it was no report then; I was not taking it to leave with them; I had to send it in afterwards. In this case I wrote out a report, and I read it over to the gentlemen concerned, and as there was found to be some superfluous matter in it I omitted it.

68. *Mr. Davies.*] Have you a copy of that in your books at your office, or a copy of the report proper? I have not a copy of the report proper. I have two pages re-copied, and the person who made the copy neglected to put it in the book.

69. *Mr. Robertson.*] In your book you have a copy of the draft report, but the gentlemen to whom the ultimate report was sent have got that? Yes, I suppose so.

70. *Chairman.*] Would the record in your book now in Newcastle give the Committee, if produced, evidence of what the report was when submitted to Mr. Owen and Mr. Garrett? I am afraid it would not give it exactly, because in some numbers of pages and the date I had put in, and the 1,700 or 1,200 acres, I think, were added. Whether I re-copied two pages or the whole report I cannot tell certainly until I get my manuscript, which I have requested to be got, from England. I think the first page was re-copied, and another one.

71. Have you met Lieutenant Aguilar, of the Royal Navy, in Newcastle? Yes.

72. Prior to meeting that gentleman, had you seen a printed copy of your report similar to that which I have now produced? Not until I saw Mr. Aguilar.

73. Was it shown to you by Mr. Aguilar? Yes.

74. Did you call Mr. Aguilar's attention to any discrepancy between the printed copy and the copy in your book? Mr. Aguilar happened to be staying at my house, and I proposed to him that we should read it over and compare it with my books.

75. Did you so read it? Yes.

76. Was any discrepancy noticed? I noticed that the words already mentioned were in the book, but were left out in the report.

77. Did you call Mr. Aguilar's attention to that? Yes, we discussed the matter.

78. Did you state to Mr. Aguilar that you considered the omission essential? No, I did not.

79. *Mr. Robertson.*] May I ask whether these words of which you speak were in the report you delivered to Mr. Owen? No, they were not in the report I delivered to him; at least I think not, but I should like to see my manuscript. I hear there has been a photograph taken of my manuscript report, and that the words are left out. I am not sure whether they were in or not. I have asked Mr. Aguilar to telegraph to Mr. Upward and ask whether the words are in my report.

80. After you handed your report to Mr. Owen, on behalf of Messrs. Garrett and Greville, was any alteration made in it by you? There were some alterations made after I had the interview I have spoken of with Mr. Owen and Mr. Garrett.

81. After you handed your report to them were any alterations made? No, none.

82. And you signed the report? Yes.

83. Then the report itself will show whether these words were left in by you or whether they were not? Yes.

84. The only thing that will prove that is to have your written document exhibited here? Yes.

- J. Mackenzie, Esq.  
9 Aug., 1876.
85. And I understand you to say that you have asked that it may be sent to the Colony, with the object of having it exhibited? Yes, I have frequently asked Mr. Aguilar to have it sent out.
86. Are you aware of a complaint made to the Government by Mr. Aguilar against you? Yes.
87. Is it a fact that you were called upon by the Minister for Mines to answer a charge made by Mr. Aguilar? Yes, it is.
88. Did you make any reply to the Minister for Mines in answer to that? I did.
89. Have you that reply? Yes.
90. Will you be good enough to put it in? Yes. (*Handed in and read. See Appendix A 2*)
91. Was there any examination, that you are aware of, of this coal land, under the orders of Mr. Aguilar? Not by me.
92. Was there any examination of it under the direction or management of Mr. Aguilar on behalf of the Company he represented? There was.
93. You say you pointed out to Mr. Aguilar the discrepancy between your draft report and the report as printed;—was that before he commenced to spend money in boring into the soil? Yes.
94. Then Mr. Aguilar was quite aware of the absence of these words in the report furnished by you, and that the words were in the draft report before he spent a sixpence in boring for coal;—is that so? It is so.
95. *Mr. Cohen.*] You say you thought the words,—“whether any of them will be workable remains to be proved” quite superfluous? Yes.
96. Assuming that these words were left out in your report, you say they were left out because they were surplusage? Yes, I believe so.
97. I find in this printed copy of your report these words,—“Judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it, if we suppose it to be 5 feet 6 inches in thickness of good workable coal.” If by the paragraph I have just read, you intimate that the seam is likely to be good workable coal, is that inconsistent with these words,—“whether any of them will be workable remains to be proved”? I consider that saying “judging” from the thickness of the other seams of coal, and that we shall “probably” be under-estimating it, and “if we suppose it to be so and so,” mean just the same thing as those other words.
98. You think this paragraph is exactly the same in meaning or intent as the words we assume have been left out? Yes, because it shows it is doubtful.
99. Do you not think those words which we assume to have been left out of your report throw much more doubt on the probability of the seams being workable than the other words I have read? No, I think they both show that there is doubt about it.
100. Do you not think that the words which are said to have been left out of your report are much stronger in expressing a doubt as to there being a workable seam of coal upon the property than the words contained in the paragraph I have read? That is matter of opinion.
101. I am asking your opinion as a gentleman of experience? They are certainly stronger.
102. I see that this report as printed was made on 22nd March, 1875? Yes, it was about that time.
103. Was any person else present at the interview with Mr. Owen, when you read over the draft report, besides Mr. Garrett? No.
104. *Mr. Suttor.*] I understood you to say you have no copy of the original report as sent in? I have not.
105. No copy in your letter book? No.
106. Has any photograph of it been sent to you? No. Mr. Aguilar wrote to say that a photograph of the report had been sent out to him, and that these words were not in it. I requested Mr. Aguilar to get my manuscript from England, or to ask them there to compare it with the printed copy as published by Mr. Upward.
107. You never saw the photograph? No.
108. Did he decline to show it to you? I called upon him, and he refused to see me.
109. *Chairman.*] To-day, did you say? No; I think he has left the Colony.
110. *Mr. Suttor.*] In the transactions with Mr. Owen and Mr. Garrett, you say your business was done mainly with Mr. Owen? Yes.
111. Did you look upon Mr. Owen as the principal in this matter? Mr. Owen went over the land with me, and therefore knew more about it.
112. Did the suggestion come from Mr. Owen to strike out these words from the report? Yes, I believe it did.
113. Did Mr. Garrett make the suggestion? No.
114. *Mr. Farnell.*] Is it not customary for the Minister for Mines for the time being to allow the Examiner of Coal Fields to make reports for private individuals? Yes, so long as no charge is made to the Government.
115. I understand you to say that when you drew up the draft report in reference to this land you submitted it to Mr. Owen? I had an interview with Mr. Owen and Mr. Garrett respecting it. I was not sure whether they wanted both portions of land included in the report.
116. And after your interview with Mr. Owen and Mr. Garrett you made some alterations in the draft report as originally prepared by yourself? Yes; but that draft report was never sent to them—I had it only in my own keeping.
117. From the draft report, whatever it was, after consultation and alteration, you prepared the report that was finally sent in by you? Yes, with whatever alterations were agreed to, which were very slight.
118. That report was sent to whom? To Mr. Owen.
119. Is that report the report that was sent to England, do you know? I do not know; I only sent it to Mr. Owen; I do not know what has been done with it, not of my own knowledge.
120. Did you make a copy of your draft report in your letter book? —
121. With the alterations or without them? It appears I have not got the whole of the alterations in it.
122. Not in the copy? Not in the copy. There were either two or three pages or the whole report re-copied—I am inclined to think two pages—and instructions were given by me to put them in the book, but they were neglected to be put in.
123. You do not know for a fact whether the alterations said to have been made in your original report were made by yourself, or after the report left your hands? I have not seen my manuscript, so that I do not know exactly what the alterations were.
124. You saw the printed paper put before us to-day, from which certain words were omitted? Until I see my manuscript I cannot say whether the words were in my original report or not.

125. Did Mr. Aguilar say to you that this printed paper is an exact copy of the report sent to England? J. Mackenzie, Esq.  
I do not know whether Mr. Aguilar knew that himself. I have no recollection of what he said with respect to that.
126. *Mr. Fitzpatrick.*] You keep a press copy of your letters? Yes.
127. I suppose in a matter of this kind you usually write a draft of your letter before pressing it, do you? Yes, before pressing it.
128. Do you remember whether the report, which is sometimes called the draft report—the report you brought to Sydney—bore your signature or not? I am inclined to think it did; I believe it did.
129. It was a signed report? Yes; but it was not dated.
130. I did not ask that—but it was signed? I will not be certain, but I believe it was. I can tell by referring to it.
131. It is pressed in your letter-book? Yes.
132. Do you usually press the drafts of letters in that book? No; but this was required in a great hurry because Mr. Owen was going to England, and I took it down supposing he did not want the additional 1,200 or 1,700 acres put in, and that probably the report would do.
133. Had the words alleged to have been omitted exclusive reference to the 1,200 or 1,700 acres? No, they referred to both.
134. Then the matter on which you consulted Mr. Owen and Mr. Garrett had reference to the addition of something to your report—not to the alteration of it? I had an interview with them on the report, and to see what Mr. Owen required. I cannot be certain, but I think I altered the first sheet to put in the 1,700 or the 1,200 acres. I believe it was the 1,700.
135. Then the report you brought to Sydney was the report that had been pressed in your book? Yes.
136. And, but for the amendments suggested at the interview, would have been regarded as your correct report? It would have had to be finished, because the dates and numbers of the pages were to be put in. I would have taken it back with me in any case.
137. For what purpose? To have made a copy of them in the letter-book.
138. The copy you brought to Sydney had been pressed? Yes.
139. If no alterations had been suggested as a consequence of your interview with Mr. Owen, that report would have been your perfect report without alteration? Yes; but the date, &c., would have had to be put in.
140. But that would have been your perfect report? If these suggestions had not been made it would have been, with the addition of the 1,200 or 1,700 acres.
141. The words left out do not refer to the 1,700 acres only; the report you brought to Sydney was similar to your press copy? Yes.
142. Assuming the words said to have been left out to be surplusage—"whether any of them will be workable remains to be proved"—can you point to anything in the report in which the same idea is suggested? My opinion is that the paragraph just now read by Mr. Cohen shows that the workable character of the seam is doubtful:—"Judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we suppose it to be 5 feet 6 inches in thickness of good workable coal."
143. There is nothing there to suggest that the seam is not workable? I say we may "suppose" it to be so.
144. But there is no suggestion that it is not workable? I only say that judging from the thickness of the seam of coal so near the property, we should probably be under-estimating it if we supposed it to be 5 feet 6 inches in thickness of good workable coal.
145. You convey no doubt that it is workable? I think there is a doubt certainly.
146. What is the doubt? Judging from the thickness of this seam of coal so near the property, I merely draw a conclusion, which may be well or ill founded, that the seam on the property will be of a certain thickness of good workable coal.
147. Is there any doubt expressed there that it is workable? Yes, I think so. The words used in this paragraph are nowhere of a positive character. I say we shall "probably" be under-estimating it.
148. That relates to the quantity of coal, does it not; the thickness was an ascertained thickness, and it was the quality you judged of, was it not? The thickness has never been ascertained at all; on the adjoining property it has. From the known conditions on the adjoining property, I merely assume it to be good workable coal.
149. Assuming the coal to be of the same character as the adjoining coal, it was coal of an ascertained quality? It would be good if the same, but that it may be the same is only an assumption.
150. The thickness was an ascertained thickness? On the adjoining property it was.
151. Do these words to any man's mind convey a doubt that the coal was workable? I think they show that the property wanted proving—clearly so. We might suppose it to be workable, but the fact required to be proved, and was therefore doubtful.
152. I will read the paragraph again. (*Read.*) Is there any word in that paragraph that suggests a doubt that it is workable? I have already said that I think there is.
153. What is the word that suggests a doubt? The words "judging," "probably," "suppose,"—the expression of opinion merely—all suggest doubt. We may "suppose" it to be good workable coal. It is only a supposition.
154. There are three elements in the question—the thickness of the seam, the character of the coal, and the workable or non-workable character of the mine. It might be exceedingly good coal, and yet it might not be possible to work it. Now, you say here that "judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we supposed it to be 5 feet 6 inches in thickness of good workable coal"—? That applies to both the thickness and to its being good workable coal.
155. What applies to both? The doubt.
156. You have expressed no doubt? I say we may "suppose" it to be good workable coal—that if it is like the seam on the adjoining property, we may suppose it to be good workable coal.
157. What I ask is whether there is any word in the paragraph that suggests a doubt that the coal is workable—whether the paragraph conveys any doubt that the coal is workable? Yes, I say it does.
158. What is it that conveys the doubt? What I have said before—that "judging" from the thickness of the seam on the adjoining property, we may "suppose" it to be workable.

- J. Mackenzie, Esq.  
9 Aug., 1876.
159. When you wrote this you were of opinion that the coal was workable? I could not possibly tell; I was of opinion that it probably would be workable, that we might suppose it to be so, but I only put it as my opinion.
160. I suppose, when you wrote that, you conceived that the coal was workable? Yes, that it probably would be.
161. But the words alleged to have been left out say that the fact required to be proved? We know that all these properties require to be proved.
162. *Mr. Robertson.*] Is the coal on the adjoining properties good workable coal? Yes.
163. What properties are these? The Wallsend Company's and the Duckenfield Company's.
164. Are they one on one side and one on the other of this coal property? Yes; the Duckenfield is on the northern side, and the Wallsend on the eastern side.
165. Would the probability be that that was the kind of place where reasonable men might sink in the hope of finding workable coal? Yes.

THURSDAY, 10 AUGUST, 1876.

Present:—

Mr. COHEN,  
Mr. H. C. DANGAR,  
Mr. DAY,

Mr. FARNELL,  
Mr. FITZPATRICK,  
Mr. ROBERTSON,

Mr. F. B. SUTTON.

GEORGE RICHARD DIBBS, Esq., IN THE CHAIR.

Edward Greville, Esq., attended in person, in pursuance of leave granted to be heard by Counsel or otherwise.

John Mackenzie, Esq., Examiner of Coal Fields, called in and further examined:—

- J. Mackenzie, Esq.  
10 Aug., 1876.
166. *Mr. Day.*] Did you give the draft report to Mr. Owen? No.
167. Did he ever see it? Yes; that is, I read it to him.
168. The report you gave to him was the report that has gone to London? It was, of which I have not got any copy.
169. Did he suggest to you any alteration in the report? When Mr. Owen was at Newcastle he was not certain whether he would require some more land adding to the report or not, and I took a draft proposed report down with me to Sydney, to see whether he required that land put in or not. Yesterday I said I was not sure whether it was the 1,700 acres or the 1,200 acres. I find now, by looking at my book, that it was the 1,200 acres. On reading over the report to Mr. Owen, and seeing about putting this additional land in, it was suggested to me that the words before referred to were superfluous, and they were left out in the report.
170. Then you had to make another survey after the first survey? No; there was no necessity.
171. Do I understand you to say that the draft report was prepared before the whole of the land was included? Yes; but I had examined all the land before preparing the report.
172. After you had prepared your report, Mr. Owen wished to have more land included? Yes, land which I had also examined, but with respect to which, as with respect to the other land, I could only state that my opinion was that they would probably find a certain seam at a certain depth. The only alteration made in the report was the leaving out of these words, and adding the additional land. I could only say that, in my opinion, from what was known of the adjoining mines, which were working, the probabilities were that a seam of a certain thickness would be found at a certain depth, and that it would probably be workable. I am not a prophet—I cannot say for a certainty that a seam 400 feet below the surface will be workable, or that it will not. Companies are floated on the reports of people like myself, who give their opinions that they think it will be so and so; but it is no certainty.
173. Did you offer to make the alteration of your own accord, or was it suggested to you? I dare say it might have been suggested by Mr. Owen that these words were superfluous, and I believe it was, but I could not say for certain.
174. You thought so, too? Yes, I thought so.
175. Did you know that the report was required for the purpose of forming a company or making sale of the land? Yes, forming a company.
176. You considered the final report, when it left your hands, a true and faithful report? I did, and I do now.
177. *Mr. Dangar.*] Do I understand that the land proposed to be added was the 1,200 acres alluded to in your report? Yes, but not after the report was made. The report had not been made at that time. It was only a draft proposed report on the 1,700 acres of land. I did not know whether Mr. Owen would require the other land (the 1,200 acres) to be included until after I had seen him and read the draft report over to him. I may tell you that I dealt principally with Mr. Owen in the matter. He was at Newcastle, and went over the land with me, but he could not then say whether he would have both properties included in the same report or not. He told me he might wish to have two separate reports, or to have both lots of land included in one report.
178. Do you remember at what date that was? The report is dated the 22nd March, 1875; that was when it left my hands. It might have been about the 18th March when I read the draft report over to him.
179. What time elapsed between your making the draft report and making the final report? About four or five days.
180. You say in your report that you have made a very careful examination of the 1,200 acres of land. Was that examination made during those four or five days? No, I had been all over the land previously. I was prepared to make a report as to the 1,200 acres as well as the 1,700 acres, because Mr. Owen had told me that

that he might wish the 1,200 acres included in that report, or made the subject of another report, but J. Mackenzie, Esq. he only wished me to make out the report for the 1,700 acres until I saw him in Sydney.

181. Had any borings at that time been made on either of these blocks of land? No, not that I am aware of. 10 Aug., 1876.

182. Then the opinion you gave was merely based upon a surface examination of the two properties? Yes, and seeing the coal proved on the adjoining properties.

183. *Chairman.*] Have you the book you spoke of yesterday; in which the press copy of your draft report was made before you brought it to Sydney? Yes. (*Book produced.*)

184. You have before you the press copy of your draft report as made in the first instance? Yes.

185. This is the report you characterized in your evidence yesterday as the draft report you brought to Sydney to be shown to Mr. Owen and Mr. Garrett? Yes, but there have been some figures inserted in blanks which existed in the draft at the time the press copy was made. I simply put in the dates and quantities after I had the interview with Mr. Owen and Mr. Garrett.

186. This is signed by you? Yes.

187. Will you state what the alterations were that were made in this report after you saw Mr. Owen and Mr. Garrett? I could not say till I see my manuscript. I am not sure how many pages of the draft were re-copied.

188. *Mr. Fitzpatrick.*] What have you altered in that since it was copied into the book? The date was not entered at the time the press copy was taken, showing that I did not look upon it as a final report. I left the date blank so as to insert it after the report was finally sent in, and it has been since inserted, as you will see. The 1,200 acres have been added to the report, and the following figures have been inserted in the blanks left in the press copy:—13,457,813; 4,485,937; 7; and 8.

189. The final report then would be almost a copy of that, with those insertions and the omission of certain words referred to yesterday in one particular clause—"Whether any of them will be workable remains to be proved"? Really I cannot say until I see my manuscript.

190. *Chairman.*] If you saw the final report, and compared it with that, you would be able to point out any discrepancies or any alterations that have been made? Yes.

191. Could you do so if you saw a photograph of your report? I should be satisfied with that.

192. Here is a photograph of your report (*handing the same to the witness*)—do you think that is a fair photograph of your report—is that your handwriting? Yes, I believe that is my writing.

193. You think the photograph in your hand now represents the final report given in by you? Yes, I have no doubt that is a photograph of my report.

194. Will you see what is the date of that? 22nd March, 1875. That is the same date as was entered in the press copy after I returned from Sydney.

195. A comparison between the photograph copy in your hand and the press copy before you will show the differences between your draft report and the report as sent home? It will.

196. Will you turn to the photograph copy, and see whether those words, "whether any of them will be workable remains to be proved," are to be found there? I see that those words are left out in the photograph copy.

197. Does it show whether any alteration has been made as to the thickness of the seam? It is 5 feet 6 inches in both.

198. *Mr. Dangar.*] Have you ever compared the photograph copy either with your press copy or with the printed copy of the report? I have not.

199. *Chairman.*] Have you compared the printed copy attached to the prospectus issued in London with your press copy? Yes, I have stated that before.

200. On such comparison did you find that certain words were omitted and certain words were added? Yes, that certain words were in this press copy which are not in the printed copy. (*Mr. Mackenzie here, by direction of the Committee, read the photograph copy, and two members of the Committee compared it as read with the printed copy and the press copy respectively. It was found that the photograph and the printed copy agreed, with the exception of the omission, near the end of the report, of the word "round," but some differences were found to exist between the photograph copy and the press copy, for which see Appendix A 3.*)

201. *Mr. Dangar.*] Where is the original draft of that press copy? I do not know; I do not suppose I kept it after I wrote out my final report; I have not got it.

202. Are you in the habit of making rough draft reports, in the first place, of your reports? No, I very seldom do it. The reason of my doing it in this case was that Mr. Owen was in a very great hurry to get away to England; he was thinking of leaving the next week after my report was made; and I did not know whether he would require some more land adding to it; I therefore took the report down to Sydney, thinking that if he did not require that land added to it, it might do as it was.

203. Did you ever make a press copy of that report as finally sent in by you? No.

204. Is that press copy in the book you now produce the only copy in your possession? Yes.

205. Were you in the habit of making the press copies yourself, or did you depute that to your clerk? Generally it is done by my clerk; sometimes I do it myself.

206. *Mr. Suttor.*] Did you not state yesterday that you had no copy of the report as sent to England, and could not identify it until you saw the original manuscript? Yes.

207. Then you were under the impression that you had no copy of the report as sent to London in your book? Yes.

208. Are you in the habit of submitting these reports for approval, or of adopting suggestions as to the alteration of your reports in any way? No. I did not submit the report for approval in this case, but simply to ascertain whether the additions I have spoken of were required; and it so happened that these that have been complained of as being left out were thought to be superfluous.

209. I think I understood you to say yesterday that you struck them out on the suggestion of Mr. Owen? Yes, he pointed out that they were superfluous.

210. *Mr. Dangar.*] Did Mr. Owen suggest to you that you should strike out these words, "whether any of them will be workable remains to be proved"? Yes, I believe he did. He pointed out that in another portion of the report I had said something which meant really the same thing—"Judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we suppose it to be 5 feet 6 inches in thickness, of good workable coal." It is impossible for me or any one else to say what may be found 400 feet under the surface of the ground. I can only give an opinion.

- J. Mackenzie, Esq. 211. Where did this interview with Mr. Owen take place? At Mr. Garrett's private office.  
 212. Was Mr. Garrett present? Yes.  
 10 Aug., 1876. 213. He was present at the time Mr. Owen made the suggestion that these words were superfluous? Yes.  
 214. *Mr. Day.*] Would not the omission of these words "whether any of them will be workable remains to be proved," make a wonderful deal of difference in the sale of the property. Would you give as much for the property if those words were in the report as if they were out? I myself consider that they really make no difference, with this other sentence in the report that I have just read.  
 215. Do you not think the words I have quoted are more definite and clear? It is well known to all mining people that neither I nor any one else can say what thickness a seam of coal under the surface may be. I can only say, when giving my opinion, that from what I have seen on the north of it and on the east of it, I believe it is likely to be so and so; but I cannot say for certain.  
 216. Suppose you were to get two reports sent to you—one with these words in it, and the other with these words out—which would you consider the most favourable to the prospects of the contemplated mine? I think they would both show that the result was doubtful.  
 217. Do not the words omitted convey more doubt than the others? To some people they might be a little more decisive.  
 218. Do you think these words would make no difference to the sale of the property? I think it is immaterial whether these words remain in or not.  
 219. *Mr. Cohen.*] Supposing you had one report with one set of words in it, and the other with the other set of words in it, which would you consider the stronger report? It might be considered that the words "whether any of them will be workable remains to be proved" are stronger; but I myself, as a mining man, would be of opinion that the other paragraph conveys the same meaning. All these things require proving. I consider it was really surplusage for me to say so, because it is well known that it is impossible for any one to say whether a seam of coal is workable or not until it is proved.  
 220. Do you not think that a report of this—put it, if you like, as a speculative opinion of a scientific gentleman—is of very great value? Yes.  
 221. You said that this interview took place at Mr. Garrett's private office—where was his private office? In Hunter-street.  
 222. Was this after Mr. Garrett had taken office as a Minister? I think so. It was about the 18th March, 1875.  
 223. *Mr. Dangar.*] Were you aware of the purpose for which this report was required? I was aware that it was intended to float a Company, and that Mr. Owen was going home with it to England.  
 224. *Mr. Suttor.*] Would you be kind enough to give the Committee your explanation of what is good workable coal? A seam that it will pay to work—that you will be able to get your money out of it if you work it.  
 225. Does the term apply to coal of good quality rather than to the possibility of working it? My opinion was that we should probably get a good workable seam of coal.  
 226. *Chairman.*] The question is, what is a workable seam of coal? A seam of coal that could be worked at a profit.  
 227. *Mr. Robertson.*] You mean that workable coal is coal that will pay the man who works it? Yes.

FRIDAY, 11 AUGUST, 1876.

Present:—

MR. BOOTH,  
 MR. COHEN,  
 MR. DAY,  
 MR. DAVIES,

MR. FARNELL,  
 MR. FITZPATRICK,  
 MR. ROBERTSON,  
 MR. F. B. SUTTOR.

GEORGE RICHARD DIBBS, Esq., IN THE CHAIR.

Edward Greville, Esq., appeared in person, in pursuance of leave to be heard by Counsel or otherwise.

John Mackenzie, Esq., called in and further examined:—

- J. Mackenzie, Esq. 228. *Mr. Davies.*] Which portion of land did you first report upon—the 1,200 acres or the 1,700 acres? The 1,700 acres.  
 11 Aug., 1876. 229. Then the draft report you spoke of when giving your evidence on the first day was amended by inserting the additional area of land? Yes.  
 230. As well as by striking out the words that were spoken of as not being in the printed report? Yes.  
 231. Was it amended in any other way that you remember? The photograph copy of my manuscript will show that. I have no recollection of anything further.  
 232. *Mr. Booth.*] Which do you acknowledge to be correct, the photograph or your rough draft? The photograph is a copy of my report, but I have no copy of it.  
 233. The photograph is the only report produced here that you acknowledge to be correct? Yes.  
 234. *Mr. Greville.*] Are you permitted by the head of your department to examine and report upon mineral lands the property of private individuals? I am.  
 235. I believe it is considered to be for the benefit of the Colony that a gentleman holding your position, and supposed to have scientific attainments, should report upon the resources of the Colony upon lands whether alienated or unalienated? It has always been so for a great number of years previous to my having my present appointment.  
 236. I believe the usual course is for the head of your department to be first applied to for permission for you to inspect the land? Yes.  
 237. Was that done in this instance? It was.

238. Was there in this instance any deviation from the custom ordinarily observed when people seek your advice? None. J. Mackenzie, Esq.
239. Not in any way whatever. Can you point to a single particular in which there was any deviation from the customary mode of procedure? In no way whatever. 11 Aug., 1876.
240. When you were instructed to report upon the land did Mr. Garrett go with you to the land? No, not previous to my making my report.
241. Did I go with you? No.
242. I believe it is the fact that you had never conversed with me, either as to the property or as to your report upon it, until the day before yesterday? Yes, that is the fact.
243. Until you had seen the land, drawn up your draft report, and brought it to Sydney, were you brought into contact with, or did you receive directions from Mr. Garrett? No.
244. Then is it a fact that after receiving your instructions, unbiased either by Mr. Garrett or by myself, you inspected the land and formed your opinion upon it? It is.
245. Did you then, prior to coming to Sydney, draw up a draft report, the press copy of which has been exhibited to this Committee? Yes.
246. Did you intend it to be the basis of the final report which you would give to the parties who had applied for it? I may say that I believe Mr. Owen went over the land with me at the time I made the inspection, and when he left me in Newcastle he was not certain whether he would require some more land adding to the report.
247. I am only asking whether you intended it to be the basis of your report—I do not say the perfect report? It was to be the basis of the report if it applied to the 1,700 acres; but I did not know whether Mr. Owen required some more land adding to it or not; he said he was not certain.
248. But the results of your examination have been embodied in this draft report, which I presume you intended to be the basis of your report to be presented to the owners of the property? Yes.
249. And you took the precaution of copying it into your report book? I did.
250. Did you at that time bring your press copy report book to Sydney? No.
251. When you read over your report who were present? Mr. Owen and Mr. Garrett.
252. Was it then that you received final instructions to enable you to make a report? Yes.
253. I mean the instructions as to the land, and other details, for which you had left blanks in your draft report? Yes.
254. By whom was it suggested to you (if it was suggested) that the words—"whether any of them will be as reliable remains to be proved"—should be omitted? That was suggested by Mr. Owen.
255. On what grounds? I really cannot recollect exactly, but I believe he pointed out that in another portion of my report I had stated that there was an uncertainty about it, and that it would be superfluous to put these words in.
256. Was it not suggested by Mr. Owen that they threw an unnecessary doubt as to the coal being workable or not? I have no recollection of it.
257. Had you, when you penned that report, any doubt in your own mind—barring the doubt that exists as to all mining properties—that a workable seam would be found, judging from your scientific knowledge? From my scientific knowledge my opinion was that the seam would probably prove workable.
258. You adopted the suggestion of Mr. Owen to omit these words? Evidently, from the photograph of my manuscript, I did adopt the suggestion; I believe I did.
259. And you consider yourself, I presume, as responsible for the omission as for the contents of the report? I should not have omitted them unless I myself believed that they were really immaterial to the report. The property having to be proved, it was impossible for me or any one else to say for certain what the thickness or the quality of the seam would be. I could only give an opinion from the coal found upon the adjoining lands.
260. Judging from the coal found upon the adjoining lands, you believed a workable seam of coal would be found on the land on which you reported? I did.
261. And you therefore considered it superfluous to insert what might be called an unnecessary doubt? Yes.
262. I believe you say that suggestion was not made either by Mr. Garrett or myself, but by Mr. Owen only? Yes.
263. When was your attention first drawn to the omission of these words? When Mr. Aguilar came over to Newcastle to commence boring operations.
264. Mr. Robertson.] By whom? By Mr. Aguilar and myself, when he was at my house.
265. Was he looking over your books? Yes; we compared the printed report with the press copy of the draft in my book.
266. Mr. Greville.] Was that prior to Mr. Aguilar visiting the ground? Yes, before he saw the ground.
267. And certainly before any expense was incurred by him upon the ground? Yes.
268. Is it not the fact that for the moment it escaped your memory as to whether or not the words had been omitted by you in drawing up your final report, or whether they had been omitted in London by the printer in copying the report? It is.
269. But on subsequent reflection, and thinking over the matter, the circumstance of the alteration occurred to your mind? Yes; I was not certain what alterations I had made.
270. Did you not ask Mr. Aguilar to send home for your report—your original report, I believe, was carried to London—did you not ask Mr. Aguilar to send for it? I did.
271. In order that you might satisfy yourself? Yes.
272. You subsequently heard that photographs of your report had been sent out from London—Did you often ask that you might have a photograph shown you? Yes; I have asked for it. I called on Mr. Aguilar, and he was not in, and he sent me a letter to say that he would not see me personally—that anything I had to say to him must be in writing.
273. Have you made more than one report upon this land? Only one.
274. Which is that report? The report I sent to Mr. Owen.
275. And of which you yesterday saw a photograph copy? Yes, which is evidently a photograph of my report.
276. Which you gave to Mr. Owen, on behalf of the owners of the property? Yes.
277. Is that the only report by which you consider yourself bound? My only report.

- J. Mackenzie, Esq. 278. It is the only report by which you consider yourself bound either to the owners of the property or to the public? Certainly.
- 11 Aug., 1876. 279. You heard that read and examined yesterday—did you find it had been altered in any respect in the printed copy, with the exception of the word “round” being left out? No; I believe that to be a photograph of my report.
280. Are you aware that after Mr. Aguilar became cognizant of the differences existing between the report sent to London and the draft in your press book he proceeded to test the ground? Yes.
281. Did he do so under skilled advice? Yes, under the advice of Mr. Moody, Manager of the Waratah Company.
282. I believe borings were put down? They were.
283. The ground was tested to a considerable depth? It was.
284. Did the borings and testings, so far as they went, fully bear out everything you had written in your report? They proved, according to Mr. Moody, that they have already struck a 6 feet 10 inches seam of coal.
285. Pardon me—I asked whether they proved the correctness of all you had stated in your report, as far as they have gone? My report principally referred to one seam—the lower seam. They have not reached the lower seam yet.
286. I say as far as the testings went? As far as the testings went they found a seam of coal 6 feet 10 inches thick.
287. I want to know whether they bore out what you have written and sent forth to the public? Yes; they found workable coal there.
288. *Chairman.*] Have you seen the borings? Yes, I have seen a copy of them.
289. *Mr. Greville.*] Did the borings and testings, as far as they went, bear out the report you had made? The fact of the matter is that they proved more than the report really said, because they have proved the existence of a seam of coal, 6 feet 10 inches thick, of much better quality than this same seam at the Wallsend Colliery from which the section published in the report was taken.
290. In your report, at what did you estimate the thickness of the seam? They have not reached that seam.
291. I mean the upper seam? The upper seam was only shown of the thickness of the Wallsend seam. This is a seam which has proved to be thicker and of better quality than on the adjoining land.
292. In boring did Mr. Aguilar or the Manager of the Waratah Company pass through a seam of coal? They did.
293. What was the thickness of it? Mr. Moody considers, I believe, that there is 6 feet 10 inches of workable coal in it.
294. Then it is a fact that a seam of coal 6 feet 10 inches thick has been discovered on the land, and that it is workable? So I have been informed by Mr. Moody.
295. *Chairman.*] You said just now that the suggestion for the omission of certain words was made by Mr. Owen? I believe it was by no one else but Mr. Owen.
296. It was made in the presence of Mr. Garrett? Yes.
297. Mr. Garrett heard the suggestion made? I suppose so; he was present at the time.
298. He was taking part in the conversation? (*Mr. Greville objected that Mr. Mackenzie was not in a position to say what Mr. Garrett heard or what he did not hear.*)
299. Was Mr. Garrett a party to the conversation that took place at the time the suggestion was made to omit these words? He was present at the time.
300. Was he a party to the conversation? He was present. As far as my memory serves, I think Mr. Garrett said little if anything at all. Mr. Owen was, I believe, over the property with me and knew about it. I have no recollection of Mr. Garrett ever suggesting anything with respect to it.
301. Did Mr. Garrett speak at all at the interview? I presume he did, but I have no recollection what he said.
302. But you have a very clear recollection of what Mr. Owen said as to this report? Not everything. I have no very clear recollection of everything that was said with respect to it.
303. Was Mr. Garrett present and a party to the conversation that took place between Mr. Owen and yourself relative to the omission of certain words from the report? Mr. Garrett was there.
304. And could have heard anything that took place? Yes, certainly, if he was listening.
305. I presume he must have heard what took place? I suppose so; that is for Mr. Garrett to say himself.
306. The book produced by you yesterday—the book of reports—contains reports as you are in the habit of issuing them to those who ask for them? Yes, with the exception of this one report. It is an official book, and it is not very likely I should have copied the draft report into it in this way, if there had been any collusion between myself and any Members of Parliament or others, or if I had any wish to alter or suppress anything.
307. Of all the reports in that book, this is the only report that differs, as far as you are aware, from the reports as issued to the parties applying for them? I believe so.

John Upward, Esq., called in and examined:—

- J. Upward. 308. *Chairman.*] You have a brother in London, a solicitor? I have.
- 11 Aug., 1876. 309. To your knowledge he has been negotiating for certain coal lands near Newcastle? He has.
310. Do you know any of the circumstances attending the negotiations for this land? Yes, I know a few particulars respecting it.
311. Are you acquainted with Lieutenant Aguilar? Yes.
312. Who was he? A gentleman sent out by my brother to inspect this property that was laid before my brother Walter, in London, by Mr. Owen.
313. Mr. Aguilar came out here for that purpose? Yes.
314. Do you know Mr. Owen, or have you met him? I know him; I knew him before he went Home.
315. Are you personally known to the Honorable Thomas Garrett? Yes.
316. Have you met him in connection with this matter in any way? When my brother wrote out to me at first I placed myself in communication with Mr. Garrett and Mr. Greville.

317. By personally waiting on them, or by letter? My brother requested me to wait upon them personally. J. Upward, Esq.
318. And you did so? I did so.
319. Had you any conversation with them with respect to the negotiation? Not with respect to the negotiation, but merely telling them Mr. Aguilar was coming out by a certain mail to inspect the property. 11 Aug. 1876.
320. Have you ever met either Mr. Owen, Mr. Garrett, or Mr. Greville, separately or together, in any interviews in connection with this matter? I have met Mr. Garrett and Mr. Greville together. When I met them Mr. Owen was in England—he had not returned to this Colony.
321. Since Mr. Owen returned to the Colony have you ever met either of the three gentlemen named? Not to have an interview with them; I have met them, but not to have an interview or a conference with them.
322. Have you ever been present at any conversation with respect to this property between Mr. Aguilar, Mr. Owen, Mr. Garrett, and Mr. Greville? I introduced Mr. Aguilar to Mr. Garrett and Mr. Greville; but since then I have not been in company with the three.
323. Have you had any interviews with Mr. Owen with regard to the property? I have.
324. Was he the agent of Messrs. Garrett and Greville? Yes.
325. You knew he was acting as their agent? I knew he was acting as their agent to negotiate this property.
326. Are you aware that there has been some dispute as to the completion of the preliminary arrangements? I know there has.
327. Do you know from what it arises? From an omission in the report that was laid before my brother.
328. An omission of what? An omission of a sentence of Mr. Mackenzie's report.
329. Have you ever had any conversation with regard to such omission with Mr. Owen? I have.
330. Do you know when his attention was called to that omission, and by whom? Mr. Owen's attention was called to it about November, very soon after Lieutenant Aguilar arrived here.
331. By whom? I believe he got his information from Mr. Aguilar—to the best of my belief he did.
332. Were you present at any interview between Mr. Owen and Mr. Aguilar, where the matter was discussed in any way? I was.
333. Can you tell the Committee what took place? I recollect that on Saturday, 19th February, I was having my lunch at Willis's rooms, and Mr. Owen came up to me and said—"This is a nice piece of business which has caused your brother to send out a telegram to stop all work"; I said—"Yes, not only a nice piece of business, but a very nasty piece of business. How is it that that sentence that has caused my brother to send out the telegram was omitted?" He said—"Your brother had Mr. Mackenzie's report in his own handwriting." I said—"How can that be, because Mr. Aguilar, on comparing the report that he brought out attached to the prospectus, which is an exact copy of the report laid before my brother, with the press copy of Mr. Mackenzie's report in his book, found that there is this sentence left out—'Whether these seams will be workable remains to be proved.'" He said—"I will tell you all about it; we"—meaning Mr. Garrett, Mr. Greville, and himself—
334. How do you know he meant them? Because we were talking about their property—"We requested Mr. Mackenzie to make a report on that land, and when he brought that report and read it to us, we made an objection to two or three things in his report; one was that we did not quite agree with him as to the depth that we should have to go before we struck coal, and we asked him to correct that; he said he would not correct it, and he did not; and then we came to this sentence, namely, 'whether these seams will be workable remains to be proved.' We said—'If you put that in your report it will damn the property and prevent me from effecting a sale,' and we asked him to take that sentence out; after some persuasion we induced him to take the report back, and he sent it back with that sentence left out. Whether he made out a fresh report, or whether he merely wrote out again that leaf where the sentence was, I cannot tell, but all I know is that he sent the report back with that sentence left out." I asked Mr. Owen if he would have any objection to come along with me and tell Mr. Aguilar what he had told me. He said, "No." I took him to the Australian Club, and told Mr. Aguilar that I had brought Mr. Owen to him in consequence of a statement he had just made to me, which I should like him also to make to him. Mr. Owen then related exactly the same words to Mr. Aguilar. Mr. Aguilar, after he heard that, wrote up immediately (on the same day, Saturday) to Mr. Mackenzie, stating what had taken place, and asked him to send down a telegram whether Mr. Owen's statement was true or not, as there was a supplementary mail to be made up on the Monday, and he would have time to write home by that mail to my brother. That telegram, I think, did not arrive in time for Mr. Aguilar to write home; but, however, there was a telegram received from Mr. Mackenzie to this effect:—"Do not recollect; have written Owen requesting him to write to Upward." I will not swear those were the exact words, but they were to the best of my memory.
335. Are you aware whether Lieutenant Aguilar, after this statement you speak of was made, saw Mr. Owen, or Mr. Garrett, or Mr. Greville again, in reference to the property? I do not think he did; I cannot say.
336. Have you any of the telegrams you have referred to? I have the telegram I have referred to as received from Mr. Mackenzie. (*Handed in and read. Appendix B 1.*) That was Mr. Mackenzie's telegram to Lieutenant Aguilar in reply to his letter that he wrote on the 19th February, asking whether the statements that Mr. Owen had made before me and him were true or not.
337. Have you any other papers? Here are two letters from Mr. Mackenzie, one written to Spain and Sly, solicitors, and one written to Lieutenant Aguilar. (*Handed in and read. Appendix B 2 and B 3.*)
338. Have you the telegram that came from your brother? Yes. (*Handed in and read. Appendix B 4.*)
339. What is the meaning of the word "cognascent" at the commencement of the telegram? That is the telegraphic cypher for "from Walter Upward to Lieutenant Aguilar." I have here some letters from Holdsworth and Brown, solicitors for Messrs. Garrett and Greville; but I do not know that it is necessary to produce them.
340. Are they material? I do not know that they are material, although they do admit that there was that omission in the report—they do not deny that.
341. Will you put them in for what they are worth? Yes. The last one is Mr. Aguilar's reply. (*Handed in and read. Appendix B 5, B 6, B 7, and B 8.*)
342. Mr. Robertson.] For whom did Messrs. Holdsworth and Brown appear? Messrs. Garrett, Greville, and Owen.

- J. Upward, Esq.  
11 Aug., 1876.
343. And who were for Mr. Aguilar? Messrs. Spain and Sly.
344. *Chairman.*] Have you any papers from Lieutenant Aguilar on this subject? Here is a short statement written at the time by Lieutenant Aguilar, merely stating what Mr. Owen had said about the omission. (*Handed in and read. Appendix B 9.*) That was signed by me and Mr. Aguilar at the time.
345. *Mr. Robertson.*] At what time? When I took Mr. Owen to Lieutenant Aguilar at the Australian Club, on Saturday, 19th February.
346. Can you tell us where Mr. Owen is? I do not know where he is living; somewhere in Woollahra, I believe.
347. He is in the Colony? Yes.
348. When did you see him last? I saw him talking to a gentleman as I was leaving this Assembly yesterday afternoon. He has been travelling, I believe, for Taylor Brothers.
349. You mentioned the contents of a letter written by Mr. Aguilar to Mr. Mackenzie—did you see that letter? No, I did not see that letter.
350. How do you know the contents? Mr. Aguilar told me; he wrote it before I left the Australian Club; I was sitting in the room as he was writing, and he said—"I have just written to Mackenzie telling him what Owen has stated, and asking him to telegraph to me on Monday."
351. You did not see the letter? No.
352. *Mr. Cohen.*] You stated, in giving an account of the interview that took place between you and Mr. Owen, that Mr. Owen said—"We made an objection to two or three things in his (Mr. Mackenzie's) report." Did Mr. Owen state that Mr. Greville was one of the parties who made the objection? Yes, that they were all together; Mr. Owen told me they were all together.
353. When these objections were made? Yes.
354. *Mr. Davies.*] Were the letters of Messrs. Holdsworth and Brown, and Messrs Spain and Sly, written with a view to a civil action? You will be able to judge for yourself. They were not written at my instigation.
355. I want to know what was the object of these letters passing between the solicitors? They were written at the instigation of Mr. Aguilar on the one part, and of Messrs Garrett, Greville, and Owen, on the other part. I had nothing to do with these letters; I never saw them until they were put into my hands lately, a long time after they were written.
356. Were you acting as agent for your brother? No; Mr. Aguilar was.
357. Who instructed Spain and Sly? Mr. Aguilar.
358. On behalf of your brother? Yes.
359. *Mr. Robertson.*] Have you the letters to which Messrs. Holdsworth and Brown's letters are replies? I have not.
360. Have you seen them? I have not.
361. Have you the agreement alluded to in these letters between Messrs Owen, Garrett, and Greville, on the one part, and Mr. Walter Upward, on the other part? No.
362. Are you aware what is the nature of it? To the best of my belief, Mr. Owen acted as agent for Messrs. Garrett and Greville, for the purpose of taking a coal property belonging to them home to England to float.
363. Are you aware what was the nature of the agreement made between Messrs Owen, Garrett, and Greville, and Mr. Upward? No, I cannot say I am.
364. Are you aware whether any money was paid by your brother to Mr. Owen in this matter? I am not aware.
365. Did you ever hear of your brother having paid money to any of these gentlemen? I did not.
366. Are you not aware that he paid nothing? I am not aware of anything about money transactions in the matter. Mr. Aguilar was acting as agent for my brother, and all the communications came through him, and none through me.
367. In the numerous interviews on your part in this matter, and in your intercourse with Mr. Aguilar, did it never occur to you to ask whether Messrs. Garrett, Greville, and Owen had been paid anything by your brother? I was not aware whether there was or was not anything paid. My brother had to pay the expenses of the boring.
368. Did he pay anything to these people for this land? I cannot say whether he did or not.
369. Did your brother pay any of the expenses of the conditional purchase? I am not aware.
370. Did he pay one sixpence to them at all? I cannot say. I was not acting as my brother's agent. No communication passed between my brother and myself on business matters connected with this affair.
371. *Mr. Cohen.*] Have you not heard from your brother at all in reference to this matter? I had a letter just before Mr. Aguilar came out, stating that he had seen Mr. Owen and made certain arrangements with him; and the end of it was that he was sending Mr. Aguilar out here to examine the property and carry things through.
372. *Mr. Robertson.*] Did you ever read the agreement between your brother and Messrs. Garrett, Greville, and Owen? No, I did not.
373. And you do not know whether any money passed between these parties? I am not aware whether there was any money or no money at all; I have not been made acquainted with any money matters.
374. *Mr. Booth.*] Have you a power of attorney to act on behalf of your brother? No, I have not.
375. Nor has any one in the Colony that you know of? Not now.
376. *Chairman.*] Where is Lieutenant Aguilar now, do you know? He is on his way to Mauritius, I believe.
377. Did he leave any statement in your hands, or any declaration, with regard to this matter? Yes. (*Handed in and read. Appendix B 10.*)
378. *Mr. Greville.*] Will you inform the Committee when Mr. Aguilar left Sydney? I think he left on the 3rd of this month; I think it was the 3rd—I will not be very sure—I did not take any note.
379. Did he hold a power of attorney from your brother? Yes.
380. Do you know whether he brought out to Sydney with him either the agreement entered into between your brother and Mr. Owen, on behalf of the vendors, or an attested copy of it? I could not say.
381. Did you never see it? No.
382. Did you not see it at the very first interview—the only interview I ever had with Mr. Aguilar—when you

- you introduced him to Mr. Garrett and myself? No, because I was not in your company five minutes; I left the room. You asked me to take a glass of sherry, and I said no, I had not time, I must go back.
383. You do not know whether he brought that out or not? No.
384. Did he never communicate it to you? Never.
385. Did your brother never write out to you on the subject? No; my brother appointed Mr. Aguilar as his agent, and he directed all business communications to Mr. Aguilar and not to me.
386. And you are quite ignorant of the terms on which your brother bought this property? Quite ignorant to this moment.
387. You do not know whether he paid £10,000 for it or nothing? I know nothing at all about the terms.
388. Did you hear Mr. Aguilar express a wish that this matter should be investigated by a Select Committee of this House? I will not be sure. My interviews with Mr. Aguilar were very few indeed, and very far distant.
389. Are you aware whether he instigated this inquiry or not? I am not.
390. Has he ever expressed any determination to endeavour to get it investigated by a Committee of the House? Yes, I think he did.
391. Did he ever tell you that he was sought for with a view to this matter being brought before the House? Never.
392. Did you ever hear that, directly or indirectly? No, I have not heard anything in reference to that.
393. Are you aware, or has it ever come to your knowledge, that he applied to Mr. Garrett and myself for a personal loan of £100? Never.
394. He never mentioned that to you? Never.
395. Did you ever hear it anywhere? No; this is the first moment I have heard a word about it.
396. Do you know that the property was only conditionally purchased by your brother, on the understanding that he could float it into a Company in London? I do not know anything at all about that. As I stated before, I do not know the terms my brother entered into with Mr. Owen.
397. Did your brother ever, in his communications with you in respect to this property, allude to the state of the money market in England, and the difficulty of floating the Company? No; I know he was able to carry out what he proposed to do.
398. You say you do not know what he proposed to do? To form a Company.
399. You said, I think, that you did not know anything about it? I said that before Mr. Aguilar came out I received a letter from my brother, stating that he had had communications with Mr. Owen, and had come to some arrangements, and that he was sending out by the mail Captain Aguilar to inspect the property, with a view to forming a Company, of which, if it was formed, I should be made Secretary; and that if the property was as favourable as the report made out the Company would be formed.
400. Then, although you were not communicated with and told what the precise agreement was, your brother wrote and told you what the contemplated agreement was? Yes, before Mr. Aguilar arrived.
401. But your brother conveyed the impression to your mind that it was only a contemplated agreement? I was under the impression that everything had been agreed to, and that the Company would go on, provided Mr. Aguilar could state that the property was as represented by the report.
402. Then you know this much of the agreement, that it was dependent upon Mr. Aguilar's report? Yes.
403. And on your brother's floating the Company? I believe these arrangements were made before Mr. Aguilar came out.
404. Cannot you say whether any money passed or not? I really do not know, on my oath, whether 6d. or £100,000 passed or not. I do not know why you should put that question to me so often. If you like to put me on my oath now, you can do so.

Harrie Wood, Esq., called in and examined:—

405. *Chairman.*] You are Under Secretary for Mines? Yes.
406. Have you certain papers in reference to the subject of the inquiry now being made by this Committee, the obtaining, alteration, and circulation of a report by the Examiner of Coal Fields, on land held by Messrs. Garrett and Greville? I have a letter here from Lieutenant Aguilar, addressed to the Colonial Secretary, dated 29th June, 1876. (*Produced and read, and copy handed in. See Appendix C 1.*)
407. Have you any other papers or any further correspondence bearing upon the matter? There has not been any further correspondence with Mr. Aguilar.
408. Has there been any correspondence with Mr. Mackenzie? Yes, there is a report from Mr. Mackenzie.
409. Was Mr. Aguilar's letter forwarded to Mr. Mackenzie for his report? Yes. This is Mr. Mackenzie's report. (*Produced, and found to be the same document as that already put in by Mr. Mackenzie—Appendix A 2.*)
410. Have you any other papers? I have a letter from Mr. Mackenzie in answer to a question asking whether he had reported on this land, and saying that he had done so with the sanction of the department.
411. What is the date of the letter you have just spoken of? 18th July of this year. (*See Appendix C 2.*) I have also a copy of the draft report furnished to Messrs Garrett and Greville, sent to the department by Mr. Mackenzie. (*Produced, and copy handed in.*)
412. Is it a copy or the actual draft? In his letter he says,—“I also enclose you a copy of the draft report.”
413. Have you the letters from the department to Mr. Mackenzie? I have not copies here, but I can get them made. (*See Appendices C 3 and C 4.*)

Harrie Wood,  
Esq.  
11 Aug., 1876.

TUESDAY, 15 AUGUST, 1876.

Present:—

MR. COHEN,  
MR. DAY,MR. DAVIES,  
MR. FITZPATRICK,

MR. ROBERTSON.

GEORGE RICHARD DIBBS, ESQ., IN THE CHAIR.

Edward Greville, Esq., appeared in person, in pursuance of leave granted to be heard by Counsel or otherwise.

Samuel Owen, Esq., called in and examined:—

S. Owen, Esq. 414. *Chairman.*] This is a Committee sitting for the purpose of inquiry into the obtaining, alteration, and circulation of a certain report under the hand of the Examiner of Coal Fields, on property belonging to Messrs. Garrett and Greville. It appears that you had some negotiations in the matter, and perhaps you will answer the Committee a few questions. Are you one of the principals in the matter? I am.

15 Aug., 1876.

415. You were not acting as an agent in the matter? No.

416. Although the land might have been taken up in the name of Messrs. Garrett and Greville, you are one of the partners? Most of the land is in my name as well.

417. In other words, the three persons interested were Messrs. Garrett and Greville and yourself? Yes.

418. You were commissioned by your colleagues to take the land to England for the purpose of effecting a sale? Yes.

419. But prior to that you obtained a report from the Examiner of Coal Fields respecting the property? Yes.

420. Do you remember the circumstances attending the receipt, by the parties named, of the report drawn up by Mr. Mackenzie? I do.

421. Was that report brought to Sydney by Mr. Mackenzie? Yes.

422. And handed to whom? It was handed to me, I think, first; I cannot say it was handed to me solely, but it was given to me to look over by Mr. Mackenzie.

423. Given to you personally? Yes; it was given to me to look over; it was not handed in at once as the report, but it was given to me to look over. I had some more land which I had taken up to the westward—twelve or eighteen hundred acres—and it was a question whether we should add this land to the report or not.

424. The report was given to you for the purpose of seeing whether the 1,200 acres should be included in it? Yes.

425. After obtaining that report, did you show it to your colleagues? I do not know whether Mr. Garrett saw it, but it was done in Mr. Garrett's office.

426. In his official or his private office? In his private office in Hunter-street, where his land agency business had been carried on.

427. What date was this when this draft report was first shown to you? Some time in March, 1875; the beginning of March.

428. Was not Mr. Garrett a Minister then? I believe he was; at any rate it was at his old office, where he had carried on the business of a land agent.

429. He was not carrying on the business of a land agent at this time? No; in fact I had the use of his office, as he was not using it.

430. When you received Mr. Mackenzie's draft report, was Mr. Garrett present? I do not know whether he was present at the time I received it, but he was present at the time when the report was read over.

431. Was Mr. Greville present? No. I do not know that Mr. Greville ever saw the report—not in my presence at any rate; in fact Mr. Greville was scarcely consulted in the matter—he left it to myself entirely. I went up and saw the land, saw Mr. Mackenzie, and did the whole thing.

432. Then you acted for yourself, and as agent for the others? Yes.

433. And whatever you did they were content to take the responsibility of? I do not know about that—there was no agreement to that effect.

434. You acted for them? Yes, but we had no agreement as to responsibility. I acted to the best of my ability and knowledge, and they were satisfied.

435. Was the report ever discussed in Mr. Garrett's office, as between Mr. Mackenzie, Mr. Garrett, and yourself? No, I do not think so; the discussion was between myself and Mr. Mackenzie.

436. Was Mr. Garrett not present? Not at that particular time. He might have been present; I do not know that he was present at all.

437. You would not be surprised to learn that it has been stated here that Mr. Garrett was present? I do not say he was not present. We had one or two meetings, but the thing was not discussed in his presence.

438. Were ever Mr. Garrett, Mr. Mackenzie, and yourself, present at one time? Yes, certainly—most decidedly.

439. During the time when this report was under discussion? We were present together when the thing was talked over, but there was no discussion about it.

440. When the matter was talked over was Mr. Garrett present? We three were present, no doubt about that, on one occasion at least.

441. And when the subject of conversation was this report? Yes, most certainly.

442. Would Mr. Mackenzie have had any other business there except in connection with this report? I do not know.

443. Was he a partner in the matter? Certainly not.

444. Would he have had any other business with Mr. Garrett and yourself? Not that I know of; he may have had Government business with Mr. Garrett for all I know.

445. If they had had Government business you would not have been there? No; I knew nothing of any other business except my own.

446. Was the topic of conversation this report when you three were together? Yes, the coal land generally.

447. The Teralba Estate? The Teralba Estate, in which we were interested.
448. You say Mr. Mackenzie had nothing to do with the land, except in connection with his report? No.
449. I suppose then it would be proper to infer that his only business there was in connection with the report? Yes, it would be a fair inference.
450. It is a fact? I could not say it is a fact; he might have had some business there independently of that.
451. If he had any business there independently of that, had you any right to be there? When I had done my own business I went away.
452. Then the essence of the conversation, when Mr. Garrett, Mr. Mackenzie, and yourself were present, was with regard to the Teralba coal land and Mr. Mackenzie's report upon it? Yes.
453. Was the report before you at that time? Yes; I read it over.
454. Had Mr. Garrett read it? I do not know whether he had read it or not.
455. Did you sit down to the table in a business-like way, as we are now? No, nothing so business-like as this; we just sat down in the ordinary way and talked the matter over.
456. Was the report on the table before you? Yes, it was there.
457. Was this the time when it was decided to add the 1,200 acres? Yes.
458. Was it at that time that any conversation took place with regard to the omission of a few words that were in the report that Mr. Mackenzie had with him or that you had under discussion? No, I do not think there was any discussion at that time. I had the report myself to look through, and in my own mind there were some few words, which had been struck out, that I objected to as superfluous and unnecessary; I told Mr. Mackenzie this, and he thought so too, and he struck them out.
459. Was this at the interview you speak of when Mr. Garrett was present? Yes, I expect it was; I do not think we had more than one.
460. Then I understand that at that interview you determined to add the 1,200 acres of land to the report, and that you objected to certain words as superfluous and unnecessary, and requested them to be struck out? I did; I did not request them to be struck out—I objected to them, and said I thought they would be surplusage to the report. We knew the value of the land, had been over it, and had other people besides Mr. Mackenzie over it—experts at Newcastle.
461. If the words had been left in they would have spoilt the sale of the property at Home? I do not think that; but there was a sort of tautology about it.
462. Do you know what the words were? "Whether they are workable remains to be proved"—something to that effect; referring to the seams of coal.
463. You thought that if these words were left in they would not assist the sale of the property? No, they were unnecessary.
464. You objected because you thought they would not assist the sale? Yes, I did.
465. But rather the reverse—that they would interfere with it? I did not think they would interfere with it. I knew the coal was there; at the same time I did not want the report to go Home with any unnecessary doubt about it.
466. Did Mr. Mackenzie strike these words out in your presence? He said he would send in the report with the words omitted—that he thought they were unnecessary.
467. Did he argue the point, or did he accept your ideas right off? He might have argued it for a few minutes.
468. He contested it in fact? No, he did not contest it at all; he thought with me that the fact was so apparent that the coal was there that it was an unnecessary remark to make. He said he would make the report and omit the words.
469. Do you remember how many days elapsed between that time and the time when you received the report? I should think about three or four days.
470. And you then received the report from Mr. Mackenzie? Yes; he sent it direct to me. I then intended to go by the mail, but waited till about the 10th of April for the "Whampoa."
471. Had the whole report been re-written or only a page or two? I think only a page or two, as far as my judgment goes.
472. When you finally received the report you were satisfied with it? Yes.
473. You were not satisfied with it in the first instance? I did not like the words. There was nothing in the words, but at the same time I thought they were unnecessary, and asked him to take them out.
474. Here is a press copy of the report—do you recognize that as the report presented to you in the first instance by Mr. Mackenzie? Yes, as far as I can remember it is a copy of it; it is similar writing and a similar report.
475. Do you think that is a press copy of the paper put into your hands by Mr. Mackenzie? I could not say without I compared it. It appears to be a copy of the draft report shown to me when I objected to those words. I objected to them at the time, and underlined them with red pencil. In fact there were other matters that I objected to, but Mr. Mackenzie thought they were correct.
476. Will you observe whether that is signed? Yes, it is. There are only 1,700 acres included here. The fact is this was not a report at all, because we had not settled whether it would refer to the 1,700 acres only, or include the 1,200 acres, and perhaps other 900 acres to the west. This document was incomplete—at any rate it was not complete. There was another tabulated statement, referring to the 1,200 acres afterwards attached to it. There was only one as to the 1,700 acres when I had it first.
477. *Mr. Robertson.*] Did you treat the report brought down to Sydney by Mr. Mackenzie at first as a report or as a draft report? I took it to be a draft report—it was brought to me as such.
478. You were a partner in this matter? Yes.
479. Therefore you know what the arrangements were? I do.
480. You made the arrangement between Mr. Upward, in England, on the one part, and yourself, Mr. Garrett, and Mr. Greville on the other part? Yes; in fact I had a power of attorney to do it.
481. Under that arrangement what money did you receive from Mr. Upward? Not a farthing.
482. What money did you pay Mr. Upward? I paid him nothing.
483. Then you made a provisional arrangement, did you, in consideration of the capital Mr. Upward was able to bring in, that he should have a share of this property, you giving that as your consideration to him for his assistance? Yes. I can tell you in about ten words the exact form the arrangement took. Mr. Upward agreed to form this Company with a capital of £100,000. He was to find £60,000 working capital; and of the remaining 40,000 shares Mr. Upward himself was to get 17,500, and we three—Messrs. Garrett

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S. Owen, Esq. Garrett and Greville and myself, as proprietors of the land—were to get 22,500 shares only, you will understand. Not a farthing of money passed on one side or the other. That is the substance of the agreement.

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484. It was a written agreement, but it never came to anything, because of Mr. Upward, I presume, not finding the £60,000 of working capital? Yes. I sold the land subject to the promoters approving of the land.

485. If they did not form the Company you got nothing? No. In fact I lost £700 out of my own pocket by it.

486. Mr. Upward was to have 17,500 shares for promoting this business? Yes, shares only; there was no cash on either side.

487. He sent out a gentleman to examine the land? Yes.

488. At what cost? There was £1,000 subscribed by Mr. Upward and about a dozen of his friends, forming a syndicate, to send this gentleman out to approve of the property.

489. This gentleman did come out? Yes, Captain Aguilar.

490. And he made inquiry and search into the value of the property? Yes.

491. Under this arrangement Mr. Upward and his friends stood to win 17,500 paid-up £1 shares, at the risk of losing £1,000, to be spent in making an examination of the property—is that it? Yes, that is the story. In shares, mind—no money.

492. If he had got those shares I presume they would have been worth £1 each? The public would, when the property was in working order, have given probably 30s. for them; so that he would have made £24,000 or more.

493. Mr. Aguilar came out and examined the land? Yes.

494. Are you aware that he was informed of this difference between the draft report and the report sent to England before he laid out any money upon the land? I did not arrive out here for some time after he did, as the steamer in which I was coming out broke down; but I know for a fact, as far as one can take a gentleman's word, that he was informed of this omission before he went on the ground even, at Newcastle.

495. Then the whole expenditure of this Company of promoters, if they had stopped at that time, would have been the cost of sending Mr. Aguilar to Sydney and back? Yes, about £150.

496. But knowing this they went on? Yes; Captain Aguilar commenced boring, and tested the property to a depth of 95 feet or thereabout.

497. Mr. Garrett, Mr. Greville, and yourself had also gone to some expense, inasmuch as you had gone to England and come back, and therefore you had paid just as much as the promoters had paid on that account? Yes, and considerably more.

498. So that both parties were pretty much in the same boat? Yes, except that I could have sold the property twice over if Mr. Upward had not taken it. Both in Lombard-street and the West End I was offered a large sum for it. I lost two chances by Mr. Upward taking it.

499. What were you offered for it? I was offered money for it to buy it outright on better terms for us than those on which Mr. Upward had it.

500. You were offered money for it? Yes, but that was after Mr. Upward had it; of course I was bound then. I had other land adjoining, but in honor to Mr. Upward I could not negotiate for the sale of it. In fact we had some rather unpleasant words about it. He said that if I sold any other land than this he would not go on with it. Mr. Upward objected to my selling any other property until he had got this money subscribed and the thing was in working order.

501. In fact this was a speculative enterprise on the part of Mr. Garrett, Mr. Greville, and yourself, as well as on the part of Mr. Upward and his friends? It was not a speculation on our parts, because we knew the value of the property. It was on their part, but they were not men enough to carry it through.

502. You had paid the Government about £700 on account of this land, and had spent £300 to £400 in going to London and back, so that you were on nearly even terms with Mr. Upward and his friends as to expenditure? Yes.

503. And all that they had expended before they knew of this alteration in the draft report was about £150? Yes, about that; the cost of Mr. Aguilar's passage out here and back. If he had objected when he came, he could have turned about and cancelled the agreement, and the thing would have been done with.

504. At a loss of £150 on their part? Yes, at the outside.

505. While you would have lost the chance of your investment? Yes, and loss of time and money.

506. Did Mr. Aguilar know that you had received no money? Yes, certainly; he was a party I believe, and interested in the arrangement; he was Mr. Upward's confidential man, selected by him to be sent out, and knew the whole transaction from beginning to end; in fact he inquired about the property before he left, from the A. A. Company and others in England.

507. Did Mr. John Upward, who is out here, know that you had received no money? Yes, certainly he did—he knew the whole transaction; his brother was corresponding with him, and he knew what the agreement was.

508. Had he the agreement? He had a copy I think. Mr. Aguilar had a copy, and I believe he left all the papers with him.

509. You do not know that? No.

510. *Chairman.*] Have you a copy of the agreement? No. Mr. S. C. Brown, the solicitor, has it; we can send for it if you would like to see it.

511. *Mr. Cohen.*] At the interview that took place at Mr. Garrett's office, when you took objection to Mr. Mackenzie's draft report, Mr. Greville was not present? No; in fact I scarcely saw Mr. Greville in the matter at all.

512. Do you remember seeing Mr. Upward, of Sydney, at Willis's Café, and talking to him about the omission of these words in the report? I do not remember the particular circumstance.

513. Do you remember having a conversation with Mr. Upward, of Sydney, with reference to the omission of these particular words in the report, and his taking you immediately afterwards to the Australian Club to see Mr. Aguilar about it? Yes.

514. Did you in the conversation you had with Mr. Upward, tell him Mr. Greville was one of the parties who objected to the retaining of these particular words in the report? No; I am satisfied in my

own mind that Mr. Greville's name was never mentioned in the matter at all; in fact—I do not say it out of any disrespect to Mr. Greville—but I do not think we ever troubled him in any way about the matter. He was a partner, and that was all; he left it all to me, and therefore I never troubled him.

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515. Is this the fact, that you had never seen Mr. Mackenzie's proposed draft report until you saw the one brought to you at the interview at Mr. Garrett's office in Hunter-street? That was the only time I saw it.

516. You and Mr. Garrett met Mr. Mackenzie there? Yes.

517. Did you and Mr. Garrett meet there by appointment? I could not say. Mr. Garrett used to come down there occasionally—perhaps at 9 o'clock in the morning—to see if there were any letters, and so forth.

518. Did you expect Mr. Mackenzie down on that particular morning with his report? Yes.

519. Had he previously intimated that he would be down with it? I do not remember.

520. How was it you expected him? I could not say. At any rate I know I met him on a certain day at Mr. Garrett's, with the draft report.

521. And you cannot say whether you and Mr. Garrett met there by previous appointment? I do not remember how it was, but I knew Mr. Mackenzie was coming.

522. Whether you met Mr. Garrett by appointment you cannot say? No; I used to be at Mr. Garrett's office perhaps half a dozen times a day, and I might have asked Mr. Mackenzie to meet me there. Mr. Garrett gave me the use of his office; he was not using it himself at that time.

523. Was Mr. Mackenzie in town the day or two immediately preceding this interview? No; I think he came down one morning and went back the next night.

524. Did Mr. Garrett take part in this conversation? Being in the same room, and being a partner in the concern, most likely he took some part in it; of course he would not sit there dumb—he would have something to say in it.

525. You say you objected to these words, "whether they will be workable remains to be proved," because they would damage the report, and were unnecessary? Yes.

526. If they were merely superfluous and unnecessary, what objection could there have been to their remaining? My objection was this:—In the first paragraph of the report I found this passage—"The property is in the immediate neighbourhood (*see plan at page 9*) of collieries working the same seam of coal as you will find on your land at a probable depth of 260 to 300 feet"; and when I found these words further on—"whether they will be workable remains to be proved," I thought they were unnecessary. That we had found the coal seams in the adjoining and surrounding land was sufficient. I thought these words might upset the whole of the report.

527. You mean to say that other parts of the report conveyed the same meaning as the words omitted? Yes; there are words in it that convey the same meaning.

528. Was it because these other words conveyed the same meaning that you objected to these words as superfluous? Yes; there are words all through the report implying doubt, "if," "judging," "probably," "about," "assume," and such words as those.

529. Did you consider these words were superfluous because other words of the report conveyed the same meaning or expressed the same doubt? Yes, perhaps in a little milder terms. You see I had the property to sell, and did not wish the positive stamp put upon it by such words as that. The report was sufficiently doubtful all through, and as I was going to sell the property subject to its being proved I thought it would be better to leave the words out.

530. You doubt whether the words omitted conveyed a stronger doubt as to the existence of a workable seam than other words of the report did? I thought the repetition of the doubt was unnecessary.

531. You say that Mr. Upward, of Sydney, knew the whole transaction because his brother was corresponding with him? Yes.

532. Did you ever see the correspondence that passed between him and his brother? No.

533. Did Mr. Upward, of Sydney, ever tell you he knew what the arrangement between yourself and his brother was? Yes.

534. He has told you so? Certainly he has; and not only did he know, but I told him also; he knew everything connected with it.

535. You told him the whole arrangement? Yes. He knew what I intended to do when I went Home, before his brother knew it; and he knew what the arrangement was when I came out.

536. You have had conversations with him? Yes.

537. Since this misunderstanding has taken place? Yes. He knows the whole thing; and not only that, but he has read me his letters, in which he urged his brother to go on with the thing, knowing it to be a genuine thing.

538. Have you ever read or shown to him the agreement between yourself, on the one part, and Mr. Upward, of London, on the other part? I could not say positively that I have, but I think I have.

539. You say Mr. Aguilar knew what the arrangement was? Yes.

540. How do you know Mr. Aguilar knew what the arrangement was? Mr. Aguilar, I believe, was present when the agreement was read over in Mr. Upward's office, in London, and it was signed in his presence. Mr. Aguilar was a partner, that is to say, he had an interest in it.

541. You say that after you had concluded your arrangement with Mr. Upward, you were offered a large sum of money for this same property? Yes, I was offered money for it in two places, after Mr. Upward had agreed to take it.

542. Were they absolute offers, or subject to approval of the property? In all cases the arrangements or offers were subject to approval, because I thought the property would bear inspection, and therefore, I sold it on that condition.

543. Were these offers based upon the same report as the arrangement with Mr. Upward? Yes.

544. *Mr. Day.*] Was there any agreement to give Mr. Mackenzie anything for the report? No. We shall pay Mr. Mackenzie, but Mr. Mackenzie has not been paid.

545. It was you suggested the omission of these words? Yes.

546. Did Mr. Mackenzie object to their omission? No. We discussed the matter a little at the time of course, as we went through the report. Mr. Mackenzie thought as I did, that the words were superfluous and unnecessary, and agreed to take them out.

547. The floating of this Company in London was subject to approval after trial of the ground? It was sold subject to the finding of the Wallsend seam of coal; they had the option of boring or sinking a shaft for it.

- S. Owen, Esq. 548. And Mr. Aguilar did sink for it? Yes, bored to a depth of 95 feet or so.
- 15 Aug., 1876. 549. Did he find it? He found a workable seam at 95 feet—a seam which did not exist as workable in the other collieries. That is Mr. Moody's report, and he is an authority. The seam is said to be 6 feet 10 inches thick. At that time Mr. Aguilar received instructions by letter or telegram—I do not know which—to stop work, and of course he did not go on any further.
550. *Mr. Cohen.*] You said that some gentleman informed you that Mr. Aguilar was told of an alteration in the report before he went on the ground? Yes, he was informed.
551. Who was this gentleman? I do not know who it was; I fancy it was Mr. Mackenzie's brother. He was informed of it at dinner on his first trip to Newcastle. He was dining at the house of Mr. John Mackenzie, the Examiner of Coal Fields, and the matter was being discussed, and I believe they compared the report with the press copy of the draft, and found the omission. He went on the property next day, and went on boring.
552. Do you know that for a fact? Yes, Mr. Aguilar told me so himself—that Mr. Mackenzie drew his attention to the alteration before he went on the ground.
553. *Mr. Robertson.*] Did Mr. Aguilar bore to the depth expected? No, only 95 feet.
554. Where did you expect to find the coal? At 250 feet.
555. *Mr. Day.*] I thought you said 300 feet? The report says from 260 to 300 feet, but we always thought it would be met at 250 feet or less—that is the Wallsend seam.
556. *Mr. Robertson.*] He only went down 95 feet? Yes; and found one of the upper seams workable, which is not considered workable at the Wallsend Colliery, which Mr. Moody's report will show.
557. *Mr. Day.*] That seam at 95 feet would be more valuable than one at 250 feet? Yes, as being less expensive to work, requiring less sinking.
558. *Chairman.*] It would have less cover? 95 feet are quite sufficient with such a roof as they went through; I would be satisfied with that.
559. *Mr. Day.*] Why did Mr. Aguilar knock off work? In consequence of a telegram or letter from Mr. Upward. Some letters or telegrams had passed between him and Mr. Upward, in which I was charged with mutilating this report.
560. *Chairman.*] By whom? By Mr. Upward, in London.
561. While you were there? No, after I came out. Hence the photograph copy of the report that you have seen. Mr. Upward, through Mr. Aguilar, has in a manner withdrawn the accusation. In fact I have threatened an action for damages.
562. *Mr. Davies.*] The greatest depth sunk by the promoters was 95 feet? Yes.
563. What amount of money was spent, have you any idea? I should think about £500 or £600.
564. Then the £1,000 subscribed in the way you have stated was not absorbed? Yes, with the passage money and Mr. Aguilar's expenses here it was.
565. Was £1,000 insufficient for the purpose of testing the ground? I could have tested it for £1,000. I do not know how they went to work. It does not cost so much after you have once got the boring apparatus put up and started.
566. What would it have cost to have bored a couple of hundred feet further? I suppose £300 would have covered it.
567. *Chairman.*] You made a remark just now to the effect that in the event of this matter coming to a satisfactory crisis at Home Mr. Upward would have gained some £24,000? I said he would get 17,500 shares in the first instance.
568. Which would be worth £24,000? Yes, probably more than that in a few months, after the ground was in working order.
569. If Mr. Upward got £24,000, what would the other persons interested have got? About £32,000 in the same proportion and same time and circumstances.
570. How many shares had you and your partners assigned to you? 22,500.
571. Your name does not appear on the report of Mr. Mackenzie? It does not.
572. Will you state why? I do not know why: I suppose he did not think it necessary.
573. You will find the report is made to Messrs. Garrett and Greville, as proprietors of the land? I might explain it in this way,—that Messrs. Garrett and Greville had a portion of the land before I was connected with them. On the plan my name is mentioned on some blocks, and theirs on some. Messrs. Garrett and Greville had some freehold property there.
574. You say Mr. Mackenzie has not been paid for his report? No.
575. Was he to be paid only on the success of the undertaking? No, nothing was ever said about that.
476. Has he never made any charge for his report? No, not to me.
577. Do you know whether he has been paid anything for his report? No.
578. You do not think anything has been paid to him? No.
579. There was no understanding as to what he was to get for his report? I do not know what the understanding was between him and Mr. Garrett.
580. Was the arrangement as to Mr. Mackenzie's remuneration made between Mr. Garrett and Mr. Mackenzie? Yes, I believe it was.
581. *Mr. Greville.*] Are you speaking of your own knowledge when you say so? I have no knowledge of any arrangement being made.
582. Do you know anything at all as to what Mr. Mackenzie was to be paid, or anything at all about it? No, I do not.
583. When you went home to England and saw Mr. Upward, did you guarantee to him that these seams of coal were workable? Certainly not.
584. Is it a fact that the £1,000 which was subscribed by Mr. Upward and his friends for the purpose of testing the ground was raised for the express purpose of seeing whether the coal was workable when found? The money was raised for that express purpose. It was proposed at first to sink a shaft, but Mr. Aguilar found, on arriving here, that £1,000 would not do it, and he therefore bored.
585. The £1,000 was raised for the purpose of testing whether the seam was workable or not? Yes, for no other purpose.
586. But to remove any doubt as to its being workable? It was to prove the existence of the coal in the land I had sold or proposed to sell.
587. Did you expect to get the coal at a distance of 250 feet? Yes, the lower seam. I expected to get it at less, but Mr. Mackenzie said 250 feet.

588. And instead of that it was found at 95 feet? Yes, an upper workable seam, 6 feet 10 inches; so Mr. Moody says. S. Owen, Esq.  
15 Aug., 1876.
589. Was Mr. Aguilar so satisfied when he came upon that seam that, acting under Mr. Moody's advice, he telegraphed home to England for £10,000, with which to purchase the plant of the Greta Mine, then for sale, for the purpose of moving it to this ground? Mr. Aguilar was satisfied with the property previous to striking the seam of coal, and invited me to accompany him to the Greta Mine to inspect the plant before the sale, with a view to purchasing it; and he was so satisfied with the plant that we came back and he telegraphed home for £10,000 to pay the deposit for purchasing the Greta plant and removing it to our ground. Mr. John Upward, Mr. Aguilar, and myself were parties to the writing of the telegram; and the reply was that they wanted further particulars.
590. *Chairman.*] Do you know what date that was? - I could not say; somewhere in February or March.
591. *Mr. Greville.*] Was this sum of £10,000 sent out? It was not.
592. Do you know that Mr. Aguilar was at times placed in difficulties by money not being at his command? Yes; he had no money to pay the wages of the men.
593. Was it a fact that he was not supplied by his principals with money wherewith to carry on the work? Yes, that is a fact; he could not continue to pay the workmen, and had to knock them off.
594. Do you know whether he applied to Mr. Garrett or myself for a loan of £100? I do not know it of my own knowledge, but I have heard that he did.
595. *Mr. Cohen.*] Who told you? Either Mr. Garrett or Mr. Greville, or both of them. I think he wrote to them for that sum.
596. *Mr. Greville.*] During the progress of the work, while the mine was being tested, did Mr. Aguilar complain to you at all of the omission of the words referred to? No, never.
597. Then is it a fact that no complaint was made to you of the omission of the words from the time when the complaint was first raised, prior to any money being laid out on the ground, to the time when Mr. Aguilar was unable to pay the workmen and knocked off work? He never complained to me except on my arrival here, about three weeks after he came out.
598. Was that complaint revived at all until he was in a pecuniary difficulty and could not pay the men? No, never.
599. *Mr. Cohen.*] I understood you to say that the management of this matter was left by Messrs. Garrett and Greville to you? Yes; I had *carte blanche* to do as I liked when I got home.
600. That being so, how was it you did not arrange with Mr. Mackenzie for making the report? Mr. Garrett I think arranged with Mr. Mackenzie. I applied to the Minister for permission in the usual way; I wrote the letter myself, and took it up to the Mining Department, and got permission for Mr. Mackenzie to make the report; I sent him the permission to Newcastle, and he made the report.
601. Are we to understand you know nothing whatever of any arrangement for remuneration to Mr. Mackenzie for making this report? Mr. Mackenzie was to be paid for it, no doubt about that.
602. He has not been paid? I do not think so.
603. Was he to be paid by yourself, Mr. Garrett, or Mr. Greville—Do you know anything at all about the arrangement for the remuneration of Mr. Mackenzie, of your own knowledge? No.
604. Were you never told the amount to be paid to him? No, never.
605. And you were never asked to contribute towards paying for this report? No, never; we have had no settlement yet.
606. Did you ever make any inquiries as to the arrangement under which Mr. Mackenzie made his report? No.
607. You had the report? Yes, when I left for England.
608. You did not expect to get that report for nothing? Certainly not. I expected to have to pay him, and intend to pay him now.
609. You never made any inquiry on the subject from Mr. Garrett or Mr. Greville? No.
610. *Chairman.*] You say you applied to the Minister for Mines for permission to make this report? Yes, I wrote the letter. I think I signed the letter for the three of us, but as to that I will not be positive. I know I wrote the letter, and I believe the three names were attached to it.
611. Are you aware that the report only deals with two names? Yes.

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George Richard Dibbs, Esq., Chairman of the Committee, examined in his place, at the request of  
Mr. Greville:—

612. *Mr. Greville.*] At whose instance did you first move in this matter? I decline to answer that question. I also add that the question has no right to be asked, this being Mr. Greville's Committee. G. R. Dibbs,  
Esq.  
15 Aug., 1876.
613. Did Lieutenant Aguilar seek you out and ask you to move for this Committee? Lieutenant Aguilar did not ask me to apply to the House for any Committee.
614. Did Mr. Upward? Mr. Upward did not.
615. But you decline to tell the Committee who did? I have already answered that question.
616. Did you not seek Lieutenant Aguilar and ask him for information on this matter? No, I did not.
617. Did you go to Lieutenant Aguilar first, or did he come to you on the subject? I did not go to Lieutenant Aguilar; Lieutenant Aguilar waited upon me with some papers, and copies of some letters he had written to the Government on this matter.
618. How long ago? A month or six weeks ago.
619. When you brought it before the House did you know he was about to leave the Colony? I did not.
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REPORT OF EXAMINER OF COAL FIELDS ON LAND HELD BY MESSRS. GARRETT AND GREVILLE.

APPENDIX.

[To the Evidence of John Mackenzie, Esq., 9 August, 1876.]

A 1.

Coal Fields Department,  
Newcastle, 22 March, 1875.

To the Honorable Thomas Garrett and Edward Greville, Esq., M.L.A.  
Gentlemen,

In accordance with your request, and with the permission of the Honorable the Minister for Mines, I have made a very careful examination of the 1,700 acres of coal land, coloured red on the plan, at page 9, and the 1,200 acres, coloured yellow on plan, at page 9, in the parish of Teralba, and adjoining the Newcastle Wallsend Colliery Company's and the Duckenfield Colliery Company's valuable coal property near Newcastle, in the county of Northumberland, in New South Wales.

Situation of the property.

The property is in the immediate neighbourhood (see plan at page 9) of collieries working the same seam of coal as you will find on your land at a probable depth of 260 to 300 feet, which collieries are paying very large dividends, returning capital back to the shareholders, reserving money, and writing off the book value of their mines.

It is also very advantageously situated for the transit of coal to the Newcastle harbour, as there is only two miles of tramway to make, see line thus on plan at page 9,\* to connect it with the Newcastle Wallsend Company's Railway; and having examined the country through which you propose to make the line, I can positively say that you have no engineering difficulties to contend with, and that it can be easily and cheaply constructed.

When this two miles of tramway has been laid down, you will then be only 11 miles distant by rail from the Newcastle Harbour.

Collieries immediately adjoining your property.

The northern side of your property is bounded by the Duckenfield Colliery Company's land, and the east and south by the Newcastle Wallsend Company's (see plan at page 9) where an excellent and well-known seam of bituminous coal suitable for steam, house, fire, gas, blacksmith, furnace, and coking purposes is worked, and is in great repute for the purposes above mentioned in colonial and foreign markets.

Seams of coal on the property.

The only seam of coal at present opened out on the land is a 4-foot coal with bands, which I believe to be the upper seam of coal found in the Wallsend C. Pit (See C on plan, and section lettered B accompanying this report). You will therefore find the same seam of coal as that now worked at the Newcastle Wallsend, Duckenfield, Lambton, New Lambton, Waratah, Co-operative, and Australian Agricultural Companies Collieries, at a depth of about 260 to 300 feet, at and near letters DD on plan at page 9 (for a description of it see pages 4 and 5); and you will also find the coal and measures identical with those found above the working seam at the Newcastle Wallsend Colliery C. Pit, and shown on section lettered B. *Whether any of them will be workable remains to be proved.*

Sections of the seam of coal worked at the Newcastle Wallsend and Duckenfield Collieries.

The following is the measurement of the seam of coal worked at the Newcastle Wallsend Colliery—see C on plan :—

Ft.	In.		
...	...	Rock	
3	...	Blue shale	ROOF.
1	2	Bituminous coal	
...	0½	Indurated clay	
1	...	Bituminous coal	
...	4	Brassy coal	
...	7	Bituminous coal	
...	0½	Stone band	
1	0	Bituminous coal	
...	0½	Brassy band, irregular	
...	3	Bituminous coal	
...	0½	Stone band	
1	5	Bituminous coal	
...	2	Coarse coal	
1	...	Bituminous coal	
...	...	Grey post	FLOOR.
7	6	Coal worked	

The average dip of the seam at this colliery is about 1 in 40 to the south.

The following is the measurement of the same seam of coal worked at the Duckenfield Colliery—see E on plan :—

Ft.	In.		
...	...	Grey conglomerate	
4	...	Blue shale	
3	6	Coal and bands	ROOF.
1	8½	Bituminous coal	
...	0½	Indurated clay	
1	8	Bituminous coal	
...	0½	Band ½-inch to nothing	
1	6	Bituminous coal	
...	1	Coal (inferior)	
...	9	Bituminous coal	
...	...	Coal (inferior), 9½ inches	
...	...	Grey post	FLOOR.
5	9½	Coal worked	

The average dip of the seam at this colliery is about 1 in 30 to the south-west.

\* The plan referred to by Mr. Mackenzie as at page 9 is that accompanying this Appendix.

From the above measurements it will be seen that at Duckensfield Colliery, a distance of two miles only north of your northern boundary, the Wallsend seam of coal is 10 feet 1 inch in thickness, and that 5 feet 9½ inches, or 5 feet 7½ inches of clean coal is the workable portion of it.

At the Newcastle Wallsend Collieries, C pit, about two miles north-east of your eastern boundary, the same seam is 7 feet 6 inches, or 6 feet 10 inches of good workable coal.

Judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we suppose it to be 5 feet 6 inches in thickness of good workable coal.

It will underlie the whole of the 1,700 and 1,200 acres; and if we assume that there will be 5 feet 6 inches of good clean coal, and allow 1-10th for probable loss in faults, &c., and another 1-5th for loss and waste in getting, this seam of coal should yield by efficient management 13,457,813 tons of round coal and 4,485,937 tons of small. (See statements at pages 7 and 8.)

The rocks and coal outcropping on the 1,700 acres show us that the coal measures are lying very flat on your land, the dip appearing to be not more than 1 in 35 or 1 in 40 to the south-south-west, which will be a very great advantage to you in working the coal.

A shaft sunk near your southern or south-eastern boundary would win the whole of the coal under the property.

I have, &c.,

JOHN MACKENZIE, F.G.S.,  
Government Examiner of Coal Fields.

A 2.

The Examiner of Coal Fields to The Under Secretary for Mines.

Coal Fields Office, Newcastle,  
29 July, 1876.

Sir,

I have the honor to acknowledge the receipt of your letter of the 26th instant (76-4,515), and in reply to it I beg to inform you, for the information of the Honorable the Secretary for Mines:—

1. That permission was granted me to make a report upon coal land belonging to Messrs. Garrett and Greville, in the usual manner and on the usual terms, which were that they did not interfere with my official business and the Government were not put to any expense in the matter. I took a copy of a draft report with me to Sydney, upon which I had an interview with Messrs. Owen and Garrett, when some information I required from Mr. Owen was added to it, and a slight alteration made in one or two places.

2. I cannot from memory recollect what the alterations were, but as I have informed Mr. Aguilar, he could ascertain it by telegraphing or writing Mr. Upward to compare my manuscript with the prospectus issued by him in London.

3. A copy of the report, or the pages which contained the alterations, was made by my instructions, but the same having been neglected to be put away with the Draft Report, they cannot be found, as I have informed them.

4. It is not true I informed Mr. Aguilar that the report, a copy of which I sent you on the 18th instant, was the original report furnished to Messrs. Garrett and Greville.

5. I was under the impression I had forwarded you all the authorities for permission to make reports which were in my possession, and until I received your letter of the 26th instant and searched through my papers, I was not aware I had the authority in question.

6. With reference to Mr. Aguilar's letter to the Honorable the Colonial Secretary, dated the 29th ultimo, in which he says his friends in England would never have entertained the proposition had they known there was any doubt about the seams of coal being workable, I think it is only necessary for me to draw the Minister's attention to the second and concluding paragraphs from Mr. Upward's (the promoter's) *private and confidential circular*, herein enclosed, to convince him that such could not possibly have been the reason why work was discontinued.

Which are as follows, *vide* the second and concluding paragraph:—

"The vendors and promoters satisfied that coal, unlike other mineral products, is more certain and uniform in its yield, and in the large and increasing demand for coal for export, and that this property contains the same seam of coal as is and has been for some years past worked by the English Companies, viz., the Australian Agricultural Company, and the Scottish Australian Investment Company, and other Companies and persons possessing the contiguous land, paying very remunerative dividends, and referred to in the appendix hereto, are not desirous of selling their interest in it, but of inviting the co-operation of capital to work it, and of receiving their consideration in shares. They are willing to enter into a *provisional agreement* for the sale of their interest, to be completed or not as may be desired after the *proposed purchasers shall have satisfied themselves, by BORING or otherwise, that the property is as valuable for a colliery as represented to them.*"

Concluding paragraph referred to:—

"It appears that nothing is wanted to make this proposed Company as successful as those in its immediate vicinity. Although Mr. Mackenzie in his report treats the existence of the same seam of coal as is possessed by the other collieries as certain, still it is *considered only prudent that borings should be made to test the existence of the coal, and its depth from the surface, and other facts asserted by the vendors, before any absolute purchase should be entered into, and for this purpose it is proposed that twenty or thirty subscribers should provide the £1,000 for the purpose of testing the property* as before referred to, and on satisfactory results being reported, of proceeding further in constituting a Company."

From the above extracts what do we find? That Mr. Upward, a gentleman, Mr. Aguilar informed me, was possessed of large experience in mining matters, and consequently acquainted with the uncertainty of all mining ventures, was himself so doubtful whether the seam of coal would *prove workable* or not, that he proposed and raised £1,000 for the very purpose of ascertaining whether the seam of coal on Messrs. Garrett and Greville's land "was workable or not."

Mr. Aguilar, whether advisedly or not, we find, was sent out by Mr. Upward and others to superintend the proposed boring or sinking operations, and surely must be labouring under some misapprehension as to the real cause of his principals in England having stopped the boring operations, especially at a time when they had gone through an upper seam of coal which Mr. Moody, the Manager of the Waratah Colliery (who superintended the borings for Mr. Aguilar) reported I believe a workable seam.

In conclusion, I would merely point out that the words complained of by Mr. Aguilar as agreed to be left out by me in my report—"Whether any of them will be workable remains to be proved"—would have been superfluous and could not possibly have affected the matter one way or another, or misled Mr. Aguilar's friends in entertaining the proposition, as I had stated in the latter part of my report (as published by Mr. Upward, a copy of which I enclose), that, "*judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we suppose it to be 5 feet 6 inches of good workable coal.*"

With reference to the concluding paragraph of Mr. Aguilar's letter, I fail to see how the action he has taken in this matter will serve the interest of his principals, or vindicate the "honor and credit of the Country."

I have, &c.,

JOHN MACKENZIE,  
Examiner of Coal Fields.

[Private and confidential.]

THE WEST WALLSEND COLLIERY COMPANY OF AUSTRALIA (LIMITED).

It is proposed to form a Company to acquire about 2,900 acres of land, situated in the parish of Teralba, county Northumberland, in the midst of the Newcastle coal district in New South Wales, and to work the same as a colliery, and to take power for raising additional capital at a future time for a fleet of steam colliers, should it be deemed advisable by the shareholders in general meeting. About 2,000 acres are held by the vendors under a mineral lease from the Crown, at a rental of 5s. per acre, which can at any time if expedient be converted into freehold for the sum of £2 an acre by payment of 10s. on application and the balance in three years. The remainder of the land is held under lease from the freeholders at a rental of £2 per acre; but inasmuch as the 2,000 acres would not be worked out for more than half a century, it is considered very questionable, and a matter for further consideration, whether it would be advisable for a Company to take the liabilities of the lease unless the land, or such portions of it as might be desirable, could be obtained under much more advantageous terms, which appears to be probable.

The

The vendors and promoters, satisfied that coal, unlike other mineral products, is more certain and uniform in its yield and in the large and increasing demand for coal for export, and that this property contains the same seam of coal as is and has been for some years past worked by the English Companies, viz., the Australian Agricultural Company, and the Scottish Australian Investment Company, and other Companies, and persons possessing their contiguous land, paying very remunerative dividends, and referred to in the appendix hereto, are not desirous of selling their interest in it but of inviting the co-operation of capital to work it, and of receiving their consideration in shares. They are willing to enter into a provisional agreement for the sale of their interest, to be completed or not as may be desired after the proposed purchasers shall have satisfied themselves, by boring or otherwise, that the property is as valuable for a colliery as represented to them.

It has been examined by Mr. John Mackenzie, F.G.S., the Government Examiner of Coal Fields (permission for this purpose first having been obtained from the Honorable the Minister for Mines), and reference to his report, and the plan of the district accompanying it (a copy of which is appended hereto, marked A), will suffice to show the desirability of acquiring such a property, and indeed nothing more in recommendation of it need or can be necessary or offered, for it is impossible to imagine that the seam of coal worked by other collieries north, east, and south-east of it does not run through this land, or that it is inferior in quality and quantity.

It is important to take into consideration the demand for coal, the labour required for, and the cost of winning it and transmitting it to the ship, and the facilities for so doing.

1st. The demand for coal is undoubted and increasing; the returns of the coal raised and exported for the last forty years (the whole of which, with a trifling exception, has been raised from the Newcastle district), as appearing from the New South Wales Government Statistical Register for 1873, compiled by order of the Legislative Assembly from official returns of the Registrar General, are as follows:—

Year.	Coal raised.		Coal exported.	
	Tons.	Value.	Tons.	Value.
1830	4,000	£1,800	42	£51
1840	30,256	16,498	2,529	2,624
1850	71,216	23,375	31,608	15,558
1860	368,862	226,493	233,877	183,761
1865	585,525	274,303	382,968	214,158
1866	774,238	324,049	540,905	300,588
1867	770,012	342,655	473,357	253,259
1868	954,231	417,809	548,036	292,201
1869	919,774	346,146	595,553	298,195
1870	868,564	316,836	578,389	267,681
1871	898,784	316,340	565,429	256,690
1872	1,012,426	396,198	669,110	307,861
1873	1,192,862	665,747	773,079	526,089

As an additional instance of the great and increasing export of coal, it may be mentioned that the loading facilities at the port of Newcastle having become insufficient to meet the output of the collieries in that district, the Government are just completing the construction of wharfs on Bullock Island, which will increase the loading facilities for the export trade to the extent of about 1,000,000 tons per annum, which will about double the present capacity of export. The contracts for hydraulic cranes are now in the hands of Sir William Armstrong, and they will be forthwith, if not already, erected and completed.

2nd. Labour for coal-mining is abundant, the existing collieries having no difficulty in that respect. The coal is on the neighbouring mines won and delivered at the pit by contract at 5s. per ton. It is thence transmitted to the port of Newcastle, and put on board the ship at a cost of from 3s. 6d. to 4s. per ton, a total say of 9s., which includes the haulage of it and the cost of the management of the works,—in short the whole of the cost from the time of the miners entering the shaft to the delivery of the coal into the ship. Its value then is 14s. per ton.

3rd. The facilities of transmitting the coal from the proposed field are as follows:—There is an existing line of railway from the port of Newcastle to a point within about one mile of the boundary of this property over which the proposed Company would have a right to run. They would therefore have to construct a line from that point to their pit, dependent on the site selected, say not exceeding two miles and a half, which, independently of the coal traffic, will yield a source of profit from general traffic of goods and passengers, and in similar Companies produces a good percentage upon the outlay. The country being here very flat and well timbered, and at present low prices of iron, it is estimated the railway can be constructed for about £3,500 to £4,000 per mile. No outlay for locomotives is necessary, as the Government take the haulage of all private railways into their own hands at a fixed rate per ton per mile.

In raising coal from a mine, a certain percentage of such coal or slack (see calculation in Mr. Mackenzie's report) is raised, which would be available for the manufacture of coke, for which there is always a demand, as also for copper and other smelting purposes. To each ton of the ordinary marketable coal raised by the miner there is about 4 cwt. of such slack, the cost of which is included in the 5s. per ton before referred to. The slack, if not utilized for coking or smelting, would be sold at (say) from 6s. to 8s. per ton, and would in either case be a considerable addition to the revenue.

The working plant and expenses incident to the opening of and placing this colliery in efficient order and full work will be approximately as under:—

The preliminary expenses and cost of formation of Company, including the trial borings and the expenses of an Agent from England	£1,000
The above are the only expenses that will be incurred until the property is proved.	
Cost of sinking main shaft and timbering	900
Winding engine, 60 h.p., and pumping ditto, with pumps and gearing sheds, screens, shoots, and other fixed plant, boilers, &c., &c.	12,000
Cost of constructing railway	9,500
Cost of 150 coal waggons, of the regulation kind required by Government, including carriage to and erection at colliery, underground trucks and spare fittings for ditto, &c.	22,000
Cost of iron mining material generally, for making plant and tools at the works, cost of management and other expenses incidental to and incurred during the opening of the mine until the sale of coal, office expenses, Act of Parliament, &c., &c., (this is considered much beyond what would be actually required) but say	14,600
	<u>£60,000</u>

The vendors require no money for their interest, but will take shares representing £40,000 in a Company, and it is proposed that the capital of the Company should be £100,000, in shares of £1 each, payable by instalments.

It will be as well now to refer to the returns by Companies working collieries contiguous, and in the surrounding neighbourhood, and for this purpose a copy of the Report of the Examiner of Coal Fields, ordered by the Legislative Assembly of New South Wales, on the 13th of November, 1874, to be printed, set out in Appendix B, and next following extracts are given of the report to Shareholders in two local public Companies, which show the extraordinary profits made by them. See Appendix C.

Mr. Mackenzie, in his report, estimates that the output would be 150,000 tons per annum, which on reference to the return of the output of the various Companies in Appendix B must be considered moderate. It may be mentioned that some of the Companies are sinking additional shafts.

It appears that nothing is wanting to make this proposed Company as successful as those in its immediate vicinity. Although Mr. Mackenzie in his report treats the existence of the same seam of coal as is possessed by the other collieries

as certain, still it is considered only prudent that borings should be made to test the existence of the coal, and its depth from the surface, and other facts asserted by the vendors, before any absolute purchase should be entered into; and for this purpose it is proposed that twenty or thirty subscribers should provide the £1,000 for the purpose of testing the property as before referred to, and on satisfactory results being reported, of proceeding further in constituting a Company.

Application to be made to

W. UPWARD,  
19, Finsbury Circus.

Since the above was issued a slight modification has been arranged.

It is, that the Company should be at once constituted, and that the £1,000 above referred to should be subscribed by persons taking £1 shares fully paid, with the option of taking all or any part of fifty-nine more shares in respect of each share now taken, if the report of the Agent hereafter referred to should be satisfactory to them, such shares to be payable by instalments ranging over a period of about eighteen months.

That arrangements have been made for the immediate sinking of a trial shaft, and for an Agent on behalf of the Company to proceed to Australia with the object of his reporting to the Company on the property.

The report will be immediately forwarded to each shareholder.

A 3.

(Ordered to be appended 10 August, 1876.)

REPORT showing differences between the press copy and the photographed copy.

The words inserted in italics are taken from the photographed copy of the report, and are not in the press copy.  
The words underlined are not in the photographed copy, but are taken from the press copy.

[Press copy.]

Coal Fields Department,  
Newcastle, 22 March, 1875.

To the Honorable Thomas Garrett and Edward Greville, Esq., M.L.A.  
Gentlemen,

In accordance with your request, and with the permission of the Honorable the Minister for Mines, I have made a very careful examination of the 1,700 acres of coal land *coloured red on plan at page 9 and the 1,200 acres coloured yellow on plan at page 9 in the parish of —, belonging to yourselves, at Teralba, and adjoining the Newcastle Wallsend Colliery Company's, and the Duckenfield Colliery Company's valuable coal property near Newcastle, in the county of Northumberland, in New South Wales.*

The property is in the immediate neighbourhood (see plan at page 9) of collieries working the same seam of coal as you will find on your land at a probable depth of 260 to 300 feet, which collieries are paying very large dividends, returning capital back to the shareholders, reserving money, and writing off the book value of their mines. Situation of the property.

It is also very advantageously situated for the transit of coal to the Newcastle harbour, as there is only 2 miles of tramway to make—see line thus - - - - - on plan at page 9—to connect it with the Newcastle Wallsend Company's Railway. And having examined the country through which you propose to make the line, I can positively say that you have no engineering difficulties to contend with, and that it can be easily and cheaply constructed.

When this 2 miles of tramway has been laid down, you will then be only 11 miles distant by rail from the Newcastle harbour.

The northern side of your property is bounded by the Duckenfield Colliery Company's land, and the east and south by the Newcastle Wallsend Colliery Company's (see plan at page 9), where an excellent and well-known seam of bituminous coal, suitable for steam, house fire, gas, blacksmith, furnace, and coking purposes is worked, and is in great repute for the purposes above mentioned, in colonial and foreign markets. Collieries immediately adjoining your property.

The same seam of coal exists on your land at a depth of about 260 to 300 feet.

The only seam of coal at present opened out on the land is a 4-foot coal with bands, which I believe to be the upper seam of coal found in the Wallsend C pit. (See C on plan, and section lettered B accompanying this report.) You will therefore find the same seam of coal as that now worked at the Newcastle Wallsend, Duckenfield, Lambton, New Lambton, Waratah, Co-operative, and Australian Agricultural Companies Collieries, at a depth of about 260 to 300 feet, at and near letters DD on plan at page 9. (For a description of it see pages 4 & 5.) And you will also find the coal and measures identical with those found above the working seam at the Newcastle Wallsend Collieries C pit, and shown on section lettered B. Seams of coal on the property.

Whether any of them will be workable remains to be proved.

The following is the measurement of the seam of coal worked at the Newcastle Wallsend Colliery—see C on plan —

Ft.	In.	
...	...	Rock
3	...	Blue shale
1	2	Bituminous coal
...	0½	Indurated clay
1	...	Bituminous coal
...	4	Brassy coal
...	7	Bituminous coal
...	0½	Stone bands
1	5	Bituminous coal
...	0½	Brassy band, irregular
...	3	Bituminous coal
...	0½	Stone band
1	5	Bituminous coal
...	2	Coarse coal
1	0	Bituminous coal
...	...	Grey post
7	6	Coal worked.

Sections of the seam of coal worked at the Newcastle Wallsend and Duckenfield Collieries.

The average dip of the seam at this colliery is about 1 in 40 to the south.

The following is the measurement of the same seam of coal worked at the Duckenfield Colliery—see E on plan —

Ft.	In.	
...	...	Grey conglomerate
4	0	Blue shale
3	6	Coal and bands
1	8½	Bituminous coal
...	0½	Indurated clay
1	8	Bituminous coal
...	0½	Band ½-inch to nothing
1	6	Bituminous coal
...	1	Coal (inferior)
...	9	Bituminous coal
...	...	Coal (inferior), 9½ inches
...	...	Grey post
5	9½	Coal worked.

The average dip of the seam at this colliery is about 1 in 30 to the south-west.

From the above measurements it will be seen that at Duckenfield Colliery, a distance of two miles only north of your northern boundary, the Wallsend seam of coal is 10 feet 1 inch in thickness, and that 5 feet 9½ inches or 5 feet 7½ inches of clean coal is the workable portion of it.

At

At the Newcastle Wallsend Collieries C pit, about two miles north-east of your eastern boundary, the same seam is 7 feet 6 inches, or 6 feet 10 inches of good workable coal.

Judging from the thickness of this seam of coal so near your property, I am of opinion that we shall probably be under-estimating it if we suppose it to be 5 feet 6 inches in thickness of good workable coal.

It will underlie the whole of the 1,700 and 1,200 acres; and if we assume that there will be 5 feet 6 inches of good clean coal, and allow one-tenth for probable loss in faults, &c., and another one-fifth for loss and waste in getting, this seam of coal should yield, by efficient management, 13,457,813 tons of round coal, and 4,485,937 tons of small. (See statements at pages 7 and 8.)

The rocks and coal outcropping on the 17,000 acres show us that the coal measures are lying very flat on your land, the dip appearing to be not more than 1 in 35, or 1 in 40 to the south-south-west, which will be a very great advantage to you in working the coal.

A shaft sunk near your southern or south-eastern boundary would win the whole of the coal under the property.

I have, &c.,

JOHN MACKENZIE, F.G.S.,  
Government Examiner of Coal Fields.

STATEMENT showing the quantity of coal and slack likely to be obtained from the Wallsend seam of coal under the 1,700 acres, supposing there is only 5 feet 6 inches of good clean coal, and after making a liberal allowance for loss and waste in getting, faults, &c.

Name of coal seam.	Superficial area in statute measure.	Superficial area in statute measure after allowing one-tenth for loss in faults and other contingencies.	Workable thickness of seam of coal.	Quantity to get in statute measure 1 foot thick.	Weight of seam per foot thick per statute acre, after deducting one-fifth for loss and waste in getting.	Computed probable weight of the seam of coal, after allowing one-tenth for loss in faults, &c., and one-fifth for loss and waste in getting.	
	Statute measure.	Statute measure.	Feet.	Statute measure.	Tons.	Tons of round coal.	Tons of small.
Wallsend seam .....	1,700	1,530	5 ft. 6 in.	8,415	About 1,250	7,889,063	2,629,687
Total estimated quantity of round coal to get from this one seam of coal only, which at an output of 150,000 tons per annum, would last over fifty-two years ... ..						7,889,063	
Total estimated quantity of small coal obtainable from this one seam of coal, which can be used for furnace, blacksmith, and coking purposes. I have estimated one-fourth slack, although it is a greater proportion than there should be by skilful working ... ..							2,629,687

STATEMENT showing the quantity of coal and slack likely to be obtained from the Wallsend seam of coal under the 1,200 acres, supposing there is only 5 feet 6 inches of good clean coal, and after making a liberal allowance for loss and waste in getting, faults, &c.

Name of coal seam.	Superficial area in statute measure.	Superficial area in statute measure, after allowing one-tenth for loss in faults and other contingencies.	Workable thickness of seam of coal.	Quantity to get in statute measure 1 ft. thick.	Weight of seam per foot thick per statute acre, after deducting one-fifth for loss and waste in getting.	Computed probable weight of the seam of coal, after allowing one-tenth for loss in faults, &c., and one-fifth for loss and waste in getting.	
	Statute measure.	Statute measure.	Feet.	Statute measure.	Tons.	Tons of round coal.	Tons of small.
Wallsend seam	1,200	1,080	5 ft. 6 in.	5,940	About 1,250	5,568,750	1,856,250
Total estimated quantity of round coal to get from this one seam of coal only, which at an output of 150,000 tons per annum, would last about thirty-seven years ... ..						5,568,750	
Total estimated quantity of small coal obtainable from this one seam of coal, which can be used for furnace, blacksmith, and coking purposes. I have estimated one-fourth slack, although it is a greater proportion than there should be by skilful working ... ..							1,856,250

[To the Evidence of John Upward, Esq., 11 August, 1876.]

B 1.

Telegram from Mr. John Mackenzie, Newcastle, to Captain Aguilar, Union Club, Sydney.

Don't recollect; have telegraphed Owen to wire Upward on the subject.

B 2.

The Examiner of Coal Fields to Messrs. Spain & Sly.

Newcastle, 14 March, 1876.

Dear Sirs,

I am in receipt of your letter, and beg to inform you that as Mr. Owen, on the 19th ultimo, and Mr. Garrett since then, informed me, that Mr. Upward held my manuscript report in London, I cannot understand why he has not telegraphed Mr. Upward to compare it with the printed copy, or to send out the manuscript.

I am, &c.,  
JOHN MACKENZIE.

B 3.

## B 3.

The Examiner of Coal Fields to Captain H. Aguilar, R.N.

Newcastle, 31 March, 1876.

Dear Sir,

I beg to acknowledge the receipt of your letter of the 30th instant, informing me that you have got a photograph of my manuscript report. As I informed you and those interested in the matter, I had, and have now, no recollection of either recopying the page referred to or rewriting the whole of the report, and advised you and them to get out my manuscript report, which you now inform me you received this mail and will speak for itself.

Mr. Moody having said that he had found in the Borehole what he considered a workable seam of coal, previous to your suspending operations, I cannot understand what a supposed omission in my report could have to do with the stoppage.

I am, &amp;c.,

JOHN MACKENZIE.

## B 4.

FOREIGN TELEGRAM received through Greville's Australian Telegram Company.

Sydney, 305, George-street.

Despatched from London, 9th. Received at Sydney, 11th Feb.

COGNASCENT; stop boring; pay nothing; reason—fraudulent omission.

## B 5.

69, Pitt-street, Sydney, 18 February, 1876.

Dear Sirs,

Messrs Garrett & Greville have handed us yours of the 15th February, informing them that Lieutenant Aguilar has been instructed to stay all further proceedings in testing the land at Teralba for the existence of workable coal. Presuming the meaning of this to be that the conditional purchasers abandon the idea of completing the purchase, we shall be glad to learn from you whether such is the intention. In reference to the alleged omission of portion of Mr. Mackenzie's report, we beg to say there is no foundation for such statement, as the report signed by Mr. Mackenzie, and written by him, was handed by Mr. Owen to Mr. Upward, who still retains the same, and in which those words do not appear, and the printed copies, which were done at the instance of Mr. Upward, are correct copies of the report he handed that gentleman. We deny that there was any suppression on our client's part, and have therefore no proposition to make.

Yours truly,

HOLDSWORTH &amp; BROWN.

## B 6.

Messrs. Holdsworth &amp; Brown to Messrs. Spain &amp; Sly.

69, Pitt-street, Sydney, 2 March, 1876.

Dear Sirs,

*Re Upward v. Greville & Garrett.* Yours of the 22nd ultimo has remained unanswered through press of business. We regret that you cannot give us any positive intimation as to whether your clients intend to abandon or complete the purchase, as it necessarily leaves matters in an uncertain state, which is objectionable. With regard to the last paragraph of your letter, we would observe that, although the words referred to did appear in the draft report prepared by Mr. Mackenzie, they were struck out before the report was finally signed by that gentleman, and the report as signed by him did not contain the same. This is the simple explanation of the matter, and when you consider the words themselves you will see that it is a matter of small importance whether they appeared or not.

Yours very truly,

HOLDSWORTH &amp; BROWN.

## B 7.

Messrs. Holdsworth &amp; Brown to H. Aguilar, Esq.

69, Pitt-street, Sydney, 8 July, 1876.

Dear Sir,

We have been instructed by Messrs. Garrett, Greville, and Owen to inquire whether you have received any communication from Mr. Upward relative to the agreement between them as to the coal land, as they are desirous of learning that gentleman's determination in the matter, the delay being very injurious to our clients' interests.

Yours truly,

HOLDSWORTH &amp; BROWN.

## B 8.

Gentlemen,

In reply to yours of the 8th instant, I have to inform you that Mr. Upward considers the alteration of Mr. Mackenzie's original draft report, which alteration you admit to have been made, of so serious a character, evidencing as it does, on the part of your clients, a desire to conceal the true character and value of the property, that he declines any further connection with them; and I have further to inform you that, looking to the position of all the parties concerned, I have deemed it my duty to lay the whole of the facts before the Government.

## B 9.

MR. OWEN states that when the report with the sentence in question was shown to Messrs. G. and G., they said—"This will spoil the sale, you must leave that out," and Mr. Mackenzie did so.

Sydney, 19 February, 1876.

JOHN UPWARD.  
HY. AGUILAR.

## B 10.

HAVING engaged my passage by the "Eudora" for Mauritius, to leave Newcastle to-morrow, I am unable to remain to give evidence before the Select Committee (if appointed) which Mr. Dibbs has given notice he intends to apply for, to inquire into the matter of my complaint against the Honorable Thomas Garrett and others. I declare that the statement contained in my letter to the Honorable the Colonial Treasurer, dated 29th June, 1876, is in every respect true.

Taken and made before me, at Sydney, this third day }  
of August, A.D., 1876.

HENRY AGUILAR.

STAUNTON SPAIN,  
Notary Public,  
Exchange, Sydney, New South Wales.

[To the Evidence of Harrie Wood, Esq., 11 August, 1876.]

C 1.

H. Aguilar, Esq., to The Colonial Secretary.

Australian Club, 29 June, 1876.

Sir,

I have the honor to submit to you, as the head of the Government, the following case for your consideration, and to request an inquiry into the conduct of the persons concerned.

In the middle of last year a Mr. Samuel Owen, acting as the agent of the Honorable Thomas Garrett and Mr. Edward Greville, M. L. A., made a proposal to Mr. Walter Upward, of London, to form a Company, and purchase the right to work for coal on certain land leased and held by them. At the same time a report on this property, drawn by Mr. Mackenzie, the Government Examiner of Coal Fields, was submitted to Mr. Upward.

On the faith of this report negotiations were entered into, and I was deputed to proceed to Australia to commence preliminary operations. On my arrival at Newcastle Mr. Mackenzie informed me that the printed copy of his report which appeared in the prospectus of the proposed Company differed in a very essential point from that he had given to Messrs. Garrett and Greville, and he showed me in his letter book the copy of what he said was his original report. From this I found that, after describing the seams of coal likely to be found on the property, he says—"Whether any of these will be workable remains to be proved," and this sentence is entirely omitted in the report handed to Mr. Upward. Mr. Mackenzie requested me to acquaint my principal with this omission, which I did, and in consequence I was instructed by telegram to discontinue work.

Had the report, as originally prepared by Mr. Mackenzie, been submitted in the first instance to my friends in England, they state they would never have entertained the proposition.

I have since been endeavouring to find out how the omission occurred, and have been informed by Mr. Owen that when the first report was sent to Messrs. Garrett and Greville they said that, if such a qualification as that contained in the words afterwards omitted remained in the report, it would prevent the sale of the property in England, consequently at their request Mr. Mackenzie wrote another report without that sentence.

Messrs. Holdsworth and Brown, the solicitors of Messrs. Garrett and Greville, have also written to my solicitors to say that, although these words were in the original "draft" report, they were omitted by Mr. Mackenzie himself.

I have since received a photograph of the report handed to Mr. Upward, and I find that the words were really omitted by Mr. Mackenzie in the report sent to England, which is in his own handwriting. What I complain of is that Mr. Mackenzie, a Government officer did, as I have been informed by Mr. Owen, at the instance of the vendors, one of whom is a Minister of the Crown, and the other a Member of the Legislative Assembly, alter a report which he had previously written, in order to facilitate the sale of and the formation of a Company for working their property. I have brought this matter under your notice not only because my principals have been seriously injured by the conduct to which I have referred, but also because I conceive the honor and credit of the Country would suffer were such conduct to pass with impunity.

I have, &c.,

HENRY AGUILAR.

Submitted, 3 July, /76. Refer to Minister for Mines and inform Mr. Aguilar.—JOHN R., 12/7/76. The Under Secretary for Mines, B.C., 12/7/76.—H.H. Immediate. Noted. Submitted, 13/7/76.

C 2.

The Examiner of Coal Fields to The Under Secretary for Mines.

Sir,

Coal Fields Office, Newcastle,  
18 July, 1876.

In reply to your letter of the 13th instant (75-1,220), I beg to state that I reported upon the coal land near Newcastle, held by Messrs. Garrett, Greville, and others, under the accompanying authority (No. 1,220) from the Honorable the Secretary for Mines.

2. I also enclose you a copy of the draft report upon which I had an interview with Messrs. Owen and Garrett. I regret I cannot send you a copy of the report itself, because I sent it to the former gentlemen, who, I have no doubt, will gladly furnish you with a copy.

I have, &c.,

JOHN MACKENZIE,

Examiner of Coal Fields.

Submitted,—H. W., 20/7/76.

C 3.

The Under Secretary for Mines to The Examiner of Coal Fields.

Sir,

Department of Mines, Sydney,  
13 July, 1876.

I am directed by the Secretary for Mines to request you to be good enough to state under what authority you reported upon the coal land near Newcastle, held by Messrs. Garrett, Greville, and others.

2. I am further instructed to request that such authority (if any) be returned to this office at once, together with a copy of your report.

I have, &c.,

HARRIE WOOD,

Under Secretary for Mines.

C 4.

The Under Secretary for Mines to The Examiner of Coal Fields.

Department of Mines,  
Sydney, 26 July, 1876.

Sir,

I am directed by the Secretary for Mines to request you to be good enough to furnish direct and definite replies to the following questions, and to offer such explanation as you may desire touching the charges contained in Mr. Aguilar's letter, a copy of which is annexed.

1. Is it true that your being called, in virtue of your position as a professional officer of this department, to furnish a report upon a portion of the Newcastle Coal Field, submitted a draft of your report to certain gentlemen interested in the property reported upon for their approval or revision?

2. Is it true that, at the desire of those gentlemen, you omitted or sanctioned the omission from the report of certain important words, viz.—"Whether any of these will be workable remains to be proved"?

3. Is it true that you handed your report to the gentlemen interested without keeping a copy of it?

4. Is it true that you informed Mr. Aguilar that the report, a copy of which you sent to this office on the 18th instant, was your original report as furnished to Messrs. Garrett and Greville?

5. Why did you, in your letter of the 11th of May, 1875, state that you enclosed "all the documents connected with these cases," i.e., cases in which permission had been given you to report upon coal lands for private individuals, when in point of fact you retained in your possession Messrs. Garrett and Greville's letter?

I have, &c.,

HARRIE WOOD,

Under Secretary for Mines.

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINING FOR COAL NEAR SYDNEY.

(APPLICATION OF MESSRS. DALVEEN AND COGHLAN.)

*Ordered by the Legislative Assembly to be printed, 3 August, 1876.*

ADDITIONAL application, under 28th section Mining Act, 1874, for permission to mine under Streets and Reserves within a radius of 12 miles of Sydney.

Names of Applicants.	Reserves applied for.	Area.	Whether granted.
T. M. Dalveen and J. Coghlan.	Moore Park, Military Ground, Water Reserve, and Randwick Course; also all roads passing through said Reserves.	About 1,520 acres...	Not yet granted.



1875.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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COAL MINES REGULATION BILL.

(MESSAGE No. 3.)

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*Ordered by the Legislative Assembly to be printed, 15 December, 1875.*

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HERCULES ROBINSON,  
*Governor.*

*Message No. 3.*

In accordance with the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with the better regulation of Coal Mines and Collieries.

*Government House,  
Sydney, 15th December, 1875.*

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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**COAL MINES REGULATION BILL.**

(PETITION FROM COAL-MINERS OF THE DISTRICT OF ILLAWARRA, IN FAVOUR OF)

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*Ordered by the Legislative Assembly to be printed, 2 February, 1876.*

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

The humble Petition of the Coal-miners of the District of Illawarra,—

RESPECTFULLY SHOWETH:—

That your Petitioners are unanimous in their approval of the "New Coal Fields Regulation Bill," now before the House.

Your Petitioners pray the sanction of your House to the passing of the Bill in its present form.

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

[Here follow 235 signatures.]

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## COAL MINES REGULATION BILL.

(PETITION IN FAVOUR OF—MINERS OF HUNTER DISTRICT.)

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*Ordered by the Legislative Assembly to be printed, 17 February, 1876.*

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

The Petition of the undersigned Miners and other residents of the Hunter River District, in the Colony of New South Wales,—

HUMBLY SHOWETH —

That since the year 1866 your Petitioners have been endeavouring by petitions, deputations, and otherwise, to obtain a Bill for the better regulation of Coal Mines in the Colony of New South Wales, making provision for the better protection of the youths, regulating the number of hours they should be employed, and providing for the better ventilation of mines. Many of your Petitioners have been ruined in health from the want of ventilation to carry off the noxious gases that accumulate in the mines.

That the measure now before your Honorable House, to be further considered in Committee, should be passed into law at as early a period as possible, as every delay in the discussion of the said measure involves your Petitioners in additional expense and anxiety, it being a matter of serious importance to them.

That your Petitioners therefore pray that your Honorable House will be pleased to dispose of the said Bill as early as possible, the same having been well considered in conference between the associated coal masters and the representatives of the coal miners of the Hunter River District.

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

[Here follow 1,856 signatures.]

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1875-76.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## COAL SHIPPING REGULATIONS.

(PETITION OF COAL-TRIMMERS AND OTHERS OF NEWCASTLE.)

*Ordered by the Legislative Assembly to be printed, 19 April, 1876.*

The Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned merchants, agents, ship-owners, masters of vessels, coal-trimmers, labourers, and other persons engaged and concerned in shipping and trimming of coals on board vessels in the port of Newcastle, and other citizens of Newcastle,—

RESPECTFULLY SHOWETH:—

1. That on the 2nd day of November, 1874, there were published in the *Government Gazette*, certain regulations approved of by His Excellency the Governor with the advice of the Executive Council, for regulating the cranes, staiths, and wharfs at the port of Newcastle, in this Colony, which said regulations were to come into operation on the 9th day of November then next.

2. That amongst the said regulations was the following:—

“6. All trimming of coals on board of vessels berthed at the cranes shall on and after the 1st January, 1875, be performed by the person or persons having a contract with the Commissioner for Railways for that purpose, the said contract price to be paid by the master of the vessel before the vessel is removed from the berth, together with any charges that may have been incurred. The trimming of coal on board of vessels berthed at the staiths shall be performed by the ship, and the master shall be liable for the charges provided in clause 4, if the trimming be not performed within the specified time.”

3. That the said regulation was not put into operation until the 1st day of April, 1876.

4. That your Petitioners humbly represent that the enforcing of this regulation is an interference by the Government between employers and employes compelling the owners and captains of vessels to employ persons to trim the coals in their ships who are under contract with the Government and over whom they would have no control.

5. That many of your Petitioners have for many years been employed to trim the coals loaded on board ships, berthed at the cranes, by the captains and owners of the said ships, and the enforcement of the said regulation will be the means of throwing them out of employment or of compelling them to work for any sum per day that the contractor may offer.

6. That many of your Petitioners being under the impression that such employment was likely to be of a permanent character, have built and taken residences, and otherwise provided themselves with the means of living within reach of such work, and have been otherwise put to great expense by reason of having been led to expect that it was not likely that any alteration would be made with regard to the trimming of coals on board ships berthed at the cranes.

7. That some of your Petitioners have entered into contracts with the owners of vessels for the trimming of coal on board their ships berthed at the cranes, and have also entered into engagements with men to trim the said vessels at a certain sum per ton to enable them to carry out their contracts with the owners, and have taken steps for the fulfilment of such contracts which must result to them in almost ruinous loss if the said regulation, No. 6, before alluded to be enforced.

8. That your Petitioners are not aware of any injury in any manner having happened to any person by reason of the said regulation, No. 6, not having come into operation on the day on which the same might have been enforced, but that on the contrary the non-enforcement thereof has been for the benefit, not only of many of your Petitioners but also of numbers of persons both employers and employes resident in this city.

9. That your Petitioners fully believe that if the said regulation be continued to be carried out, that great injury will be done to many of your Petitioners and to a number of persons who, as hereinbefore stated, have made the trimming of coals on board ships at the cranes the means of livelihood, and will throw out of employment a large number of labourers employed in such work.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to cause such inquiries to be made, and afford such relief in the premises as may to your Honorable House seem just and expedient.

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

[Here follow 1,001 signatures.]



1875.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(NORTH ILLAWARRA FREE PUBLIC LIBRARY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Department of Justice and Public Instruction,  
Sydney, 15th September, 1875.

## MUNICIPAL DISTRICT OF NORTH ILLAWARRA.

THE following By-laws, made by the Council of the Municipal District of North Illawarra, for the regulation of the North Illawarra 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.

JOSEPH DOCKER.

No. 5.

## MUNICIPAL DISTRICT OF NORTH ILLAWARRA.

BY-LAWS for regulating the North Illawarra Free Circulating Library.

The books purchased by the North Illawarra Municipal Council shall constitute a circulating and reading library, to be open to the public daily, and to be called "The North Illawarra Free Library," which shall be under the control and management of the Municipal Council.

1. The Council shall appoint a Librarian, who shall make out and keep a catalogue of all books in the Library.

2. It shall be the duty of the Librarian to be in attendance at the Library daily between the hours of 12 o'clock at noon and 3 p.m., according to the 141st section of the Municipalities Act of 1867.

3. 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.

4. The persons who shall be at liberty to take books out of the Library shall be householders within the limits of the Municipal District of North Illawarra.

5. 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.

6. The period for which any book may be kept shall be one month, under a penalty or fine of threepence per week for every week that such book may be kept beyond that time.

7. 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.

8. Any person in a state of intoxication applying for a book shall not be entitled to receive one.

9. 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 to be recovered under section 10 of these By-laws.

10. All fines and penalties incurred under these by-laws may be recovered by the Librarian 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, 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 Municipal District Council of North Illawarra, this fourth day of August, 1875,—

JAMES BROOKER,  
Mayor.

HENRY STUMBLES, Council Clerk.



1875.

NEW SOUTH WALES.

MUNICIPALITIES.

(INVERELL FREE PUBLIC LIBRARY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Department of Justice and Public Instruction,  
Sydney, 11th September, 1875.

MUNICIPAL DISTRICT OF INVERELL.

The following By-laws, made by the Council of the Municipal District of Inverell, for the regulation of the Inverell 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.

JOSEPH DOCKER.

BY-LAWS for the management of the Inverell Free Library and Reading-room.

1. The Library shall be open every Wednesday and Friday from 7.30 to 9 p.m., and on every Monday, Tuesday, Thursday, and Saturday, from 5 to 6 p.m. The Reading-room shall be open every lawful day from 2 to 5 p.m. and from 7 to 9 p.m.

2. 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 10s. nor more than £10 (such fines to be recovered as prescribed by law), and any such persons may be forthwith removed by any officer of the Council in charge of such Library or Reading-room.

3. Any person who shall wilfully damage any Library 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 10s. nor more than £10, such fines to be recovered as prescribed by law.

4. Any society or class for mutual improvement or instruction, or for study or experiments, may, with the consent of the Council, be formed in connection with or may hold its meetings or carry on its studies or experiments at any such 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 be of any force until the same shall have been submitted to and sanctioned by the said Council, nor in any case if the same shall conflict in any way with these By-laws, or with any regulation made by the said Council hereunder.

5. In connection with the Free Library there shall be a Circulating Library, from which ratepayers shall be entitled, on payment of a fee of 10s. per annum, payable half-yearly in advance, to take away not more than two volumes at a time of any of the works in such Library, and may retain the same for any period not exceeding fourteen days, provided he or she make known to the Librarian the titles of the works he or she may desire to take away.

6. Any person, whose respectability shall be approved of by the Librarian, not being a ratepayer, shall be entitled, on payment of a fee of £1 per annum, payable quarterly in advance, to the same privileges and advantages as are specified in By-law number 5.

7. Any person desiring to retain a book or books for a longer period than fourteen days may renew the loan, on making his or her desire known to the Librarian, provided no other person shall have expressed a wish to have the book or books in the meantime. Every person who shall retain a book longer than the specified time shall be fined three pence for the first seven days, and sixpence for each and every additional days.

8. A copy of these By-laws shall be kept in the Library for the information of visitors.

Passed by the Municipal Council of Inverell, this second day of August, A.D. 1875,—

HENRY PLUMLEY,  
Council Clerk.

JAS. H. HINDMARSH,  
Mayor.



1875.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(WOLLONGONG FREE PUBLIC LIBRARY.—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Department of Justice and Public Instruction,  
Sydney, 29th September, 1875.

## BOROUGH OF WOLLONGONG.

THE following By-laws made by the Council of the Borough of Wollongong, for the regulation of the Wollongong 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.

JOSEPH DOCKER.

## BY-LAWS for regulating the Wollongong Free Circulating Library.

The books purchased by the Wollongong Municipal Council shall constitute a Free Library to be called the Wollongong Free Circulating Library.

1. The Council shall appoint a Librarian, who shall make out and keep a catalogue of all books in the Library.

2. 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.

3. 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.

4. The persons who shall be at liberty to receive books from the Library shall be every householder residing within the limits of the Borough of Wollongong, and the Library shall be open to the use of the general public on every day except Sunday, Christmas Day, and Good Friday, between the hours of 7 and 10 p.m.

5. 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.

6. 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.

7. Any book or books lost or damaged 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.

8. All public statutes and other publications supplied by Government, including encyclopedias, books of reference, and any other expensive publications, shall not be removed from 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 within seven days, and may be applied to defray the working expenses of the Library.

Made and passed by the Wollongong Municipal Council  
this sixth day of August, 1875.

GEORGE OSBORNE,

Mayor.

J. S. Wood, Town Clerk.



1875.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(ULLADULLA FREE PUBLIC LIBRARY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Department of Justice and Public Instruction,  
Sydney, 21st October, 1875.

## MUNICIPAL DISTRICT OF ULLADULLA.

THE following By-laws made by the Council of the Municipal District of Ulladulla, for the regulation of the Ulladulla 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.

JOSEPH DOCKER.

## MUNICIPAL DISTRICT OF ULLADULLA.

## BY-LAWS for regulating the Ulladulla Free Public Library.

1. The books purchased with the Government grant in aid of the Ulladulla Free Public Library, together with all other books presented by the public, and such other books which the Ulladulla Municipal Council may hereafter procure for that institution, either by purchase or otherwise, shall constitute the Ulladulla Free Public Library, which shall be under the control and management of the Ulladulla Municipal Council.

2. The Council shall appoint a Librarian, who shall make out and keep a catalogue of all books in the Library, and the Librarian shall supply a copy of such catalogue to any person on payment of sixpence.

3. The Library shall be open to the public on every day except Sunday, Christmas Day, and Good Friday. Every Monday, Thursday, and Saturday from 7-30 p.m. till 9-30 p.m. during Winter months, and from 8 p.m. till 10 p.m. during Summer months, and every Wednesday from 2 p.m. till 5 p.m. and Tuesdays and Fridays from 2 p.m. till 3 p.m. The Librarian is not prohibited from issuing or receiving books at other times, if he thinks fit.

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 Free Public Library shall be every resident within, and visitor to, the district.

6. No more than one book shall be issued to any person at one time, nor shall any person be allowed to take a book from the Library until any book or books he or she may have previously taken out are returned: Provided that in cases where four members of a family are known to be able read, it shall be competent for the Librarian to issue two volumes, and if a family consists of six persons able to read, three volumes 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. It shall be competent for the Council or Library Committee at any time to prevent any book or books from being taken away from the Library, such book or books, however, to be available at all lawful times for reading or reference, within the Library.

9. 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.

10. Any person in a state of intoxication applying for a book shall not be entitled to receive one.

11. 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 5s., and shall replace the damaged property.

12. 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 towards defraying 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 person or persons so defaulting.

13. A copy of these By-laws shall be exhibited in the Library, and on the inside of every book.

Made and passed by the Municipal Council of Ulladulla, this 19th day of June, and amended this 28th day of August, 1875.

(L.S.) DAVID WARDEN,  
Mayor.  
J. JEWELL RUTTER,  
Council Clerk.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BROUGHTON CREEK AND BOMEDERRY FREE PUBLIC LIBRARY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Department of Justice and Public Instruction,  
Sydney, 24th February, 1876.

## MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMEDERRY.

The following By-laws made by the Council of the Municipal District of Broughton Creek and Bomederry, for the regulation of the Broughton Creek and Bomederry Free Public 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."

JOSEPH DOCKER.

## MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMEDERRY.

## BY-LAWS for regulating the Broughton Creek and Bomederry Free Public Library.

1. The books purchased with the Government grant in aid of the Broughton Creek and Bomederry Free Public Library, together with all other books presented by the public and such other books which the Broughton Creek and Bomederry Municipal Council may hereafter procure for that Institution, either by purchase or otherwise, shall constitute the Broughton Creek and Bomederry Free Public Library, which shall be under the control and management of the Broughton Creek and Bomederry Municipal Council.

2. The Council shall appoint a Librarian, who shall make out and keep a catalogue of all books in the Library; and the Librarian shall supply a copy of such catalogue to any person on payment of sixpence.

3. The Library shall be open to the public on every day except Sundays, Christmas Days, and Good Fridays. Every Wednesday and Saturday from 12 to 1 p.m., and every Monday and Friday nights from 7 p.m. to 9 p.m. for issuing of books. The Librarian is not prohibited from issuing or receiving books at other times if he thinks fit.

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 Free Public Library, shall be every resident within, and visitor to, the District.

6. No more than one book shall be issued to any person at one time, nor shall any person be allowed to take a book from the Library, until any book or books he or she may have previously taken out, are returned; provided that in cases where four members of a family are known to be able to read,

it shall be competent for the Librarian to issue two volumes and if a family consists of six persons able to read, three volumes to the members of such household.

7. The period for which any book may be kept, shall be one month, under a penalty of threepence per week for every week that such book may be kept beyond that time.

8. It shall be competent for the Council or Library Committee at any time to prevent any book or books from being taken away from the Library: such book or books however to be available at all lawful times for reading or reference, within the Library.

9. 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.

10. Any person in a state of intoxication applying for a book shall not be entitled to receive one.

11. 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 5s., and shall replace the damaged property.

12. 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 shall be paid over to the Treasurer of the said Municipal Council, together with costs, within seven days, and may be applied towards defraying 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 person or persons so defaulting.

Made and passed by the Municipal Council of Broughton Creek and Bomederry, this twenty-second day of January, 1876.

HENRY TAYLOR, Council Clerk.

JOSEPH TINDALL,  
Mayor.



1875.

## 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, 18th October, 1875.

## MUNICIPAL DISTRICT OF NOWRA.

## BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Nowra, for the temporary stoppage of traffic for repairs, extirpation of weeds, subdivision and change of property, and water supply 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.

JOHN ROBERTSON.

## MUNICIPAL DISTRICT OF NOWRA.

BY-LAWS for temporary stoppage of traffic for repairs, extirpation of weeds, subdivision and change of property, and water supply within the Municipal District.

*Temporary stoppage of traffic for repairs, &c.*

1. 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 obstructions 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, with costs of suit.

*Extirpation of weeds.*

Council may cause officer to inspect lands, and report on the same.—  
Notice to be served.

2. The Council may at any time cause an inspection of all lands within the Municipality to be made by an officer appointed for the 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 in 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 ninety 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 for every such offence, with costs; 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.

*Subdivision and change of Property.*

Change of occupier—Subdivision of property.

3. 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 seven days from the time of such subdivision being made, deliver to the Council Clerk a notice in writing, showing and setting forth the area, the rent, and the names in full of the occupier or occupiers of such subdivision; 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, with costs.

*Water supply.*

4. That no person, not being a ratepayer, be allowed to take water from the public pump or any part of the Municipality under the control of the Council, unless licensed so to do by the said Council, in accordance with the schedule hereunder:—

	£	s.	d.	
Non-ratepayers, for their own use...	0	10	0	per year.
Non-ratepayers, for sale .....	1	0	0	"
Ratepayers, for sale.....	0	10	0	"

Any person taking water from the said public pump, or any part of the Nowra Municipal District, contrary to the above regulation, without being licensed to do so by the said Council, shall be liable to be fined in the penalty not exceeding (20) twenty shillings and not less than five shillings, with costs of Court for every such offence, to be recovered in the Court of Petty Sessions, Nowra.

Made and passed by the Council of the Municipal District of Nowra, this 20th day of July, in the year of our Lord one thousand eight hundred and seventy-five.

HY. MOSS, Mayor.



1875-6.

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, 15th March, 1876.

MUNICIPAL DISTRICT OF NOWRA.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Nowra, respecting the impounding of cattle, licensing of timber carriages, and the providing for protection during erection of works in 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.

JOHN ROBERTSON.

MUNICIPAL DISTRICT OF NOWRA.—BY-LAWS.

BY-LAWS for the Impounding of Cattle on the public thoroughfares of the Municipality.

1. The By-law relating to the Impounding of Cattle, being section 39 in supplement of Government Gazette, dated 13th March, 1873, is hereby repealed.

2. 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, ass, mule, swine, sheep, goat, or other animal found straying, tethered, or depasturing on the public roads, streets, reserves, cemetery, or other public places within the boundaries of the Municipality, or within certain defined boundaries therein, as may be agreed to by the Council for such impounding to take place, and to drive, lead, or convey said animals so trespassing to the nearest Pound, and set the amount in the Schedule hereunder as a trespass and driving fee thereon: Provided always that the terms of the Impounding Act relating to the publicity, keep, sustenance, release, and sale of the said animals so impounded be complied with.

3. Schedule of Fees.	Driving fee.	Trespass fee.
	s. d.	s. d.
Cattle, 1 head .....	1 0	2 6
Every additional head belonging to the same owner .....	0 6	.....
Horse, ass, or mule, 1 head .....	1 0	2 6
Every additional head, ditto .....	0 6	.....
Sheep, per head .....	0 6	1 0
Goats " .....	2 0	10 0
Swine " .....	2 0	2 6

Made and passed by the Council of the Nowra Municipal District, this 30th day of March, 1875.

HENRY MOSS,  
Mayor.

MUNICIPAL DISTRICT OF NOWRA.—BY-LAWS.

RESCINDING of section 1 of By-laws for licensing Timber Carriages, and substitution in lieu thereof; Protection during erection of Works.

1. That section 1 of the By-laws for licensing timber-carriages, published in the Government Gazette, 13th March, 1873, No. 59, be rescinded, and the following substituted: No timber-carriage, or vehicle used for that purpose, or dray 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 and other vehicles attached as aforesaid, working for hire or drawing timber for shipment,—all Council work being excepted.

2. All bridges, culverts, or other works undertaken for or on behalf of the Council shall be protected by a secure two-railed fence at the ends of sections; and lamps, to be provided by the Council, shall be exhibited from sunset to sunset, under a penalty of not less than ten shillings nor more than five pounds; and in event of accident, owing to the want of safeguards as aforesaid, the Contractor shall be responsible for all damages: Provided that the Council serve the Contractor or person employed on said work with written notice to erect and exhibit the necessary safeguards and danger lamps. The above penalty and damages to be recovered in any competent Court of the Colony of New South Wales.

Made and passed by the Council of the Municipal District of Nowra, this 7th day of December, A.D. 1875.

HENRY MOSS,  
Mayor.

Council Chambers, Nowra,  
7th December, 1875.



1875.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(MUNICIPAL DISTRICT OF FORBES—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 18th October, 1875.

## MUNICIPAL DISTRICT OF FORBES.

## BY-LAWS.

THE following By-laws made by the Council of the Municipal District of Forbes, for suppressing nuisances, preventing and extinguishing fires, aligning and preserving roads and streets, planting and preserving trees and shrubs, preserving public decency, regulating the rights to be enjoyed by the inhabitants over the Town Commons, collecting and enforcing rates, and maintaining generally 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 Municipalities Act of 1867.

JOHN ROBERTSON.

## MUNICIPAL DISTRICT OF FORBES.

## BY-LAWS for the Suppression of Nuisances in the Municipality of Forbes.

1. All drains whatsoever, and the water-closets, earth-closets, privies, cesspools, and ash-pits within the Municipal District of Forbes, shall be constructed and kept so as not to be a nuisance, or injurious to health, and so as that there shall be no overflow, soakage, or leakage therefrom, and every cesspool within the said Municipal District which shall be formed or made below the surface of the ground, shall be also constructed so as that the watertight walls or sides thereof shall project on all sides at least six inches above the surface of the ground in which cesspools shall be formed or made.

*Private passages, yards, ways, and premises.*

2. All private passages, yards, right-of-ways, and other premises within the Municipal District of Forbes shall be kept in such a state, in respect of cleanliness, as not to be a nuisance or injurious to health.

*Removal of house refuse.*

3. The occupier of any house, building, or premises within the Municipal District of Forbes shall cause the yard and ground adjacent or belonging thereto to be kept in a cleanly condition, and so as not to be a nuisance or injurious to health; and shall cause all dust, mud, ashes, rubbish, filth, or other such refuse matter produced or accumulated on such premises to be collected in one place in such yard or ground, and to be kept there in an

inoffensive condition, and so that the same shall not be productive of any nuisance, and shall cause all such refuse matter so collected to be from time to time removed from such yard, ground, or premises as often as such refuse matter shall amount to a quantity equal to one cubic yard. And if at any time the occupier of any premises shall neglect or fail to have such rubbish or refuse matter so removed as aforesaid, the Inspector of Nuisances shall cause the same to be removed at the expense of such occupier. Nothing contained in this By-law shall be construed or taken to prevent the occupier of any premises from causing any manure, ashes, or other refuse matter as aforesaid, produced or accumulated thereon, to be kept for the purpose of being used for manure on any garden or on any land contiguous to such premises: Provided such manure, ashes, or other refuse matter shall not, previous to the removal thereof for use as manure on any garden or land as aforesaid, be kept not less than fifty yards of any dwelling-house, shop, or other building, or so as to be a nuisance or injurious to health.

*Cleansing of privy cesspools.*

4. The occupier of every house, building, or tenement within the Municipal District of Forbes shall cause every privy cesspool thereon to be emptied and cleansed from time to time, as soon any portion of the contents of such cesspool shall have so accumulated therein as to be within a distance of one foot from the top of the wall, sides, or lining of such cesspool: Provided that the contents of any privy shall not be removed or discharged therefrom except between the hours of ten (10) p.m. and five (5) a.m.: And provided also that the contents of any privy or cess-

pool shall not be removed or discharged therefrom until such contents shall had mixed therewith a quantity of chloride of zinc, carbolic acid, common salt, or some other efficient deodorizer sufficient to effectually deodorize and disinfect the same.

*Where cesspools are not provided.*

5. The occupier of every house, building, or other tenement on or in which the privy or closet belonging thereto shall not be provided with a cesspool, constructed in accordance with the provisions of the preceding By-law (No. 1), shall at all times cause to be kept in such privy or closet a supply of dry powdered earth, ashes, charcoal, lime, or other material efficient for deodorizing nightsoil; and shall cause all nightsoil which may be deposited in any box, pan, bucket, or other receptacle in such privy or closet to be immediately, on the deposit thereof, covered with a quantity of dry powdered earth or other deodorizing material as aforesaid, sufficient to thoroughly and effectually deodorize the contents of such bucket, pan, or other receptacle.

*Stables, cow-sheds, and pig-sties.*

6. The occupier of any land within the Municipality of Forbes, on which there shall be erected any stable, cow-yard, cattle-shed, or pig-stye, shall cause such premises to be kept in such a state, in respect of cleanliness, as not to be a nuisance or injurious to health, and shall cause all dung, soil, or manure produced or accumulated thereon to be collected in a place (to be approved of by the Inspector of Nuisances) in the yard of such premises, and to be there kept in an inoffensive condition, and so as not to be productive of any nuisance; and shall cause such dung, soil, or other manure to be from time to time removed from such premises, as often as the quantity of the same so collected or accumulated shall amount to two cubic yards. And if at any time the owner or occupier of any such premises shall neglect or fail to have such dung, soil, or other manure removed therefrom as aforesaid, the same shall be removed by the Inspector of Nuisances at the expense of such occupier.

*Deposit of rubbish, manure, &c.*

7. No person shall deposit, or cause or suffer to be deposited in or by the side of any street, or on any road, street, or right-of-way, lane, passage, water-channel, or gutter, or in any creek, river, or reservoir, or in any other public place within the Municipality of Forbes (not being a manure depôt duly appointed by the Municipal Council of Forbes as a place for the deposit of manure, rubbish or other such refuse matter), any dust, mud, ashes, rubbish, filth, offal manure, liquid manure, dung, or soil, and no person shall deposit or cause or suffer to be deposited on any land, field, or garden within the Municipality of Forbes any night-soil, blood, offal, or other offensive matter or thing without the written consent of the Mayor or Council; and any such offensive matter or thing which shall with such consent of the said Mayor or Council be so deposited, shall be immediately on the deposit thereof covered over by the person depositing the same with such a quantity of earth as will at once prevent the escape of any noxious or offensive effluvium from any such manure, soil, or other offensive matter beforementioned: Provided that nothing contained in this By-law shall be construed or taken to prevent the use as manure, for any garden or land, of the contents of any earth-closet, or any other privy or closet where such contents are deposited on any such field or land in a perfectly deodorized state, and so as not to cause nuisance or offence either at the time of the deposit of such contents or afterwards.

*Notice to Proprietors.*

8. Upon complaint being lodged at the Council Chambers that the yards, closets, or drains of any premises is or are a nuisance or offensive, and after inspection such shall be found to be the case, notice shall be given in writing to the proprietor or tenant of such premises to remove or abate such nuisance within forty-eight hours after such notice. And if after such notice the nuisance shall not be removed or abated, the proprietor or tenant of the said premises shall be liable to a penalty not exceeding twenty shillings nor less than ten shillings.

9. Upon complaint being lodged at the Council Chambers, the Inspector of Nuisances may at all reasonable hours, with or without assistants, enter into and inspect any buildings, stall, or place kept or used for the sale of butcher's meat, and examine any carcase, meat,

flesh, fish, or other perishable article of food which may be therein, and in case any such articles shall appear to him to be intended for human food, but unfit, the same may be seized by him. And if it shall appear to a Justice of the Peace (upon evidence taken before such Justice) to be unwholesome he shall order it to be destroyed, and the owner thereof, or other person in whose custody it was found, shall be liable to a penalty not exceeding forty shillings nor less than ten shillings.

*Preventing and extinguishing of Fires.*

10. Every person who shall discharge firearms without lawful cause, or who shall light any bonfire, tar-barrel, or fireworks, upon or within ten yards of any public or private street, or any public place, shall forfeit a sum not exceeding five pounds.

*Erection of bark buildings.*

11. All persons are prohibited from erecting buildings, any portion of which shall be constructed of bark or other dangerously inflammable material, and any person or persons erecting such building shall forfeit, on conviction of every such offence, a penalty of not more than twenty pounds: Provided that this By-law shall only be enforced within the now populous portion of the Municipality of Forbes, that is to say, within the following boundaries;— Commencing on the west by Brown-street and Browne's-lane; on the north by Rankin-street; on the east by Cross-street; on the south by Sherriff-street, inclusive of frontages by both sides of the streets named.

*Traffic may be stopped.*

12. The Council or any person or officer acting under authority of such 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.

*Buildings not to be erected beyond the building line of any street.*

13. Should any person erect any building, verandah, or fence, other than an awning, beyond or outside the building line of any street within the Municipality, without the consent of the Council, he or she shall be liable to a penalty of not less than one pound nor more than five pounds, and should he or she neglect to remove the same, upon receiving notice in writing from the Council so to do, the Council shall have power to remove the building, verandah, or fence, or other erection or obstruction, at the expense or charge of the person so offending.

*Injury to kerb-stones, guttering, &c.*

14. No driver, carter, or other person shall wilfully or negligently do, or cause to be done, any damage or injury to the kerb-stones, gutters, or pathways of any street or roadway, and no person shall be at liberty to ride on horseback, or to drive a wheeled vehicle of any kind on the footways.

*Kerbing to be fixed.*

15. That in all cases where owners of property apply for kerbing to be fixed on edge of footpath, such kerbing shall not be done by this Council until all rates due by such owners of property, together with one-half the estimated cost of such kerbing, is paid.

*Careless riding or driving.*

16. No person shall ride or drive through or upon the streets or any public place so negligently, carelessly, or furiously, that the safety of any other person shall or may be endangered.

*Destroying pathways or roads.*

17. No person shall be allowed to alter, cut up, or destroy the pathways or roads, or to remove loam, sand, or gravel, from any of the streets or roads of the Municipality, without the authority of the Council, and for such authority a fee of one shilling shall be paid.

*Placing materials on streets or pathways.*

18. No person shall be allowed to place on the street or pathways building materials otherwise than is absolutely necessary, and by the sanction in writing of the Mayor or Council Clerk; and no person shall be allowed to have waterholes or excavations for cellars or other purposes in or adjoining any public place, unfenced, or in such a manner as to be dangerous to passers-by. And all places where buildings are being carried on, or where any

obstruction to the danger of passers-by exists, the person causing such obstruction shall be required to provide lights on either side, and to keep the same lighted from sunset to sunrise.

*Cattle straying, and swine not to be kept.*

19. Any person suffering 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 within the following boundaries: Commencing on the west by Brown-street and Browne's-lane, and on the east by Cross-street, on the north by Rankin-street, and on the south by Sherriff-street (inclusive of frontages by both sides of the streets named)—shall, on conviction, forfeit or pay for such offence a sum not exceeding forty shillings and not less than five shillings.

20. Any person who shall breed, feed, or keep any kind of swine in any house, building, yard, garden, or other hereditament situate or being within the abovenamed boundaries shall, on conviction, forfeit or pay for such offence a sum not exceeding forty shillings, and not less than five shillings.

*Planting trees.*

21. Upon any ratepayer applying to the Council to have trees planted opposite his or her premises, on any street or road within the Municipality, and such ratepayer paying to the Council the sum of ten shillings for each tree, the Council may direct the Works Committee to have such trees planted at the cost of the Council.

*Damaging trees and shrubs.*

22. No person shall destroy or damage any shrub or tree growing in any street or thoroughfare or other public place within this Municipality, or injure any hedge, fence, gate, or building in such street, thoroughfare, or public place, or to set fire to any shrubs or trees, or to cut or remove any timber from any such street, thoroughfare, or public place as aforesaid, or to destroy, tear, deface, or otherwise injure any notice, proclamation, or other document purporting to be under the authority of the Council, or of any officer of the said Council, which shall be affixed in any public place.

*Persons bathing.*

23. No person shall bathe within two hundred yards of any public road, place, or wharf, unless in some enclosed place, or otherwise in such manner as not to offend against common decency.

*Exposing goods for sale.*

24. No person shall place or expose for sale on the pathways or streets, carts, goods, parcels, or produce of any kind whatever, to the obstruction of the public.

*Penalty.*

25. For every offence against the provisions of the By-laws of this Municipal District, except as otherwise provided, the offender shall be liable to and shall pay a penalty not exceeding five pounds, and not less than five shillings, to be recovered in a summary way before any Justice of the Peace. And all other penalties and fines imposed by such By-laws, except as otherwise provided, shall be recoverable in a summary way before any Justice of the Peace. And all such penalties, when recovered as aforesaid, shall be paid into the corporate fund of the Municipal District; and no person shall be liable to any penalty, fine, or forfeiture under these By-laws unless proceedings in respect thereof be commenced within three months after the same shall have been incurred.

**PART II.**

BY-LAW for regulating the right to be enjoyed by the inhabitants of Forbes, over the Town Commons.

1. Any ratepayer running stock upon the Common in excess of the number paid for by him or her, shall be liable to a fine of sixpence (6d.) each in the case of sheep or goats, and two shillings and sixpence (2s. 6d.) in the case of horses or other cattle so in excess, such fine to be recoverable before any two Justices sitting in Petty Sessions; and the Ranger or other authorized person shall have power to drive any stock depasturing on the Common into a yard or other convenient place, for the purpose of counting such stock.

**PART V.**

**BY-LAWS.**

*Collection and enforcement of rates.*

1. All rates levied or imposed by the Council under the provisions of the Municipalities Act of 1867, and for the purposes mentioned in the said Act, shall be collected once a year, and each rate shall 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.

*Rates to be paid at office of Council Clerk.*

2. All rates made and authorized by the Council shall be paid within twenty-one days after the time prescribed by the Act, at the Council Chamber of the Municipality, or at any other place appointed by the Council, at such hours and on such days as the Council shall from time to time appoint.

*Unpaid rates.*

3. The Council Clerk shall prepare, at such times as he may be ordered by resolution of the Council or the Mayor, a list of the names of all persons whose rates are unpaid at the expiration of the time fixed for the payment of the same; and the Mayor shall take immediate proceedings, either by summons or by the issue of distress warrants, against defaulters.

*Bailiff.*

4. The Bailiff shall be appointed by resolution of the Council, and shall be at any time removable by a like resolution, and shall give such security as the Council shall approve of for the faithful performance of the duties of such office.

*Levies and Distress.*

5. The Bailiff shall make all levies and distresses for the recovery of rates, under the warrant of the Mayor, such warrant to be made in accordance with the form in Schedule hereto annexed, marked A.

*Entry and levy.*

6. The Bailiff shall be paid for entry and levy made under the provisions of these By-laws, according to the Schedule annexed, marked C.

*Making a distress.*

7. At the time of making a distress, the Bailiff shall forthwith make out an inventory in the form and to the effect of the Schedule annexed marked B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf, resident in the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted in some conspicuous part of the land or premises on which the distress has been made; and the Bailiff shall deliver a copy of such inventory to the Council Clerk, for the information of all parties concerned.

*Bailiffs to enter upon land, &c.*

8. It shall be lawful for the Bailiff, and such assistants as he may require, to enter into any part of the land, building, tenement, or other property, in respect of which a warrant has been issued for the recovery of any rate or rates as aforesaid, and to distrain the goods thereon or therein, and to remain in such building, tenement, or other property in charge thereof, and if the sum for which distress shall have been made or taken shall not be paid on or before the expiration of five days, it shall be lawful to sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the Municipal District as the said Bailiff may think proper to remove them for such purpose, and the surplus (if any) that may remain after deducting the sum distrained for, together with the expense attendant upon such distress, shall be paid over, on demand, to the owner of the goods so sold: Provided always that nothing herein contained as to the time of sale shall apply to any crop of cereals, fruit, or vegetables, which may be growing at the time when such distress shall be made.

*Bailiff may impound.*

9. The Bailiff when making a distress as aforesaid may impound or otherwise secure the distress so made, of what nature or kind so ever it may be, in such places or in such part of the land or premises chargeable with

the rate as shall be most fit and convenient for that 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 and premises, when any distress shall be impounded and secured as aforesaid, in order to view and buy, and to carry and remove the same on account of the purchaser thereof.

*Goods—how to be sold.*

10. The owner of any goods so distrained upon may, by writing, direct and specify the order in which they shall be successively sold, and the said goods and chattels shall, in such case, be put up for sale according to such direction.

*Proceeds of Sale to be paid to Council Clerk.*

11. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses as soon as possible after such sales, together with the copy of every inventory and account of every such sale or sales.

*Bailiff may appoint Deputy.*

12. The Bailiff, with the sanction of the Mayor, may authorize any person to act temporarily as his deputy, and the person thus authorized shall have and exercise for the time being all the powers of the Bailiff himself, but the Bailiff and his sureties shall, in such cases be held responsible for the act of such deputy.

Passed by the Municipal Council of Forbes this  
18th day of May, 1875.

CHAS. ST. BAKER,

R. M. FRAZER, Council Clerk.

Mayor

Forbes, 18th May, 1875.

SCHEDULE A.

*Warrant of distress.*

I, \_\_\_\_\_ Mayor of the Municipal District of Forbes, do hereby authorize you \_\_\_\_\_ Bailiff of the said Municipal District, to distrain the goods and chattels of the dwelling-house, on or in and upon the land and premises of situate at \_\_\_\_\_ for the sum of £ \_\_\_\_\_ being the amount of Municipal rates due to the said Municipal district to the \_\_\_\_\_ day of \_\_\_\_\_ for the said dwelling-house (land or premises as the case may be), and to proceed thereon for the recovery of the said rates according to law.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18

Mayor.

SCHEDULE B.

*Inventory.*

I have this day in virtue of a warrant under the hand of the Mayor of the Municipal District of Forbes, dated \_\_\_\_\_ of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of \_\_\_\_\_ situate at \_\_\_\_\_ within the said Municipal District, for the sum of £ \_\_\_\_\_ being the amount of rates due to the said Municipal District to the \_\_\_\_\_ day of \_\_\_\_\_ 18

Bailiff.

[List to be appended.]

SCHEDULE C.

*Costs.*

	s.	d.
For every warrant of distress .....	3	0
For serving every warrant and making levy .....	3	0
For making and furnishing copy of inventory .....	3	0
For man in possession each day or part of day .....	8	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 advertisement, if any.		

1875.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 18th October, 1875.

## MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY.

## BY-LAWS.

THE following additional By-laws, made by the Council of the Municipal District of Broughton Creek and Bomaderry, for laying out roads and streets, for public health and decency, and generally maintaining good rule and government in 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.

JOHN ROBERTSON.

## MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY.

ADDITIONAL By-laws made by the Municipal Council of Broughton Creek and Bomaderry, for laying out roads and streets, providing for public health, and generally maintaining good rule and government of the said district.

*Alignment of roads and removal of encroaching fences.*

1. 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 notice of service 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.*

2. 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 the 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.

*Entrance to public roads to have culverts across the water-tables.*

3. 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-tables 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, to 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 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.

*Drawing or trailing timber.*

4. Any person who shall haul or draw, or caused to be hauled or drawn, on or 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 two pounds nor less than five shillings, over and above the damages occasioned thereby.

*Careless driving, &c.*

5. If the driver of any waggon, cart, dray, coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, 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 person or carriage, in or upon the same—every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

*Erection and removal of fences.*

6. 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.*

7. Any person who shall fill-in, or cause to be filled-in, or choke 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.

*Roads not to be obstructed.*

8. 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.

*Damaging any public building, toll-gate, toll-bar, toll-board, wall, fence, culvert, or water-course, &c.*

9. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall, fence, culvert, or water-course, 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 any sum not exceeding twenty pounds nor less than five pounds.

*Placing dam or embankment across river, creek, or natural water-course.*

10. Whosoever shall, without the consent in writing of the Council, place any dam or embankment in or across any river, creek, or natural water-course, 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.

*Cutting or opening drains into public roads, streets, or lanes.*

11. 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.

*Ferocious dogs not to be at large on roads, &c.*

12. If any person shall permit or suffer to be at large in any way, road, 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 more than two pounds.

*Cattle or animals may be impounded off roads or reserves.*

13. 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 Creek and Bomaderry.

*Blacksmith's furnace.*

14. Every blacksmith, whitesmith, nail-maker, metafounder, limeburner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door window, or aperture fronting or opening into, or towards any road, street, lane, or passage, and not closing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, or placing a screen before the same every evening within one hour after sunset so as to effectually prevent the light from showing through the doorway, window, or aperture next or upon such road, street, lane, or passage, shall upon conviction for every such offence pay a penalty not exceeding two pounds.

*Indecent exposure.*

15. It shall not be lawful for any person to bathe in any waters exposed to public view from any road, street, or public place within this Municipality between the hours of six a.m. and eight p.m., and every person who shall indecently expose himself or herself by bathing as aforesaid within the prohibited time herein mentioned, shall on conviction forfeit and pay any sum not exceeding one pound.

*By-laws for licensing timber-carriages.*

16. No timber-carriage or dray 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.

17. 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.

18. 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 Alderman 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.

19. Any person found working any timber-carriage or any drays attached for drawing any 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.

20. All licenses shall be made out by the Council Clerk and numbered in such order as he may think fit.

*License.*

This is to certify that \_\_\_\_\_ is hereby licensed to \_\_\_\_\_ within the Municipal District of Broughton Creek and Bomaderry from the date hereof to the end of the Municipal year, or \_\_\_\_\_ next, subject nevertheless to all and every of the By-laws, rules, and regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of Broughton Creek and Bomaderry this \_\_\_\_\_ day of \_\_\_\_\_ 187\_\_\_\_\_

No. \_\_\_\_\_

MISCELLANEOUS REGULATIONS.

*Proprietor or driver of omnibus coach—pay license.*

21. Each proprietor or driver of every omnibus, coach, or other vehicle, plying within the Municipality shall pay to the Council thereof the charge or sum mentioned in the schedule hereunto annexed, marked A.

*Bakers, butchers, carriers, &c.—pay license.*

22. Each proprietor or driver of every butcher's, baker's, fruit and vegetable, fish, or other cart hawking within the Municipality, shall pay to the Council thereof the charge or sum mentioned in the schedule hereunto annexed, marked A.

*License for power of plying within the Municipality.*

23. Any person holding an authority or license from the Council, as such proprietor according to the form marked B, shall be permitted to ply within the Municipality for the term therein mentioned; but it shall not be lawful for any person to ply as aforesaid until having obtained the said authority or license so to do. The said sum or charge

for any vehicle shall be paid in advance for the year commencing on the first Tuesday in February and ending on the last day of the Municipal year, or ratably according to the date of such authority or license; and the production of such authority, license, or receipt shall free the vehicle mentioned therein from all other charges by the Council, except fines and tolls, during the current year, or the period therein specified.

*Penalties for plying without license first obtained.*

24. The driver of every such omnibus, coach, cart, or other public vehicle plying within the Municipality, shall previous to doing so, pay into the said Council the said charge or sum therein provided in schedule marked A. And any person found plying in any vehicle within the Municipality, without first having paid the said sum or charges, shall forfeit and pay for every such offence any sum not exceeding one pound nor less than ten shillings; and in case of a second conviction within six months, not less than one pound.

SCHEDULE OF CHARGES.

A.

For every vehicle plying within the Municipality, having four wheels, per annum.....	10s.
For every vehicle plying within the Municipality, having two wheels, per annum.....	5s.

SCHEDULE B.

*License and certificate of payment for public vehicles, Municipality of Broughton Creek and Bomaderry.*

18 .

The undersigned do certify that \_\_\_\_\_, of public vehicle, No. \_\_\_\_\_, has paid unto the Council of this Municipality the sum of £1, for permission to ply within this Municipality for the period of \_\_\_\_\_ from the date hereof, and that the said \_\_\_\_\_ is hereby authorized and entitled to ply with the said vehicle within the limits of the said Municipality, for the period above stated.

Registered,

Council Clerk. \_\_\_\_\_

Mayor.

Made and passed by the Council of the Municipal District of Broughton Creek and Bomaderry, this twelfth day of June, in the year of our Lord one thousand eight hundred and seventy-five.

JOSEPH TINDALL,

Mayor.

HENRY TAYLOR,  
Council Clerk.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF GRAFTON—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 24th January, 1876.

## BOROUGH OF GRAFTON.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of Grafton, for the leasing and regulating the Public Baths, and for the planting of trees and shrubs in the streets of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF GRAFTON.—BY-LAWS.

## CHAPTER 15.

*By-laws for leasing and regulating the Grafton Public Baths.*

1. The Grafton Public Baths shall be leased annually, every such lease to expire on the 31st day of December in each year.

2. Every such lease shall be sold by public auction to the highest bidder, notice of such sale to be advertised, at least fourteen days previous to the day of sale, in some newspaper published in the Borough; the upset price, the conditions of such sale, and the covenants of the said lease, and all expenses in connection with such bond and lease shall be paid by the lessee.

3. The purchaser of every such lease shall within seven days from the date of purchase pay into the funds of the Council or their agent the amount of the purchase money, and shall also, within a like period, execute the lease.

4. Such lessee shall also, within the time specified in the above clause, provide two sureties, who shall execute a bond to the Council in the penal sum of twenty pounds for the faithful discharge of all the covenants of the said lease, and all expenses in connection with such bond and lease shall be paid by the lessee.

5. The lessee shall from the date of his lease be entitled to receive and collect all fees and dues sanctioned by these By-laws, as in Schedule A hereunto annexed, and not to demand or receive any other fee than those therein specified.

6. The lessee shall provide and have placed at convenient places at the baths, at least two life-buoys and ropes for the same, and keep the same constantly ready and fit for use.

7. The lessee shall cause to be affixed near the said baths a notice-board setting forth in plain letters the name of the baths and of the lessee, the scale of charges, and a table of the hours when the baths are open to the public.

8. The lessee shall be responsible for the maintenance of good order of persons using the baths, and shall remove therefrom any person causing a disturbance, riot, or being guilty of cursing or swearing, or behaving in an indecent manner.

9. Every person guilty of a breach of these By-laws shall be deemed guilty of an offence, and shall be liable to a fine of not less than one shilling or more than ten pounds, to be recovered before any Court of Petty Sessions held at Grafton.

## 10. SCHEDULE A.

*Fees to be paid to lessee of Public Baths :—*

	£	s.	d.
For every person bathing.....	0	0	3
To bathe at any time during the hours defined—for a weekly ticket .....	0	1	0
To bathe at any time during the hours defined—for a monthly ticket .....	0	3	0

	£	s.	d.
To bathe at any time during the hours defined—for a quarterly ticket .....	0	7	6
To bathe at any time during the hours defined—for an annual ticket .....	1	0	0

*Hours at which the Public Baths shall be opened :—*

From 1st October to 30th June, from 5 a.m. to 8 p.m.

From 1st May to 30th September, from 6 a.m. to 8 p.m.

I hereby certify that chapter 15 of the By-laws for the Borough of Grafton were adopted by the Council, October 14th, 1874.

JAMES PAGE,  
Council Clerk.

THOMAS PAGE,  
Mayor.

## CHAPTER 16.

*By-laws for planting trees and shrubs in the streets of the Borough of Grafton, and on recreation grounds, and for protection of the same.*

1. The Council shall, by resolution, annually place upon the estimates a sum of money to be expended in the planting and preserving trees and shrubs in the public streets and recreation grounds within the Borough, and from time to time determine what streets or recreation grounds shall be so planted.

2. The Council shall cause trees or shrubs to be planted in any street or recreation ground, in accordance with these By-laws, in the following manner, that is to say :—Where the street are over one and a half chains wide, at a distance of 18 feet from the kerbing, and at a distance of 30 feet apart; where the streets are 1 chain or less wide, at a distance of 15 feet from the kerbing, and at a distance of 30 feet apart; and upon recreation grounds, in accordance with a plan to be approved of by resolution of the Council.

3. The trees to be planted in the public streets shall consist of bean, gum, cedar, bunya, tulip, and such others as may be authorized by resolution of the Council, and such other trees in addition upon recreation grounds as the Council may determine.

4. Any person found destroying, removing, or in any way injuring any tree or shrub planted by the Council under these By-laws, shall be deemed guilty of an offence, and if found guilty of the breach of these By-laws shall be liable to a fine of not less than five shillings and not exceeding ten pounds, to be recovered in any Court of Petty Sessions assembled at Grafton.

I certify that chapter 16 of the By-laws for the Borough of Grafton was adopted by the Council on May the 27th, 1874.

JAMES PAGE,  
Council Clerk.

THOMAS PAGE,  
Mayor.



1875-6.

## NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF RANDWICK—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 58.

Colonial Secretary's Office,  
Sydney, 27th January, 1876.

## BOROUGH OF RANDWICK.

## BY-LAWS.

THE following new code of By-laws, made by the Council of the Borough of Randwick in substitution of previous By-laws, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF RANDWICK.—BY-LAWS.

By-laws made by the Council of the Borough of Randwick to repeal the by-laws of the said Council, dated the 4th day of November, 1868, for regulating the proceedings of the Council and the duties of the officers and servants of such Council; for preserving order at meetings of the said Council; for determining the times and modes of collecting and enforcing payment of rates; for preventing and extinguishing fires; for suppressing nuisances and houses of ill-fame; for preventing or regulating and licensing exhibitions held or kept for hire or profit, bowling or skittle alleys, and other places of amusement; compelling residents to keep their premises free from offensive or unwholesome matters; opening new public roads, streets, ways, and parks; for protection of public fountains and watercourses; aligning and cleansing roads and streets; for regulating and licensing of public vehicles; the slaughtering of cattle; for the collection of rates and special rates; for constructing and maintaining any works for or relating to or regulating the lighting the Borough or any part or parts thereof with gas; for regulating the supply and distribution of water, sewerage, and drainage; for regulating as to the blasting of any rock or rocks; preventing trees from overhanging public pathways, and preserving trees, shrubs, and other public property; for regulating free libraries; for preventing or regulating the bathing or washing the person in any public water near a public thoroughfare; for preserving public decency; for providing for the health of the Municipality, and against the spreading of contagious or infectious diseases, and further provision for the benefit of the General Cemetery, Long Bay Road; for restraining noisome and offensive trades; and generally for maintaining the good rule and government of the said Borough.

## PART I.

*By-laws repealed.*

1. The By-laws of the said Council of the Borough of Randwick, dated the 4th day of November, 1868, and published in the Government Gazette of the 31st December, 1868, No 319, are hereby repealed.

PROCEEDINGS of the Council and Committees, preservation of order at Council meetings, duties of officers and servants, &c.

*Meetings of the Council.*

## Ordinary Meetings.

2. The Council shall meet for the dispatch of business at the hour of half-past seven p.m. on every alternate Tuesday, 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.—Adjournment for want of quorum.

3. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting. Whenever there shall be an adjournment of any such meeting for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the minute-book.

*Order of Business.*

## Business of ordinary meetings.

4. 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 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.

5. At special meetings of the Council the business after the minutes shall have been read and verified, which shall be done in the same manner as at an ordinary meeting, shall be taken in such order as the Mayor or the Aldermen at whose instance such special meeting shall have been called, may have directed.

Business paper for ordinary meeting—how prepared.

6. 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 4 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.

7. 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.

8. The summons to members of the Council of 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.

9. The business paper for each meeting of the Council shall, at such meeting, be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which each matter entered thereon has been dealt with; and such business paper so noted shall be a record of the Council.

Notices of motions, &c., to be numbered as received, and preserved until matter disposed of, unless withdrawn before business paper made up.

10. 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 4 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.

11. After the business paper shall have been made up as aforesaid all the said notices of motions, requisitions, and directions as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

Motions and Amendments.

Motions how to be moved.

12. 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.

13. 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.

Motion to be seconded.

14. No motion in Council shall be discussed unless and until it be seconded.

Amendments may be moved.

15. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded.

Motions and amendments to be in writing.

16. No motion or amendment shall be discussed until it shall have been reduced into writing.

Only one amendment at a time.

17. 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.

18. 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.

19. 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 for adjournment.

20. No discussion shall be permitted on any motion for adjournment of the Council, and if, upon the question being put on any such motion, the same be negatived, the subject then under consideration, or the next in order on the business paper, or any other on such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

Requisitions from Aldermen—how to be dealt with.

21. 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.

Rescinding motion already passed.

22. No motion, the effect of which if carried would be to rescind any motion which has already passed the Council, shall be entertained during the same municipal year unless a call of the whole Council has been duly made for that purpose; and no such motion for rescinding any resolution of the Council, which shall have been negatived by the Council, shall be again entertained during the same municipal year.

Orders of the Day.

Of what orders of the day shall consist.

23. 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.

24. Section 21 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 is arranged.

*Petitions.*

Petitions to be respectfully worded.

25. 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.

26. All petitions shall be received only as the petitions of the parties signing the same.

How Petitions are to be dealt with.

27. No motion shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be received, or that it be received and referred to one of the permanent Committees hereinafter mentioned; or that it be received, and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to any petition, and such petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

*Correspondence.*

Duties of Mayor as to correspondence.

28. 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 25 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 27 to apply to letters.

29. Section 27 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.

30. No discussion shall be permitted in reference to any letters which have been written and sent by the Mayor, or by any officer of the Council, and copies of which may be read to such Council: Provided, however, that any notice of motion, consistent with good order, may be entertained with reference to any such letters, whether read or not, or with reference to any letters addressed to the Council, which the Mayor or presiding Alderman may not have ordered to be read as aforesaid.

*Reports from Committees and Minutes from the Mayor.*

Form of report.

31. 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 minute.

32. 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.

33. 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 any 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.

34. 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 4 of this "part" of these By-laws.

Notice to be given.

35. 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.

36. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

Question to be put without argument, &c.

37. Every such question must be put categorically, without any argument or statement of fact.

Similar provision as to statements.

38. Every such statement must be made without argument.

No discussion on question, &c. Rights of objection, and of subsequent motion reserved.

39. 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.

40. 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 inclemency. 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.

41. 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.

42. 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.

43. 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.

44. 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.

45. 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.

46. 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 questions to be stated, &c., under certain restrictions.

47. 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 any such request or requisition shall appear to the Mayor or Chairman not to have been made *bona fide*, it shall not be complied with.

Mayor or Chairman not to move or second motion, &c., but may address Council thereon.

48. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question, as provided for by section 4 of this "part" of these By-laws, except as is further provided for by section 40 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.*

Mayor or Chairman to decide points of order.

49. 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.*

50. Every Member of the Council who shall commit a breach of any section of this "part" of these By-laws, or who shall move or attempt to move any motion or amendment embodying any matter as to which the Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address or attempt to address the Council upon any subject which the said Council has no legal right to entertain or to discuss, or who shall use any other language which, according to the common usage of gentlemen would be held disorderly, or who shall say or do anything calculated to bring the Council into contempt, shall be out of order.

Mayor, &c., may call Member to order.

51. 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.

52. 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.*

53. 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 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.

54. 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 apologize, &c.

55. 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.*

56. 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 50 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 the 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.

57. 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 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.

*Mode of Voting.*

How questions are to be put.

58. 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.

*Divisions.—Penalty for refusing to vote.*

59. 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.

60. 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.*

Rules applicable to business in Committee.

61. 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 15 (except that it shall not be necessary that any motion or amendment in Committee shall be seconded), 16, 17, 18, 40, 41, 44, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 58, and 59.

isorderly conduct in Committee—Refusal to vote.

62. 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 56 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 59 of this "part" of these By-laws, the facts shall be reported to the Council, and such report on such facts shall be duly recorded in the minute-book: Provided that in the case of an Alderman failing to vote as aforesaid, no special motion that the Council resume its sitting shall be necessary, but it shall be the duty of the Chairman of such Committee of the Whole, in making his report of the proceedings in such Committee, whenever such report may be made, to include in such report a statement of such failure to vote as aforesaid, and of the question as to which such Alderman has so failed to vote.

Divisions in Committee on points of order may be reported.

63. 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 49 of this "part" of these By-laws, any Alderman may move that such decision be embodied in the report to the Council of the proceedings in such Committee; and if such motion be carried such decision shall be so embodied in such report, whenever the same shall be made.

How progress may be reported, &c.

64. 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 further 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.

Reports of proceedings in Committee—Want of quorum in Committee.

65. 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 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.

How reports are to be dealt with.

66. 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 62 of this "part" of these By-laws, of disorderly conduct in Committee, or under section 59 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 may be ordered.

67. 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.

68. 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 57 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.

69. 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.

70. 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.

71. 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.

Constitution of Standing Committees.

72. 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 of each ward. The Committee for general purposes shall consist of the Chairman of the three said first-named Committees.

Mode of re-appointing Standing Committees.

73. 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.

By-law Committee.

74. 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 Borough. They shall also watch over the administration of the by-laws, and of any statute of which the operation has been or may be extended to the Borough; and shall take such steps as may be necessary for the prevention or punishment of offences against such by-laws or statutes, and for the preservation of public health, order, and decency.

Committee for Works.

75. 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.

Finance Committee.

76. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the Municipal revenues. They shall inquire and report from time to time as to all matters which they may consider to affect, or to be likely to affect, the finances of the Borough; and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Committee for general purposes.

77. 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 upon any such subject, matter, or question as they may think necessary, or as they may be directed by resolution of the Council to inquire into and report upon.

Special Committees.

78. 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.

Chairman of Committee.

79. 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.

80. Appointments to the By-law Committee, the Committee of 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 such Committee to remove any Chairman of such Committee, or to appoint another such Chairman in his stead, or to militate against the general provisions as to Committees in sections 109 and 110 of the Municipalities Act of 1867; and that so much of this by-law as relates to the appointment, powers, and duties of Committees, shall be read and interpreted in connection with such last-mentioned general provisions.

Committee meeting—how called.

81. The Council Clerk shall call a meeting of any Committee when requested so to do by the Chairman, or any two members of such Committee.

Records of transactions in Committee.

82. 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.

Except in emergent matters, cost of all work to be estimated before undertaken.

83. With the exception of emergent matters hereinafter specially provided for, no work affecting the funds of the Borough shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Emergent matters and necessary current expenses—Expenses authorized to be reported—Outlay to be in accordance with orders of the Council.

84. 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, or the Mayor and Alderman, 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.

All claims to be examined and reported upon by Finance Committee.

85. 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 required with each claim—Salaries and wages to be payable on Mayor's order—Certificates to be attached to report.

86. 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 84 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 from the Finance Committee on the payments or outlays to which such certificates, memoranda, or authorizations have reference.

Common seal and records of the Council—Common seal and press how secured—care of same.

87. The Common seal and the press to which the same is attached 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 the care of the Council Clerk.

When and how common seal to be used.

88. The common seal shall not be attached to any document without an express order of the Council. In every case when 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.

How books of account are to be kept and inspected.

89. The treasurer shall keep such books of account and such records, statements, and memoranda of receipts and expenditure in such manner and form as the Council may from time to time direct. It shall be the duty of the Finance Committee to inspect all such books of account, records, statements, and memoranda from time to time, to ascertain that the same are properly kept, and to report at once to the Council any act of neglect or appearance of inefficiency which they may have discovered in the keeping of the same; also to report to the Council from time to time any changes which such committee may think advisable in the mode of keeping the accounts:

Records of the Council defined—Provisions for proper keeping of same.

90. 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.

Impression of seal not to be taken, &c., without leave of Council—Penalties.

91. 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.

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.

92. Any person removing any such book or other record of the Council as aforesaid from the Council Chamber, or the place where by direction of the Council such book or other record is usually kept, without leave for such removal having been first obtained from such Council, or without other lawful cause for such removal, as hereinafter provided, shall for every such offence be liable to a penalty of not less than ten shillings nor more than ten pounds. And nothing herein contained shall be held to affect the further liability of any person who shall have removed such book or other record as aforesaid and shall not have returned the same, to prosecution for stealing such book or record, or to an action-at-law for detention of the same, as the circumstances of the case may warrant: Provided that leave for temporary removal of a book or other record may be granted to the Council Clerk or the Treasurer by the Mayor, in order that such Clerk or Treasurer may post up entries, prepare returns, or perform any other duty which it may be necessary that he should perform; also, that the Mayor, or the Chairman of any Committee, or any Alderman acting for any such Chairman, may temporarily remove any record necessary for the preparation of a minute or a report, or for the purposes of any prosecution or suit at law, by, against, or at the instance of the Council; but in all such cases such Clerk, Treasurer, Mayor, Chairman, or Alderman, as the case may be, shall give a receipt under his hand for every document so removed, and every such receipt shall be carefully preserved among the records until the book or other record to which it refers shall have been returned, when such receipt shall be destroyed: And provided also, that the Mayor, Council Clerk, or other officer of the Council, who may be subpoenaed to produce any book or other record of the Council in a Court of Law, shall have the right to remove such book or other record for the purpose of obeying such summons but shall return such book or record as speedily as may be, and shall before removing the same leave at the Council Chamber a receipt for such book or other record as aforesaid; and every such person so temporarily removing any book or other record of the Council as aforesaid shall be legally responsible for the safe keeping and return of the same.

Penalty for defacing or destroying record.

93. 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 in certain cases.

94. No appointment to any permanent office at the disposal of the Council, to which a salary or allowance of fifty pounds per annum, or a salary or allowance exceeding that amount is attached, shall be made until public notice shall have been given, as hereinafter provided, inviting applications from qualified candidates for the same; the salary or allowance attached to such office shall in every case be fixed before such notice is given, and shall be stated in such notice.

Mode of appointment.

95. Every such appointment shall be made by ballot, in such mode as may at the time be determined on, whenever there is more than one candidate for such permanent office.

Exceptional cases.

96. Nothing herein contained shall be held to prevent the employment as may be from time to time found necessary, and as may be ordered by the Council, of any workmen or labourers on the public works of the Borough.

Bonds for good conduct.

97. 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.

Duties of Council Clerk.

98. The Council Clerk, in addition to the duties which by the "Municipalities Act of 1867," and the "Municipalities Act of 1867 Amendment Act of 1874," 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 Borough under the provisions of the said Municipalities Acts. 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.

99. The Council Clerk shall make a half-yearly return of the revenue and expenditure of each ward, and shall charge to each ward one-third share of the general expenses of the Borough, and the balance of revenue of each ward shall be expended in such ward to which such revenue belongs: Provided, however, that it shall be lawful for the Council to lend to any of the said wards, for any general improvement, the whole or any part of the balance of the general revenues of the Borough for one year only; and the sum or sums so lent to such ward shall be repaid from the future revenues of such ward which may have borrowed as aforesaid, and be expended in the ward entitled to such expenditure; and the Mayor of the Borough shall, at the expiration of every three years, cause all such accounts to be properly and equitably adjusted, and the Council shall spend forthwith, in the ward so entitled to such expenditure, the amount so due to such ward.

Duties of Treasurer, &c.

100. The Treasurer shall have charge of such books of account and other records of the Council as are mentioned in section 89 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. This by-law not to apply to any honorary Treasurer.

Duties of other Officers and Servants.

101. 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, viz.:—As to the 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 water supply, sewerage, or drainage, or other officers and servants employed in and about the public works of the Borough, and in the supply of water therefor, or the sewerage or drainage thereof, whose superintendence is not herein specially entrusted to any other Committee by the Committee of Works; as to the attorney for the Corporation, inspector of nuisances, 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 Borough, and of the by-laws, for the general good government of such Borough, whose superintendence is not herein specially entrusted to any other Committee by the By-law Committee; and as to librarians, managers of public institutions, or reserves under the charge of the Council, and all other 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.

Special powers of Mayor.

102. 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 *visà voce*, or put into writing, as the Mayor may direct.

How complaints against officers, &c., are to be dealt with.

103. 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 power 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.

##### Leave of absence.

104. No leave of absence shall be granted to the Mayor or to any Alderman, otherwise than by a resolution of the Council, adopted after due notice.

##### Mode of calling for tenders.

105. Whenever it is decided that any work shall be executed, or any material 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.

##### Drafts of intended by-laws.

106. A draft of every intended by-law shall lie in the office of the Council for at least seven days before such draft shall be taken into consideration by such Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same; and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

##### Motions for rescission of previous orders, &c.

107. Whenever a motion for the rescission of any order, resolution, or vote of the Council, shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion: Provided that nothing herein contained shall be held to prohibit the reconsideration and amendment of any proposed by-law which may have been submitted to the Governor for confirmation, and may have been remitted to the Council, with suggested amendments of the same, or the passage, after due notice as hereinbefore provided, and in due course of law, of any by-law for the repeal or amendment of any other by-law.

##### Lapsed business.

108. 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.

109. Such suits or informations for the enforcement of penalties, for or in respect of breach of the Municipalities Act of 1867, or of any by-law made thereunder, or of any statute the operation of which may have been extended to the Borough, as may have been directed by the Council or by the By-law Committee, or by the Mayor, to be commenced or laid shall be so commenced or laid as follows, namely:—When against a member of the Council or an Auditor, or any officer of the Corporation, by the Council Clerk, unless such Council Clerk shall be the officer to be proceeded against, and in such case by any other officer 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 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.

##### How notices are to be published.

110. 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 Borough.

##### Mode of proceeding in cases not provided for.

111. In all cases not herein provided for, resort shall be had to the rules, forms, and usages of the Legislative Assembly of New South Wales, so far as the same are applicable to the proceedings of the Council.

##### Power to suspend, temporarily, certain portions of this by-law.

112. 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 as aforesaid: And provided also, that the following sections hereof shall never be suspended, nor shall any one of them, nor any portion of any of such sections, be suspended on any pretence whatever, namely, sections 6, 7, 8, 9, 10, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 36, 40, 41, 44, 46, 49, 50, 51, 52, 53, 55, 56, 57, 58, 59, 60, 61, 62, 63, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 97, 101, 102, 103, 104, 107, 109, 110, and 111.

## PART II.

### Collection and enforcement of rates—Times and modes of collection.

Rates under section 164 of the 31st Vic. No. 12, to be collected half-yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section may be collected by half-yearly instalments if the Council shall think fit, each such instalment shall be 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 appointed at the time of making or imposing such rate.

#### Special rates.

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.

#### Rates to be paid at office of Council Clerk.

3. All persons liable to pay any rates as aforesaid shall pay the amount thereof, within the time prescribed by the said Act into the office of the Council Clerk during office hours, that is to say, from 6 of the clock to 7:30 of every Tuesday, except during such times as the Council may be actually sitting.

#### Defaulters.

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.

Mayor to enforce payment.

5. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced, or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

Enforcement by distress.

Bailiff.

6. A bailiff shall, when found necessary, be appointed by the Mayor.

Bailiff's sureties.

7. 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.

Duty of Bailiff.

8. It shall be the duty of the bailiff to make all levies by distress for the recovery of rates, in the manner hereinafter provided.

Warrant of distress.

9. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor, or any Alderman who may for the time being be duly authorized to perform the duties of that office.

Distress and sale, &c.

10. If the sum for which any such distress shall have been made shall not be paid, with costs as hereinafter provided, on or before the expiration of five days, the bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Borough as the bailiff may think proper to remove them to for such purpose; and shall pay over the surplus (if any), that may remain after deducting the amount of the sum distrained for, and costs, as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by such owner.

Inventory.

11. At the time of making a distress the bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made; and the bailiff shall give a copy of the inventory to the ratepayer on demand at any time within one month after making such distress.

Goods may be impounded.

12. The bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places, or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days, as hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same, on account of the purchaser thereof.

Owner to direct order of sale.

13. The owner of any goods or chattels so distrained upon, may, at his or her option, direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

Proceeds of distress.

14. The bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

Costs.

15. There shall be payable to the bailiff for the use of the Council, for every levy and distress made under this by-law, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of distress.

I, Mayor of the Borough of Randwick do hereby authorize you the bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at for being the amount of rates due to the said Borough to the day of for the said dwelling-house (or land or premises, as the case may be) and to proceed thereon for the recovery of the said rates according to law.

Dated this day of 18 Mayor.

SCHEDULE B.

Inventory.

I HAVE this day in virtue of the warrant under the hand the Mayor of the Borough of Randwick, dated the following goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at within the said Borough, for being the amount of rates due to the said Borough to the day of

Dated this day of 18 Bailiff.

SCHEDULE C.

Costs.

	s. d.
For every warrant of distress .....	2 0
For serving every warrant and making levy where the sum is not more than £20 .....	2 0
Above that sum, in addition for every £1 .....	0 1
For making and furnishing copy of inventory .....	2 0
For man in possession, each day, or part of a day ..	5 0
For sale, commission, and delivery of goods, per pound on proceeds of the sale .....	1 0

PART III.

Preventing and extinguishing fires.

Fire or combustible materials, &c.

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 contiguous 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 forty-eight hours after any such conviction shall be deemed guilty of a further offence against this by-law.

Inflammable fences, &c.

2. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack, any inflammable material, so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce of such properties, or any chattels in or upon such buildings or properties, shall forfeit, on conviction for every such offence, a penalty of not more than five pounds, and also 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.

Fireworks.

3. Every person who shall light any bon-fire, tar barrel, or firework upon or within sixty 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 wilfully sets, or causes to be set on fire, any chimney-flue, smoke-vent, or stove-pipe, herein called in common a "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.

Walter-carters to attend at fires.

5. 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 Borough, 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 such 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.

Compensation for attendance at fires.—Rewards.

6. There shall be paid out of the Borough funds, 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.

##### Streets and Public Places, Public Health and Decency, &c.

###### Streets, &c.

###### New roads to be reported upon.

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.

###### Plans of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the said Borough shall open any road, street, or way, or lay out any park or other place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management of such road, street, way, park, or other place, he or they shall furnish the Council with a plan or plans, signed by himself or themselves, showing clearly the position and extent of such road, street, way, park, or other place as aforesaid.

###### Dedication of new roads, &c.

3. If the Council shall determine to take charge of any such road, way, or other place as aforesaid, the plan or plans, so signed as aforesaid, shall be preserved as a record or records of the Council, and the proprietor or proprietors aforesaid shall execute such further instrument dedicating such road, way, park, or other place to public use or recreation as aforesaid, as may be considered necessary by the Committee for General Purposes; and such further instrument of dedication shall also be preserved as a record of the Council.

###### Committee for Works to fix street levels, &c.

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 Borough, and the carriage 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 footways 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.

###### Change of street levels.

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, showing the proposed cuttings, 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 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.

###### No turf, gravel, &c., to be removed from streets without permission.

6. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed, any turf, clay, sand, soil, gravel, stone, or other material, or any road scrapings or sweepings in or from any part of the carriage or foot way of any street or other public place within the said Borough, without leave first had and obtained from the Council; or who shall wantonly break up or otherwise damage any such carriage or foot way shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds, nor less than one pound.

###### Holes to be enclosed.

7. 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 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 Committee for Works of the said Borough; or shall keep up or cause to be kept up and continued any such

enclosure for any time which shall be no 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.

###### Open spaces and steps adjoining the footways to be enclosed under penalty.

8. Every owner or occupier of any house, building, premises, or land, within the said Borough, having any entrance area, garden, or other open space, or any vacant building lot, water-hole, or excavated space, adjoining the footway of any street or public place in such Borough, 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 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 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 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 seven days after any such conviction as aforesaid, shall be deemed guilty of a further offence against this by-law.

###### Wells to be covered over.—Penalty.

9. 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 Borough, 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 over 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.

###### Temporary stoppage of traffic for repairs, &c.

10. 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.

###### Drawing or trailing timber, &c.

11. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street or public place within the said Borough, any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing, which shall be carried principally or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street or public place to the injury thereof; or to hang over any part of any such vehicle or barrow, so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall, upon conviction, forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damage occasioned thereby.

###### Driving carriages, &c., on footways, and throwing filth, &c.

12. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing in or upon the carriage-way or foot-way of any street or other public place in the said Borough, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal in or so near to any such street or other public place as that any blood or filth shall run or flow upon or over, or be on any or either of any such carriage or foot way; or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any such street or public place any waggon, cart, dray, sledge, or other carriage, or any wheel-barrow, hand-barrow, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, or ride any horse, ass, mule, or other beast upon any such foot-way shall, upon conviction, forfeit and pay for the first offence a sum not exceeding forty shillings, nor less than five shillings; for the second offence a sum not exceeding five pounds, nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Placing carriages, goods, &c., on footways &c.—Not removing when required—Replacing the same after removal—Not to prevent awnings being erected in front of shops.

13. Any person who shall set or place, or cause or permit to be set or placed, any stall-board, chopping-block, show-board (on hinges or otherwise), basket, wares, merchandise, casks, or goods of any kind whatsoever; or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in, or upon, or over any carriage or foot way in any street or public place within the said Borough; or shall set out, lay, or place, or shall cause or procure, permit or suffer to be set out, laid or placed any coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, or other carriage upon any such carriage-way, except for the necessary time of loading or unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers when actually hired, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage; or if any person shall set or place, or cause to be set or placed in or upon or over any such carriage or foot way any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same shall be enclosed, as herein directed) or any other matters or things whatsoever; or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or other thing or matter whatsoever, from any house, or other building, or premises, over any part of any such foot-way or carriage-way, or over any area of any house or other building or premises, or any other matter or thing from and on the outside of the front or any other part of any house, or other building or premises, over or next unto any such street or public place, and shall not immediately remove all or any such matters or things, being thereto required by the Inspector of Nuisances or other proper officer of the Council; or if any person who having, in pursuance of any such requisition as aforesaid, removed, or cause to be removed, any such stall-board, show-board, chopping-block, basket, wares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall at any time thereafter again set, lay, or place expose, or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed, or put out, the same or any of them, or any other stall-board, show-board, chopping-block, basket, wares, merchandise, goods, timber, stones, bricks, lime, coach, cart, wain, waggon, dray, truck, wheel-barrow, hand-barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid) in, upon, or over any such carriage or foot-way of or next unto any such street or public place as aforesaid, shall upon conviction for every such offence forfeit and pay for the first offence a sum not exceeding forty shillings, nor less than five shillings; for the second offence a sum not exceeding five pounds, nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds, nor less than one pound: Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house, in such manner as that such awning shall be at least seven feet above the height of the footway, and that the posts be placed close to the curbstone or outer edge of such footway.

Slop, night-soil, &c., to be conveyed away only at certain hours.

14. Any person or persons who shall drive, or cause to be driven, any cart or other carriage with any night-soil or ammoniacal liquor therein, through or in any street or public place within the said Borough, between the hours of five o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel dirt, or filth, in or upon any such street or public place, or shall deposit night-soil, ammoniacal liquor, or other offensive matter nearer to any street, road, or dwelling-house than shall be directed by the said Council, or by the Inspector of Nuisances; or shall remove night-soil or other offensive matter otherwise than in properly covered and water-tight carts or other vehicles; or shall cause any vehicle used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall be directed by the said Council or the said Inspector of Nuisances, shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending shall not be known to the said Council or inspector, then the owner of such cart or carriage in which such night-soil or other offensive matter shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid; and any person or persons who shall without the order of the Council bring into the said Borough any night-soil or ammoniacal liquor, shall for every such offence forfeit and pay any sum not exceeding five pounds nor less than one pound.

Riding on drays, careless driving, &c.

15. If the driver of any waggon, wain, cart, or dray of any kind shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driver, or guided with reins only, excepted); or if the driver of any carriage whatso-

ever shall wilfully be at such a distance from such carriage, or in such a situation, whilst it shall be passing upon such street, that he cannot have the direction and government of the horse or horses, or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, or coach, or other carriage on the left or near side of the road, street, or thoroughfare, or if any person shall in any manner wilfully prevent any other person or persons from passing him or her, or any carriage under his or her care upon such street, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same,—every such driver or person so offending shall, upon conviction, forfeit and pay any sum not exceeding forty shillings.

Riding or driving furiously, &c.

16. Any person who shall ride or drive through or upon any street or public place within the said Borough, so negligently, carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds, nor less than two pounds.

Blasting rock.

No rock to be blasted without notice to the Council Clerk.

17. Any person who shall be desirous of blasting any rock within one hundred yards of any street or public place, or dwelling-house in the said Borough, 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 five pounds, nor more than twenty pounds,

Public property.

Injuring or extinguishing lamps.

18. 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 Borough, 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.

As to damaging buildings.

19. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice-bridge, culvert, sewer, watercourse, or other public property within the said Borough, shall pay the costs of repairing the same; and if such damage be wilfully done shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds.

Damaging trees.

20. 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.

Obstructing public pathways.

21. That the owner or occupier of any land situate on the side of any street or road in this Borough, who shall permit any tree, shrub, or plant, kept for ornament or otherwise, to overhang any footpath or footway on the side of any such street or road, so as to obstruct the passage thereof, and who on demand made by the Council or their overseer or inspector, shall not cut or cause to be cut, lop, or cause to be lopped all such trees, shrubs, or plants to the height of eight feet at the least, the said Council and their servants, labourers, and workmen may cut, or cause to be cut or lopped, all such overhanging trees, plants, and shrubs, and to remove or burn any portion of such trees, plants, or shrubs so cut or lopped without being deemed a trespasser or trespassers; and in case any person or persons shall resist or in any manner forcibly oppose the said Council or their servants, labourers, or workmen in the due execution of the powers given in this behalf by virtue of the Municipalities Act of 1867, every person so offending shall on conviction for every such offence forfeit and pay any sum not exceeding ten pounds.

Injuring public fountains, &c.

22. Any person who shall injure any public fountain, pump, cock, water-pipe, or any other thing connected with the preservation or supply of water to the said Borough, or to any portion thereof, shall forfeit and pay the amount of such damage and any further sum not exceeding twenty pounds nor less than one pound; and any person who shall bathe or wash himself, or shall wash any clothes or other article, at or in any reservoir, channel, fountain, or basin provided for public use, or who shall in any other way foul the water preserved or used for the purposes aforesaid, shall forfeit and pay any sum not exceeding one pound nor less than five shillings.

*Obstructions.*

Dead animals, &c., not to be thrown into any public watercourse, &c.

23. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning into any public watercourse, sewer, waterhole, river, creek, or canal, or who shall suffer slops, suds, or filth of any kind to flow from his or her premises into any such watercourse, waterhole, river, creek, or canal, or who shall permit or suffer any such slops, suds, or filth, to flow from his or her premises over any of the footways or streets of the Borough, or shall permit or cause by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public watercourse, waterhole, river, creek, or canal, or shall obstruct or divert from its channel any sewer or watercourse, river, creek, or canal, shall forfeit any sum not exceeding five pounds.

*Suppression of nuisances, &c.*

24. In case any privy, hogsty, or any other matter or thing whatsoever which shall at any time be or become a nuisance by causing unwholesome smells to arise within any part of this Borough, it shall be lawful for any two Justices, upon complaint thereof by any person, to investigate such complaint, and to order that such privy, hogsty, boiling-down establishment, or other matter or thing, being a nuisance as aforesaid to be cleansed, removed, or discontinued, as the case may be, within seven days after such order has been made, and notice given to the owner or occupier of the premises whereon such nuisance shall exist; and every such owner or occupier neglecting to remedy or remove such nuisance pursuant to such notice or order, and to the satisfaction of such Justices, shall forfeit and pay the sum of ten pounds for every such neglect or disobedience; and also it shall be lawful for such Justices to indict or cause to be indicted for such nuisance such person or persons so neglecting or disobeying any such notice or order at the then next Court of General or Quarter Sessions to be held nearest to the said Borough; and the person or persons being found guilty shall be subject to such punishment and to such further order as the Justices assembled at such sessions shall lawfully decide.

*Swine not to be kept.*

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 feet of any street or public place, or any dwelling-house in the said Borough shall, on conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

*Cattle, &c., not allowed to go about the streets, &c.*

26. It shall not be lawful for any person whomsoever to suffer any kind of cattle, horse, ass, mule, sheep, swine, or goats belonging to him or under his or her charge, to depasture, stray, or go about, or to be tethered or depastured in any street, road, or public place within the said Borough; and any person who shall so offend shall forfeit and pay, in respect of every such offence any sum not exceeding two pounds, nor less than five shillings.

*As to private avenues, &c.*

27. Any owner or occupier of any house or place within the said Borough, who shall neglect to keep clean all private avenues, passages, yards, and ways, within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

*Cleansing butchers' shambles, slaughter-houses, &c.*

28. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles, slaughter-houses, boiling-down establishments, tanneries, and fellmongering establishments in the said Borough, and to give such directions concerning the cleansing 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.

*Inspection of premises, &c.*

29. Upon the reasonable complaint, in writing, of any householder, that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises, are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this by-law, to go upon such premises for the aforesaid purpose.

*Various obstructions and annoyances.*

30. Every person who, in any street or other public place or passage within the said Borough, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences, shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds:—

Every person who shall hoist, or cause to be hoisted, or lower, or caused to be lowered, goods of any description from any opening in any house fronting any street or public place, and close to the footway thereof, without sufficient and proper ropes and tackling.

Every person who shall carry or convey, or caused to be carried or conveyed, in any street or public place the carcass, or any part of the carcass, of any newly slaughtered animal, without a sufficient and proper cloth covering the same, for the concealment from public view, or shall hawk or carry about butchers' meat for sale without covering the same as aforesaid.

Every person who shall place any line, cord, or pole across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.

Every person who shall place any flower-pot in any upper window, near to any street or public place, without sufficiently guarding the same from being thrown down.

Every person who shall throw or cast from the roof, or any part of any house or other building, any slate, brick, part of a brick, wood, rubbish, or other material or thing (unless within a hoard or enclosure, when any house or building is being erected, pulled down, or repaired).

Every blacksmith, whitesmith, anchorsmith, nail-maker, metal-founder, lime-burner, brick-maker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not enclosing 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 effectually to prevent the light from showing through the doorway, window, or aperture next or upon such street, lane, or passage.

Every person who shall, within the distance of one hundred yards from any dwelling-house, burn any rags, bones, cork, or other offensive substance, to the annoyance of any inhabitant.

Every person who shall carry goods or any frame to the annoyance of any person upon the footway of any street or other public footway.

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 Borough.

*Premises in state to endanger public health.*

Houses to be purified on certificate of two medical practitioners.

31. If, upon the certificate of any two duly qualified medical practitioners, it appear to the Council that any house, or part thereof, or the premises occupied in connection therewith, within the limits of the said Borough, is in such a filthy or unwholesome condition that the health of any person is or may be liable to be affected or endangered thereby, and that the whitewashing, cleansing or purifying of any house, or part thereof, or the premises occupied in connection therewith, would tend to prevent or check infectious or contagious disease, the said Council shall give notice, in writing, to the owner or occupier of such house or part thereof, or the premises occupied in connection therewith, to whitewash, cleanse, or purify the same, as the case may require; and if the person to whom notice is so given shall fail to comply therewith within such time as shall be specified in the said notice, he shall be liable to a penalty not exceeding ten shillings for every day during which he continues to make default: Provided that no such penalties shall collectively amount to any greater sum than twenty pounds.

*Offences against public decency.*

Bathing prohibited within certain limits.

32. 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 limits of the said Borough, between the hours of six o'clock in the morning and eight in the evening, shall on conviction forfeit and pay a sum not exceeding one pound for every such offence.

Penalty on indecent exposure of the person.

33. Any individual who shall offend against decency by 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.

34. Upon representation of any respectable 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 By-law Committee to cause the residents of such house or premises to furnish to the Council a list of 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 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 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.

PART V.

Noisome and offensive Trades.

No noisome or offensive trades to be carried on to injury of any inhabitants.

1. No person shall carry on any noisome or offensive trade within the said Borough, so as to injure or be a nuisance as hereinafter stated to the inhabitants thereof.

Definition of "noisome and offensive trades."

2. Any manufacture, trade, calling, or operation, in the conducting, following, or carrying on of which, or in consequence of, or in connection wherewith, or from the premises where the same is conducted, followed, or carried on, any gas, vapour, or effluvia, or any large quantities of smoke shall be evolved or discharged, which gas, vapour, effluvia, or smoke, shall be calculated to injure animal or vegetable life, or in any other way to injure or be a nuisance to the inhabitants of the said Borough, shall be considered a "noisome and offensive trade" within the meaning of these By-laws.

Complaint—Inquire and report—Order of Council thereon—Notice to discontinue, &c.—Penalty.

3. Upon complaint, in writing, by any householder that any noisome or offensive trade is being so followed, conducted, or carried on in the vicinity of his or her residence or property, as to injure his or her health, or the health of any member of his or her family, or to be a nuisance to such householder, and to his or her family, the Inspector of Nuisances, or any other person or persons appointed by the Council, shall make an inspection of the premises where such trade is alleged to be so conducted, followed, or carried on as aforesaid, and of the premises or property of the complainant, and shall inquire into the grounds for such complaint, and shall report thereon to the said Council; and if the said Council shall, on the consideration of such report, or after any such further inquiry as may be deemed necessary, be of opinion that the said complaint is well founded, and that any manufacture, trade, calling, or operation so complained of, and so being conducted, followed, or carried on as aforesaid, is a "noisome or offensive trade" within the meaning of these By-laws, notice shall be given to the person or persons conducting, following, or carrying on such trade to cease and discontinue the same within such reasonable time, not being less than thirty days, nor more than sixty days, as the said Council may direct, or so to conduct, follow, or carry on his, her, or their manufacture, trade, calling, or operation, as that within such reasonable time as aforesaid the same shall wholly and permanently cease to be noisome and offensive within the meaning of these By-laws, either to the said complainant or to any other resident within the said Borough; and if such trade shall not be discontinued as aforesaid, or shall not be so conducted as that it shall wholly cease to be noisome and offensive as aforesaid, within the time named in such notice as aforesaid, any person conducting, following, or carrying on such trade as aforesaid shall for the first offence forfeit and pay a sum of not less than forty shillings, nor more than five pounds; for a second offence a sum of not less than five pounds, nor more than twenty-five pounds; and for a third and every subsequent offence, a sum of not less than ten pounds nor more than fifty pounds.

Mode of proceeding when "noisome and offensive trade" is about to be commenced—Penalty.

4. The like proceedings shall be taken as aforesaid whenever there shall be a complaint as aforesaid that any manufacture, trade, calling, or operation is about to be commenced or entered upon which is likely to prove "noisome and offensive" within the meaning of these By-laws, save and except the notice to be given as aforesaid shall be given to the person or persons about to commence or enter upon such manufacture, trade, calling or operation, and shall require him, her, or them, not to commence or enter upon the same, or take such measures as shall effectually and permanently prevent the same from becoming "noisome or offensive" within the meaning of these by-laws to any resident within the Borough. And any person who shall in any such case commence, enter upon, or continue any such manufacture, trade, calling, or operation, so that the same shall be in any way "noisome or offensive" within the meaning of these by-laws, shall for every such offence forfeit and pay a sum of not less than ten pounds, nor more than fifty pounds.

Service of notice—Liabilities.

5. Service of any such notice as aforesaid upon the occupier or owner of any premises or land wherein or whercon any such manufacture, trade, calling, or operation is being conducted, followed, or carried on, or is about to be commenced or entered upon, or at the last known place of abode of such occupier or owner, or upon any person on the said premises or land, shall be a good and sufficient service of such notice for all the purposes of these By-laws. And every person who shall be actually engaged in superintending, directing, or managing, or who shall be in any other way actually engaged or employed in any such manufacture, trade, calling, or operation as aforesaid, shall be liable to be regarded and treated as a person conducting, following, or carrying on such manufacture, trade, calling, or operation, within the meaning and for all the purposes of these By-laws.

PART VI.

Public Exhibitions, &c.

Exhibitions, &c., to be licensed.

1. No exhibition other than exhibitions licensed by the Colonial Secretary under the provisions of the Act 14 Victoria, No. 23, 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, skittle 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.

Temporary license by Mayor—Penalty for exhibiting, &c., without license.

2. It shall be lawful for the Mayor, by writing under his hand, and without charge, to permit any such exhibition as aforesaid (other than an exhibition requiring to be licensed by the Colonial Secretary under the said Act) and which shall not be held or kept for more than one week, and in like manner to allow any place within the said Borough to be used for purposes of public amusement other than entertainments requiring to be licensed as aforesaid for not more than one week: Provided that it shall be incumbent upon such Mayor to inquire strictly as to the nature of such proposed exhibition or amusement before granting such permission, and to refuse such permission if it shall appear that such proposed exhibition or amusement is of such a nature as to require to be licensed by the Colonial Secretary, as aforesaid, or if there shall be reasonable cause for believing that such exhibition or amusement will be likely to entail any violation of public decency, to endanger the public peace, or to be a nuisance to any inhabitant of the Borough. Every person holding or keeping any such exhibition, or using any place within the said Borough for public amusement as aforesaid, or causing or permitting such place to be so used without such permission of such Mayor, shall forfeit and pay a sum of not less than five shillings nor more than forty shillings for every day that such exhibition shall be so held or kept, or such place shall be so used for public amusement as aforesaid.

Public buildings, &c., to be registered.

3. Every occupier of any building or ground on 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, together with the situation and description thereof, and of the exhibition proposed to be held or kept, or the public amusement proposed to be conducted as aforesaid, in or upon such building or ground, and the name of such occupier. And every person who causes, and every occupier of any such building or land who permits any such exhibition to be held or kept, or any public amusement to be conducted for a longer period than one week, in or on any such building or land not being registered for the purpose, or without such certificate of registration as hereinafter mentioned having been obtained for the same, shall forfeit for every such offence any sum not less than one pound nor more than twenty pounds.

## Certificates of registration, &amp;c.

4. The Council, upon the written application of any such occupier as aforesaid, stating the particulars aforesaid, and, if, upon inspection by the proper officer, the building or land shall have been found to be secure and proper for the purpose stated, and if the proposed exhibition or amusement shall not be such as to require a license from the Colonial Secretary as aforesaid, and shall not be thought likely to entail any violation of public decency, or to endanger the public peace, or to be a nuisance to any inhabitants of the said Borough, the said Council shall cause the aforesaid premises to be registered in a registry book to be kept for that purpose, and shall thereupon grant to the applicant a certificate of such registration of such premises. And the said Council may at any time and for any of the causes hereafter mentioned, suspend for a stated period the effect of or cause any such registration, and shall forthwith give notice of such suspension or cancellation to the occupier of the registered building or land; and during such suspension, or after such cancellation, such premises shall be deemed to be unregistered in respect of the purpose mentioned in the certificate of Registration, and such certificate shall be of no force or virtue.

## Inspection.

5. The proper officer of the Council may at all reasonable times enter into or upon and inspect any such registered building or land.

## No exhibitions, &amp;c., on Sundays, &amp;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 Sundays, Christmas Day, or Good Friday; and every person offending against this By-law in this behalf shall on conviction forfeit and pay a sum not exceeding five pounds, nor less than two pounds, for every such offence.

## Registration fee—Time for which registration shall be in force.

7. For every such registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk, for the benefit of the said Borough, a fee of one pound; and every such registration, whenever the same may be made, shall be in force until the thirty-first day of December then next ensuing and no longer.

## Certificate of registration to operate as license for exhibition, &amp;c., named therein, and no other.

8. The certificate of registration aforesaid shall be regarded as a license from the Council for the holding or keeping of the exhibition or for carrying on of the public amusements therein mentioned, but for none other. Any occupier of such building or land who shall hold or keep therein or thereon any exhibition, or shall use such building or land for any public amusements other than such exhibition or amusements mentioned in such certificate or license shall, for every such offence, forfeit and pay any sum not less than ten shillings, nor more than ten pounds.

## Unlawful games and exhibitions.

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 any breach of the peace, are proposed to be had 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.

## Suspension or revocation of license—Notice to be given and licensee to be allowed to show cause.

10. 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 said Council that the superintendent, director, or manager, or other person in charge of any such exhibition or amusement is a confirmed drunkard, or that 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 Borough: Provided that before any such suspension or cancellation as aforesaid the occupier of such registered building or land shall have notice of the fact that the said 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 such suspension or cancellation before the same shall be ordered.

## Construction of term "occupier"—Change in occupancy—False statement.

11. 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 buildings 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, being the owner, lessee, or tenant of any such building or land, shall permit the same to be used 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 to be, 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 ground as aforesaid, it shall be competent for the parties concerned to notify the same, by writing under their hands, to the said Council Clerk, who shall lay such notification before the Council at its next meeting; and if after such inquiry as such Council may deem necessary, there shall seem to be no valid objection to such change of occupancy, a corresponding entry shall be made in the registry aforesaid, and a new certificate shall be issued, which shall be in force until the then next ensuing thirty-first day of December, and no longer. And for every such new certificate a fee of five shillings shall be paid to the said Council Clerk for the benefit of the said Borough. And any person who shall make any false statement in any such application or notice 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 any sum not less than one pound, nor more than twenty pounds.

## PART VII.

## Water Supply.

## Polluting water, reservoirs, &amp;c.

1. Whosoever shall bathe in any stream, reservoir, conduit, aqueduct, or other water-works belonging to or under the management or control of the Council, or shall wash, cleanse, throw or cause to enter therein, any animal, whether alive or dead, or any rubbish, filth, stuff, or thing of any kind whatsoever, or shall cause or permit to suffer to run, or to be brought therein, the water of any sink, sewer, drain, engine or boiler, or other filthy, unwholesome, or improper water, or shall wash any clothes at any public fountain or pump, or in or at any such stream, reservoir, conduit, aqueduct, or other water-works as aforesaid, or shall do anything whatsoever whereby any water or water-works belonging to the said Council, or under their management or control, shall be fouled, obstructed, or damaged, shall for the first offence, forfeit and pay any sum not exceeding five pounds; for a second offence, any sum not less than ten shillings nor more than five pounds; and for the third and every subsequent offence, any sum not less than one pound, nor more than twenty pounds.

## Wilful waste of water.

2. Whosoever being supplied with water by the Council from any waterworks, fountain, or reservoir, or of belonging to, or under the control or management of, the said Council, or having access to any such water-works, fountain, or reservoir, for the taking of water therefrom, shall wilfully or negligently suffer any water to run to waste from any pipe, pump, or conduit, from or by which he shall be so supplied, or to which he shall have such access, shall forfeit and pay, for the first offence, any sum not exceeding five pounds; for a second offence, any sum not less than one pound, nor more than twenty pounds; and for a third and every subsequent offence, any sum not less than five pounds, nor more than forty pounds.

## Damming up water without consent.

3. Whosoever shall, without the consent in writing of the Council, construct or place any dam or embankment in or across any river, creek, or natural water-course, shall forfeit and pay any sum not less than one pound, nor more than twenty pounds, and shall remove such dam or embankment within a reasonable time after such conviction, or shall forfeit and pay any sum not less than five pounds, nor more than fifty pounds, and if after such second conviction, such person shall fail to remove such dam or embankment within a further reasonable time, he shall forfeit and pay a sum of not less than twenty pounds, nor more than fifty pounds; and if within a reasonable time after a third or any further conviction, he shall still fail to remove such dam or embankment, he shall for every such offence, forfeit and pay a sum of fifty pounds.

## Diverting water from reservoirs of Council in certain cases.

4. In any case in which the Council shall have the exclusive right of collecting for the supply of any reservoir or water-works belonging to the said Council, or under their management or control, the storm-water having fallen on any gathering ground, whosoever shall by any means whatsoever, divert

any such water from the course of its natural flow, so that the the same shall tend to flow elsewhere than to such reservoir or water-works, or some water-course leading thereto; or shall flow to the same respectively in a foul state, forfeit and pay for the first offence, any sum not less than one, pound, nor more than twenty pounds; for a second offence, any sum not less than two pounds, nor more than forty pounds; and for a third and every subsequent offence, any sum not less than five pounds, nor more than fifty pounds.

PART VIII.

Sewerage and drainage.

No private sewers to be made to communicate with the public sewers without notice.

1. It shall not be lawful for any person, 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 sewer into any of the said public drains or sewers or into any drain or sewer communicating or to communicate therewith without such notice, or otherwise than as aforesaid, every person so offending shall for every such offence forfeit and pay any sum not exceeding fifty pounds.

Proprietors of private sewers, &c., to repair and cleanse same.

2. All drains or sewers communicating with any public drain or sewer shall from time to time be repaired and cleansed under the inspection and direction of the Council, at the costs and charges of the occupiers of the houses, buildings, lands, and premises to which the said private sewers or drains shall respectively belong; and in case any person shall neglect to repair and cleanse or cause any such private drain or sewer to be repaired and cleansed according to the direction of the said Council, he shall forfeit and pay for every such offence any sum not exceeding five pounds.

Drains for discharge of surface water from land.

3. Every owner or occupier of land in, adjoining to, or near any street, if such land shall be so situated that surface or storm water from or upon the same shall overflow or shall tend naturally, if not otherwise discharged, to overflow any footway of such street, shall within seven days next after the service of notice by the Council for that purpose, construct and lay from such point upon such land being near to the footway, as shall be specified in such notice by plan appended or otherwise, and higher in level than the bottom of the channel at the outer edge of the footway to the said channel, and through, under, and transversely to the footway, and keep in good condition such covered drain or trunk as and subject to the inspection of the Council or its proper officers; and in default of compliance with any such notice within the period aforesaid, or with the provisions of this section, such owner or occupier shall forfeit any payment not exceeding five pounds; and if within seven days after such conviction such owner or occupier shall still have failed to comply with such notice or be otherwise in default as aforesaid, he shall forfeit and pay any sum not less than one pound nor more than ten pounds, and for every further such offence he shall forfeit and pay any sum not less than two pounds nor more than twenty pounds: And every such owner or occupier who shall still have made default as aforesaid for more than seven days after such second or any future conviction shall be held guilty of a further offence within the meaning of this section.

Constructing sewers.

4. It shall be lawful for the Council of the said Borough, at any time and at all times, and they are hereby authorised and empowered by themselves, their servants, agents, or contractors to make and construct any sewer or drain as the said Council may think necessary in, under, or through any part of the said Borough, and to do and perform all excavations and other works connected therewith, and to cause all or any such sewers or drains to communicate with the sea or otherwise as the case may be, and also from time to time to open, cleanse, or repair such sewers or drains, or alter the position thereof, to connect or repair other sewers or drains, or to cleanse the same: Providing also that the said Council shall repair and make good all damage or loss occasioned by the excavations, &c., required for the making, connecting, altering, cleansing, or repairing as aforesaid.

5. No person shall open or connect with either of the main sewers, drains, or connections any private sewer or drain without the written consent of the Council, and the work shall then be performed according to the direction and under the control of the said Council, at the expense of the person requiring such connection, and the owner or person who shall require any such work or improvement shall, at his own expense, make good all roads, streets, kerbing, &c., which shall have been injured by or through any such work; and all such repairs shall be performed to the satisfaction of such

officer as the Council shall appoint to superintend such work; and any person who shall do or perform anything contrary to this clause or shall neglect to make good all such damage as aforesaid, shall on conviction thereof forfeit and pay any sum not exceeding fifty pounds nor less than one pound.

6. No surface-drain shall be made in any foot-path, nor any pipes laid across the same without the authority of the Council, and no such pipe or drain shall be used for the discharge into any street or roadway of any offensive liquid or matter of any kind whatsoever; and any person who shall so offend shall forfeit and pay for every such offence any sum not exceeding fifty pounds, nor less than one pound.

BY-LAWS

For regulating and licensing public vehicles plying for hire or carrying passengers within the Borough of Randwick.

1. Each proprietor or driver of every omnibus, coach, or other public vehicle carrying passengers or plying for hire within this Borough, shall pay to the Council thereof the charge or sum mentioned in the schedule hereunto annexed marked A.

2. Every person holding an authority or license from this Council as such proprietor or driver, according to the form annexed marked B, shall be permitted to ply for hire and carry passengers within the said Borough for the term therein mentioned; but it shall not be lawful for any person to ply for hire or carry passengers as aforesaid until having obtained the said authority or license so to do.

3. The said charge or sum for every such vehicle shall be paid in advance, commencing on the first day of January and ending on the thirty-first day of December in every year, or rateably, according to the date of the said authority or license, and the production of such authority, license, or receipt shall free the vehicle numbered therein from all other charges by this Council, except fines and tolls, during the current year, or the period therein specified.

4. The driver of every such omnibus, coach, or other public vehicle plying for hire or carrying passengers within or through any part of this Borough, shall, previous to doing so, pay unto the said Council the said charge or sum therein provided; and any person found plying for hire, or carrying passengers in any vehicle in this Borough (except in hackney carriages and other conveyances hired by an individual or party for an especial occasion, and who shall not take up or set down passengers during their route) shall forfeit and pay for every such offence any sum not more than one pound, nor less than ten shillings, and in case of a second conviction within six months, not less than one pound.

5. Every public vehicle driven to or from any public stand for vehicles which may be appointed by the Council of this Borough, or shall be employed in carrying passengers in or through this Borough, shall be deemed and taken to be a public vehicle plying for hire.

6. The Council of this Borough may appoint stands for public vehicles within their own boundaries at such times and places as may be considered necessary by any resolution of Council and may also under any such resolution regulate the time of starting of every such vehicle from any such public stand, on giving public notice thereof to the licensed drivers one month previous to the commencement of such regulation; but in the absence of any such regulation by resolution as aforesaid, no such licensed vehicle shall leave any such appointed stand within thirty minutes of each other; and any person who shall offend against this or any other such regulation, shall forfeit and pay for every such offence not more than one pound nor less than ten shillings.

SCHEDULE OF CHARGES.

A.

- 1st. For every vehicle plying for passengers, having four wheels, per annum £5
2nd. For every vehicle plying for passengers, having two wheels, per annum £3

SCHEDULE B.

License and certificate of payment for public vehicles, Borough of Randwick.

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I, the undersigned, do hereby certify that of the public vehicle, No. , has paid unto the Council of this Borough the sum of £ for permission to ply for hire and carry passengers within this Borough for the period of from the date hereof, and that the said is hereby authorized and entitled to ply for hire and to carry passengers in the said vehicle, within the limits of the said Borough, for the period above stated.

Registered,

Council Clerk.

Mayor.

*By-law as to General Cemetery.*

Bequests or donations as to maintenance of vaults, &c.

Any person having a vault or place of burial in this cemetery who shall make any bequest or donation to the said Councils for the general uses of the said cemetery, such vault or place of burial shall be kept in order in perpetuity by the said Council, by expending from the general funds of the said Cemetery the sum of five pounds per centum per annum on the value of such bequest or donation, and the amount of such bequest or donation shall be registered in the cemetery book accordingly.

*Special By-laws for regulating and lighting the Borough with gas.*

That the Council of this Borough may contract with the Australian Gaslight Company or other Gas Company to extend their works to this Borough for the purpose of lighting and

supplying with gas all public streets, highways, roads, ways, lanes, passages, and buildings, and also all private houses, shops, manufactories, properties, buildings, and grounds in the said Borough, and establish and levy special rates according to the provisions of the 165th section of the "Municipalities Act of 1867," and of section 2 part II of these By-laws.

Made and passed by the Council of the Borough of Randwick this eighth day of June, A.D. 1875.

J. HAWKINS BUTCHART,

Mayor.

By order of the Council,—

GEORGE BOND GOUGH,  
Council Clerk.

1875-6.

NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF RANDWICK—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 1st March, 1876.

## BOROUGH OF RANDWICK.—BY-LAW.

THE following By-law, made by the Council of the Borough of Randwick, for the regulation of the Ladies' Baths in that Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF RANDWICK.—BY-LAW.

## MANAGEMENT OF PUBLIC BATHS.

THE place set apart at Coogee Bay, in this Borough, as Ladies' Baths, is hereby reserved and appropriated as such. Any male person over the age of ten years who shall bathe therein, or wilfully remain at any time or at any distance in sight thereof, or who shall in any manner whatever, by his presence or otherwise, interfere with or prevent any lady or any female attendant from bathing, or cause any disturbance, or use any gross or indecent language, or offend against common decency in the hearing or sight of any lady or female attendant attending at such Baths, or being drunk or in any other way whatever misconduct himself, shall on committing any such offence be forthwith removed from the vicinity of such Baths by the proper officers of the Council, or by any labourer or labourers employed by the Council without affecting the liability of such person so offending to be subsequently prosecuted for such offence. And any person offending against this By-law shall forfeit and pay any sum not less than two pounds nor more than twenty pounds.

(L.S.)

J. HAWKINS BUTCHART,

Mayor.

4th January, 1876.



1875-6.

NEW SOUTH WALES.

**MUNICIPALITIES.**

(MUNICIPAL DISTRICT OF YASS—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 16th February, 1876.

**MUNICIPAL DISTRICT OF YASS—BY-LAW.**

THE following By-law, made by the Council of the Municipal District of Yass, regarding the collection of rates, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

66. All rates levied or imposed by the Council under the 164th section of the Municipalities Act of 1867 (31 Vic. No. 12), or under any other section thereof, and for the purposes mentioned in the said section or sections, shall be collected half-yearly; and every such instalment shall be held due and payable on such days as the Council may by resolution appoint at the time of imposing such rates; and all such rates shall be payable at the office of the Council Clerk during office hours, that is to say, between the hours of 11 a. m. and 3 p. m., of every Monday, Thursday, and Saturday, in each week, or upon such other days as the Council may from time to time appoint by resolution.



1875-6.

## NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF WAGGA WAGGA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 27th March, 1876.

## BOROUGH OF WAGGA WAGGA.

THE following By-laws made by the Council of the Borough of Wagga Wagga, for the suppression of nuisances and for the management of streets, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF WAGGA WAGGA.

## By-LAWS.

## Suppression of Nuisances.

ALL drains whatsoever, and the water-closets, earth-closets, privies, cesspools, and ash-pits or bins, within the Borough, shall be so constructed and kept as not to become a nuisance or injurious to health, and so that there shall be no overflow, or soakage or leakage therefrom; and every cesspool within the Borough which shall be formed or made below the earth's surface, shall be so constructed that the watertight walls thereof shall rise on all sides at least six inches above the surface of the ground in which such cesspool shall be made.

All private passages, yards, right-of-ways, alleys, and lanes within the Borough shall be kept in such a state of cleanliness as not to be a nuisance or injurious to health.

No privy or cesspit shall be emptied or cleansed excepting only between the hours of midnight and five o'clock in the morning; nor shall the contents of any privy or cesspit be discharged or removed therefrom until after such contents shall have had mixed therewith a quantity of chloride of zinc, carbolic acid, common salt, or some other efficient deodorizer, sufficient effectually to deodorize and disinfect the same.

The owner or occupier of every house, building, or other tenement, on or in which the privy or closet belonging thereto shall not be provided with a cess-pit constructed in accordance with the provisions of these By-laws, shall cause to be kept in such privy or closet at all times a supply of dry powdered earth, ashes, charcoal, lime, or other material efficient and sufficient for deodorizing such night-soil and shall cause all night-soil which may be deposited in any box, pan, bucket, or other receptacle in such privy or closet to be immediately (on the deposit thereof) covered with a quantity of dry powdered earth or other deodorizing material as aforesaid, sufficient to thoroughly and effectually deodorize the contents of such bucket, pan, or other receptacle.

Every person convicted of a breach of any of the provisions of the foregoing By-laws shall be liable to a penalty not exceeding ten pounds nor less than one pound.

Any person who shall breed, keep, or feed swine in any place situate or being within fifty yards of any street, public place or dwelling house within the Borough, or shall suffer any swine belonging to him or her or under his or her charge to stray or go about in any street, thoroughfare or public place, shall upon conviction be liable to a penalty of not less than five shillings nor more than five pounds.

Every person who shall throw or cast from the roof or any portion of any house or building any slate, brick, wood, rubbish of any sort, or any material or thing, upon any footway, street, or thoroughfare (unless within a hoard or enclosure) when any house or building is being erected, pulled down, or repaired shall on conviction of such offence be liable to a penalty of not more than two pounds.

Every person who shall within the distance of one hundred yards from any dwelling house, street or public thoroughfare, burn any rags, bones, corks, or other offensive substances to the annoyance of any inhabitant, shall be liable on conviction to a penalty not exceeding two pounds.

Any person who shall possess or be the keeper of any dog that shall attack any horse, being ridden or driven, or which shall attack any person passing along any street, right-of-way, alley, lane, or any other place within the Borough, shall upon being adjudged the owner or temporary keeper of such dog, forfeit and pay any sum not exceeding two pounds.

## Management of the Streets.

Any person or persons throwing or discharging any stone or other missile by hand or from a catapult or other instrument, in any street, lane, alley, or public place, shall be liable to a penalty of not less than two shillings and sixpence nor more than one pound.

All persons riding or driving into or out of any yard or alley within the Borough shall do so at a walking pace. Any one offending against this By-law shall be liable to a penalty of not less than twenty shillings nor more than five pounds.

Occupiers of premises facing any street in the Borough shall keep the footpath in front of such premises free from all obstructions to traffic, and clear of all rubbish, dirt or accumulation of refuse of any description: And no person shall

sweep or cause to be swept into any gutter or water-table any dirt, rubbish, or refuse of any description, calculated to interfere with and impede the drainage. Persons offending against this By-law will be liable on conviction to a penalty not less than five shillings nor more than five pounds.

Any person or persons discharging firearms, fireworks, or any other explosive whatsoever, in or upon any of the streets or thoroughfares of the Borough, shall be liable to a penalty not less than five shillings nor more than three pounds.

Any persons found wrestling, fighting, or otherwise behaving in a riotous or disorderly manner, in any street or public thoroughfare within the Borough, may be apprehended by any peace officer, and on conviction of the offence shall be liable to a penalty of two pounds.

Any person or persons riding or driving over any bridge which is or shall be under the control of the Borough Council shall do so at a walking pace, and anyone offending against this By-law shall on conviction be liable to a penalty of not less than twenty shillings nor more than two pounds.

The owners of all vehicles plying for hire, and of all carts, drays, waggons, or other vehicles engaged in carrying fire-wood, stone, brick, sand, or gravel, for sale or under contract,

within the Borough, shall pay to the Council Clerk a yearly license fee of one pound in advance. Any person offending against this By-law shall be liable to a penalty not less than one pound nor more than forty shillings. The driver of any vehicle shall, for the purposes of this By-law, be held and taken to be the owner thereof, until the contrary be shown.

Sale of Land.

Any person selling land within the Borough, or the attorney or agent acting for such vendor, shall within fourteen days of any such sale, lodge with the Council Clerk a plan or a description of all land so sold. Any person refusing or neglecting to comply with this By-law shall be liable to a penalty of not less than twenty shillings nor more than five pounds.

These By-laws were unanimously approved and adopted at the usual fortnightly meeting of the Borough Council of Wagga Wagga, held on the 13th day of January, A.D. 1876.

THOMAS HODSON,

Mayor.

1875-6.

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NEW SOUTH WALES.

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**MUNICIPALITIES.**

(MUNICIPAL DISTRICT OF TENTERFIELD—BY-LAW.)

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Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

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Colonial Secretary's Office,  
Sydney, 29th March, 1876.

MUNICIPAL DISTRICT OF TENTERFIELD.

THE following By-law, made by the Council of the Municipal District of Tenterfield, in substitution for No. 1 of Part 1 of the By-laws of that Municipality, for the regulation of the proceedings of the Council thereof, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

THAT the following By-law be substituted for By-law No. 1 of Part No. 1, for the regulation of the proceedings of the Municipal Council of Tenterfield.

That the Council shall hold their meetings on every alternate Monday, and that such meeting shall commence at half-past 7 o'clock p.m., and the Mayor or Presiding Alderman may adjourn such meeting to any such other day and hour as the majority of the Council then present may determine upon.

ERASMUS STYLES, Mayor.

EDWARD JUERGENS, Council Clerk.  
Council Chambers, Tenterfield,  
19th February, 1876.

TOP SECRET

1875-6.

NEW SOUTH WALES.

**MUNICIPALITIES.**

(MUNICIPAL DISTRICT OF LEICHHARDT—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 8th April, 1876.**MUNICIPAL DISTRICT OF LEICHHARDT.**

THE following By-laws, made by the Council of the Municipal District of Leichhardt, for regulating the interment of the dead within that 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.

JOHN ROBERTSON.

BY-LAWS for regulating the interment of the dead within the boundaries of the Municipal District of Leichhardt.

1. No person or persons shall open any new cemetery or burial-ground within a distance of one hundred yards from any existing cemetery or burial-ground within the said Municipal District.
2. Every grave or vault shall be of the depth of seven feet at the least, and not less than seven feet distant from any other grave or vault, and not more than two adults shall be interred in one grave within the said Municipal District.
3. No body shall be interred within the distance of one hundred feet from any public building, place of public worship, schoolroom, dwelling-house, public pathway, road, or place whatsoever within the said Municipal District.
4. No interments shall take place before the hour of 8 a.m. nor after the hour of 5 p.m., within the said Municipal District.

Made and passed by the Municipal Council of the Municipal District of Leichhardt, in Council assembled, this 15th day of November, 1875.

WALTER BEAMES, Council Clerk.

JOHN WETHERILL,  
Mayor.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF WALLSEND—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 153.

Colonial Secretary's Office,  
Sydney, 11th April, 1876.

## BOROUGH OF WALLSEND.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of Wallsend, for regulating their own proceedings, the collection of rates, the prevention and extinguishing of fires, the care and management of the public roads and streets in the Municipality, &c., &c., having been confirmed by His Excellency the Governor with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF WALLSEND.

BY-LAWS to regulate the proceedings of the Borough Council of Wallsend, the collection of rates, the prevention and extinguishing of fires, the care and management of the public roads and streets, the suppression of nuisances and houses of ill-fame, the killing of cattle and the establishment of slaughter-houses, and for the general good rule and government of the Borough.

*Preamble.*

Whereas it is expedient that provision should be made for regulating the proceedings of the Borough Council of Wallsend, &c., &c., and in accordance with a resolution adopted by the Council of the said Borough on 29th April, 1875, and in virtue of the power and authority vested in them, in that behalf, that the following By-laws do now take effect, and that they are hereby established for the purposes aforesaid.

*Standing Orders of the Borough Council of Wallsend.*

1. The Chairman shall preserve order, and his decision on disputed points of order shall be final.
2. When the Chairman is required or called upon to decide a point of order or practice, he is to state the rule, custom, or precedent applicable to the case, without argument or comment.
3. The Mayor or Chairman for the time being may take part in all the proceedings of the Council.
4. The Mayor or Chairman shall put all questions to the meeting, and declare the sense of the Council thereon.
5. The Mayor or Chairman for the time being, in case of an equality of votes, upon any division, shall give a casting vote in addition to his vote as Alderman.
6. If two or more members rise to speak at the same time, the Chairman shall decide which member is entitled to precedence.
7. The Chairman may, without waiting for the interposition of any member of the Council, call to order any member proceeding to speak a second time on same question, except in explanation, and without introducing any new matter.
8. The Council shall vote by show of hands, but any Alderman may call for a division upon any question.

9. The Chairman 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 the majority.

10. Every member shall stand when speaking, and address the Chair.

11. Except in Committees no member shall speak twice on the same question unless in explanation, when he has been misrepresented or misunderstood: Provided, however, that the mover be allowed to reply, and that every member shall be entitled to speak once on every amendment as well as the original motion.

12. No Alderman when discussing any matter shall be interrupted unless by a call to order, when he shall sit down. The Alderman calling to order shall then be heard, and the question of order decided before the debate or any other business is resumed.

13. No Alderman shall digress from the subject under discussion, nor make personal reflections on members, nor impute motives, and all personal reflections shall be considered highly disorderly, and any member so offending shall be required by the Mayor or Chairman to withdraw the expression and to make a satisfactory apology to the Council.

14. In all divisions every member present shall be compelled to vote.

15. All divisions of the Council shall be entered in the minutes of the proceedings.

16. Any member may require the question or matter under consideration or discussion to be read for his information at any time during the debate, but not so as to interrupt any other member while speaking.

17. The order of the day shall include all business of which due notice has been given, and all matters arising out of former meetings of the Council.

18. Any motion entered on the notice paper and the Alderman who has given notice of the same being absent, and no Alderman having been deputed to bring it forward, such motion, when business is called in order, shall be permitted to lapse.

19. A debate may be adjourned to a later hour of the same day or to another day specified, and the member moving the adjournment shall be entitled to pre-audience on the resumption of the same.

20. If the Mayor be not present within fifteen minutes after the time appointed for the meetings of the Council, any Alderman may be elected Chairman.

21. After the reading and confirming of previous minutes, the presentation of reports and petitions, the reading of correspondence, and the reception of notices of motion, motions of which due notice have been given shall take precedence of all other business of the day.

*Motion for adjournment.*

22. Any motion for adjournment, if seconded, shall be immediately put without discussion, but if such motion be negatived it shall not be competent for any member to make a like motion until the lapse of a quarter of an hour.

23. No notice shall be taken by the Chairman of any motion unless it be seconded.

24. All notices of motion shall be dated, signed, and given to the Council Clerk, and shall be considered the property of the Council, and shall not be withdrawn without leave of the Council.

25. No motion, the effect of which, if carried, would be to rescind any motion which has already passed the Council, shall be entertained for a period of three months from the date of such resolution (excepting matters connected with public works), unless a call of the whole Council has been duly made for that purpose; and no motion for rescinding any resolution of the Council which has been negatived shall be again put for three months from the time it has been so negatived.

*Petitions.*

26. On the presentation of a petition no debate shall take place until notice has been given in the usual manner, and the only question that can be entertained by the Council on the day of its presentation shall be, that the petition be received, or that it be referred to a Committee.

27. It shall be incumbent on any member presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

28. That all petitions be received only as the petitions of the parties signing the same.

*Committees.*

29. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees, namely,—a Finance and an Improvement Committee.

30. No Standing Committee shall consist of less than three members, two of whom shall form a quorum. The Mayor shall be *ex-officio* a member of all Committees.

31. The Chairman of every Committee shall be the convener thereof, or any two members, and may direct the Council Clerk to call meetings whenever he shall think it expedient.

32. The appointment of the Special Committees shall continue until the specific duty for which they are appointed shall have been discharged: Provided that such Committee may at any time be dissolved by a vote of the Council.

33. The orders of the Council shall be observed in Committee of the whole Council, except the order limiting the number of times speaking.

34. Every report of a Committee shall be signed by the Chairman thereof.

35. The Finance Committee, in addition to the duty of examining all accounts, shall deliberate and report upon all questions affecting the finances of the Municipality which may be committed to it by a resolution of the Council. It shall be the duty of this Committee to watch generally over the financial affairs and administration of the Municipality, and it shall have the right of calling the attention of the Council by a report to any matters connected with such administration, which may seem to require such attention.

36. The Improvement Committee shall have the general inspection of all public works in progress throughout the Municipality, and shall have the right of calling the attention of the Council by report to any matters connected with such works, or with the state of any public thoroughfare which may require such attention. It shall also consider and report upon any questions of an analogous nature to those which may be referred to it by a resolution of the Council.

37. Every Committee shall have a right to take evidence upon any question or questions of fact referred to it by a resolution. A minute of the evidence thus taken, or of its substance, must, however, in all cases of this character, be appended to the Committee's report.

38. The Standing Committees shall be appointed within thirty days after the commencement of each municipal year.

39. Any member moving for a Special Committee, may propose certain Aldermen as members of the same, but, if demanded, the selection of the Committee shall be made by ballot.

40. Every member proposing the appointment of a Select Committee, and naming its proposed members, must name himself as one of them.

*Miscellaneous Regulations.*

41. In cases where security is required by the Municipalities Act of 1867, the sureties offered shall be approved by the Council, and it shall not be competent for them to accept as surety any of its members, or any person holding office under the Council. And in all cases in which security for due and faithful performance of any duty or contract is required, the expenses of preparing the bond for such security shall be borne by the Council.

42. No work affecting the funds of the corporation shall be undertaken until the probable expense be first ascertained by the Council; and all accounts to be paid by the Council shall be examined by the Finance Committee and reported on by them before any warrant shall be issued for the payment thereof: Provided always, that in cases of emergency, the Mayor, with the assent of any three Aldermen, may authorize the expenditure of any sum not exceeding ten pounds, and such expenditure shall be reported to the Council at its next sitting.

43. The Treasurer's accounts and the bank book of the Council shall be laid before the Council at the first meeting of each quarter, or oftener if required by the Council.

44. No officer appointed by 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 leave from such Council, except as otherwise provided by law.

45. No By-laws shall be decided on without due notice, as in cases of motions.

46. Any member may record his protest against any decision of the Council, provided the same be made in writing before the next meeting of the Council, and couched in respectful language, and be consistent with truth. Notice of such intention, however, must be given on the adoption of the resolution.

47. No election to any paid office at the disposal of the Council shall take place, until seven days' notice be given in a local newspaper, inviting applications for the same.

48. The Council Clerk shall have the charge of the Common Seal of the Corporation, and shall be responsible for the safe custody and proper use of the same,—each impression thereof being duly verified by the signature of that officer; and he shall not affix the seal to any corporate documents without the express order of the Council, nor unless such document have the signature of the Mayor.

49. Any one or more of the Standing Orders of the Council may be suspended *pro tempore* in cases of emergency, provided that the majority of the members present deem it necessary.

*Collection of Rates.*

50. The rates shall be levied and collected half-yearly, and shall be held to be due and payable on and after such day as the Council shall by resolution appoint from time to time.

51. All persons liable to pay any rates or assessments, shall pay the amount within the time prescribed by the Act, into the office of the Council Clerk during office hours.

52. It shall be the duty of the Council Clerk to furnish the Council with a list of the names of all persons whose rates are unpaid at the expiration of the notice thereof, given pursuant to the Municipalities Act of 1867.

*The bailiff and his duties.*

53. The bailiff shall be appointed by a resolution of the Council, and may at any time be removed in a similar way.

54. 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.

55. The bailiff shall make all levies and distresses for the recovery of rates under warrant, in the form of the schedule hereto annexed, and marked with the letter A, under the hand of the Mayor or any person who may for the time being be duly authorized to perform the duties of that office.

56. At the time of making a distress the bailiff shall forthwith make out a written inventory, in the form or to the effect of the schedule, annexed hereto, and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf, resident at the place, where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress has been made, and the bailiff shall give a copy of the inventory to the ratepayer on demand at any time within one month after the making of such distress.

57. It shall be lawful for the bailiff, 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 a warrant has been issued for the recovery of any rate or rates 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 such distress shall have been made or taken, shall not be paid on or before the expiration of five days, it shall be lawful for such bailiff to sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the

premises or at such other place within the Municipality as the said bailiff may think proper to remove them to for such purpose, and the surplus, if any, that may remain after deducting the amount of the sum distrained for, together with the expenses attendant upon such distress, shall be paid over, on demand, to the owner of the goods so sold: Provided always that nothing herein contained as to the time of sale shall apply to any corn, grass, hops, roots, fruits, pulse, or other product whatever which may be growing at the time of the same being seized as a distress.

58. The bailiff, in making a distress as aforesaid, may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate as shall be most fit and convenient for this purpose; and it shall be lawful for any person whatsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

59. The owner of any goods so distrained upon may, at his or her option, direct and specify the order in which they shall be successively sold; and the said goods and chattels shall in such case be put up for sale according to such direction.

60. The bailiff shall hand over to the Council Clerk all proceeds of such distresses within forty-eight hours after having received the same.

61. The bailiff, with the sanction of the Mayor of the Borough, may authorize any person to act temporarily as his deputy, and the person thus authorized shall have and exercise for the time being all the powers of the bailiff himself; but the bailiff and his sureties shall in every case be held responsible for the acts of such deputy.

62. The bailiff shall be paid for every levy made under these By-laws, according to the schedule hereunto annexed, marked C.

#### SCHEDULE A.

##### *Warrant of Distress.*

I, the Mayor of the Municipality of Wallsend, do hereby authorize you, bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at for the sum of being the amount of Municipal rates due to the Borough to the day of for the said dwelling-house, land, or premises, as the case may be, and to proceed thereon for the recovery of the said rates according to law.

Dated this day of 18 . Mayor.

#### SCHEDULE B.

##### *Inventory.*

I HAVE this day in virtue of a warrant under the name of the Mayor of the Municipality of Wallsend, dated distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at within the Borough of Wallsend, 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.

##### *Fees to Bailiff.*

For making entry and inventory, 5s; if in possession more than five hours, 5s. additional; and for every subsequent day whilst in possession, 5s.; and 5 per cent. on the net amount of sale.

##### *Prevention and extinguishing of Fires.*

1. No householder shall place, or knowingly permit to be placed, in any house, yard, workshop, out-offices, or other premises, fire, powder, or combustible materials of any kind, in such a manner as to endanger contiguous buildings.

2. It shall be lawful for the Mayor, upon the representation of one or more householders that fire is being used to the danger of contiguous buildings, to cause a notice in writing to be served upon, or left at the residence of the owner, or occupier, of the premises on which any such fire may exist, and direct (if the urgency of the case should require it) that the said fire shall be removed at once, or within any reasonable time afterwards which he might deem expedient.

3. Any such householder, however, shall have the right to show cause, (except in what may as already related be considered urgent cases) why the said or any such fire should not be removed; and the opinion of a majority of the Council in such cases shall be final.

4. In every case in which it shall be made to appear to the satisfaction of any Justice of the Peace that the chimney of any house or building within the limits of the Municipality has taken fire from the occupier of any such house or building having omitted to cause such chimney to be regularly and sufficiently swept and cleaned, or from any other neglect of such occupier, or of his or her servant or servants, such occupier shall on conviction before any such Justice of the Peace forfeit and pay for every such offence any sum not exceeding 40s., to be recovered by distress and sale of the offenders goods and chattels. And in every such case the proof that any such chimney did not take fire through the neglect of such occupier in not having the same regularly and sufficiently swept or cleaned shall be upon such occupier.

##### *Care and management of the public roads and streets and public thoroughfares of the Borough.*

1. All roads and public thoroughfares, streets, and lanes, within the Municipality, which have been, or hereafter may be, duly proclaimed or marked out, or in actual public use as such, shall be from henceforth under the charge and care of the Borough Council.

2. The surveyor of the Municipality, duly appointed by the Council thereof or any person acting for him, shall be the proper person for marking out, when necessary, any roads, streets, or thoroughfares, in actual public use as such within the Borough. In marking out such roads, streets, or thoroughfares, recourse shall be had, when practicable, to the plans under which lands with frontage to the road, street, or thoroughfare in question, shall have been sold; and it shall be the duty of the surveyor, or any person acting for him, to place posts at the corners or intersections of any roads, streets, lanes, or thoroughfares, wherever the same may be considered necessary or desirable by the Municipal Council, so as to give a width of 42 feet, at least, for the carriage-way, and 12 feet, at least, for the footway on each side, when the street shall be 66 feet wide; and in proportion, and in the discretion of the said surveyor or person acting for him, in any public roads, streets, lanes, or thoroughfares, of other width than 66 feet.

3. Whenever any road, street, or lane has been marked out in the manner herein provided, no house, shop, fence, or other structure shall be erected or allowed to project or encroach on any part thereof.

4. Whenever any footways shall have been marked out the surveyor or person acting for him, may, with the sanction of the Council, 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 or thing, 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.

##### *Obstructions and encroachments.*

5. The surveyor may at any time, or the person acting as such, on the order of the Council, and upon due notice of ten days, direct the removal of any building, fence, or other obstruction or encroachment, which shall be made 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 obstructive or encroaching structure belongs, or who has erected the same, or caused it to be erected, or who may be in charge of the same.

6. In any case where, after the 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 owner or of the person thus offending, or of the person who may be in charge thereof: Provided that the expenses thereby incurred shall in no case exceed the sum of £10, to be recovered summarily in manner provided for the recovery of penalties under these by-laws.

7. In case when the obstruction or encroachment cannot be removed unless at a greater cost than £10, it shall be open to the Council either to direct such removal, and to pay all costs thereof above £10 from the Municipal funds, or to proceed by action of trespass against the person causing such obstruction or encroachment, or who may be in charge thereof.

8. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation.

9. The surveyor, or person acting for him, may at any time, by order of the Council, 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 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.

10. No person shall be allowed to obstruct any pathway, road, street, or public thoroughfare, within the Municipality, by building materials, drays, carts, goods, merchandise, or anything whatsoever calculated to obstruct or hinder free

passage without the sanction of the Mayor in writing; and no person shall be allowed to leave waterholes or excavations for cellars or other purposes unfenced, or in such a manner as to be dangerous to passers-by; and at all places where buildings are being carried on, or where any obstruction to the danger of passers-by exists, the person causing such obstruction shall be required to provide lights on either side, and keep the same lighted from sunset to sunrise.

*Trespassers, and removal of nuisances, &c.*

1. Any person who shall cast any filth, rubbish, or any dead animal or any animal, with intent of drowning, into any public watercourse, sewer, waterhole, river, creek, or canal, or who shall suffer slops, suds, or filth of any kind to flow from his or her premises into any such watercourse, sewer, waterhole, river, creek, or canal, or who shall permit or suffer any such slops, suds, or filth to flow from his or her premises over any of the footways or streets of the Municipality, or shall permit or cause by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public watercourse, sewer, waterhole, river, creek, or canal, or shall obstruct or divert from its channel any such sewer or watercourse, shall forfeit any sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such sewer, river, or watercourse, to its proper channel; such penalty and costs of removal to be recovered summarily in the manner provided for the recovery of penalties under these By-laws.

2. No person shall form, dig, or open any drain or sewer in any public road, street, lane, or thoroughfare, or shall cut up the surface of any such road, street, lane, or thoroughfare, upon any pretence whatever, without leave in writing from the Mayor.

3. No person shall be allowed to throw rubbish, sweepings, or deposits of any kind whatsoever on the streets, pathways, or gutters of the Borough.

4. No driver, carter, or other person shall wilfully or negligently do, or suffer, or cause to be done, any damage or injury to the curbstones, gutters, or pathways, of any street or roadway; and no person shall be at liberty to drive a wheel vehicle of any kind, or ride, or drive, lead, or stand, or permit to stand, any horse or horses or other animals on the pathways within the Borough.

5. Any person who shall form, dig, or open any drain or sewer on any part of the roads, streets, or thoroughfares of the Borough, or who, from the banks of any of the creeks or rivers which bound the Borough over which the Council may have control, shall remove or cause to be removed any turf, loam, clay, sand, soil, gravel, stone, or other material, without leave in writing first had and obtained from the Council, or who shall break up or otherwise damage any part of the said roads, streets, or thoroughfares, shall, on conviction before any Justice of the Peace, forfeit and pay for every such offence any sum not less than ten shillings, nor more than five pounds.

6. Any person who shall damage any public building, wall, parapet, bridge, road, street, sewer, watercourse, sluice-pump, fountain-cock, water-pipe, shoot, embankment, or other public property in possession of the Council, shall pay the costs of repairing the same, such costs to be recovered summarily in the manner provided for the recovery of penalties under these by-laws, and if the same be wilfully done shall, on conviction before any one or more Justices of the Peace, forfeit and pay a sum not less than five shillings, and not exceeding ten pounds; and it shall be lawful for any constable or any other person to seize any person whom he shall find in the act of wilfully committing any such offence, and to convey such person to the nearest watch-house, there to be detained until he or she can be brought before a Justice of the Peace to be dealt with according to law.

*Throwing filth on carriage or footway, driving barrows and carriages on pavement, &c.*

1. If any person shall, in any street or road 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 such street or road, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other cattle in or so near to any of the said streets or roads as that any blood or filth shall run or flow upon or over, or to 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 any of the footways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, or any truck or cask, or shall wilfully lead, stand, drive, or ride any horse or other beast upon any of the footways aforesaid, every person so offending, upon conviction before any Justice of the Peace, or upon the view of any such Justice, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings for every such offence.

*Awnings.*

1. Nothing in these by-laws contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house: Provided, however, that such awning be not less than eight feet above the height of the footway in front of such house or shop, and that the posts be placed into the kerb-stone at the outer edge of such footway.

*Suppression of nuisances and houses of ill-fame.*

1. No householder or resident shall be permitted, under a penalty of any sum not exceeding ten pounds, to allow his or her premises, yards, closets, or drains to be offensive or a nuisance to the neighbouring householders or residents.

2. No noisome or offensive trade shall be permitted, under a penalty of any sum not exceeding ten pounds, to be carried on in any premises, to the inconvenience or annoyance of the residents of neighbouring or adjoining houses or premises.

3. Upon representation by any respectable householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises, are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose; and if any such premises shall be found to be a nuisance or otherwise offensive, notice in writing shall be given to the proprietor or resident of such premises that if, within seven days 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.

4. 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 names, ages, sex, birthplace, 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 such householders or residents to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice, otherwise they shall upon conviction before any two Justices of the Peace be liable to any penalty not exceeding ten pounds for every day or part of a day during which such nuisance shall remain unabated within the Municipality.

5. 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, upon conviction before any two Justices of the Peace, and pay a sum not exceeding forty shillings for every such offence.

6. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any officer appointed by the Council, by any writing under the hand of the Mayor, from time to time, or when, as often as he or the Council shall see occasion, to visit and inspect the butchers' shambles and slaughter-houses, and to give such directions concerning the cleansing such shambles and slaughter-houses, both within and without, as to him or the said Council shall seem needful; and any butcher, and the owner or occupier of any such shambles or slaughter-houses, who shall obstruct or molest any such officer in the inspection thereof, or who shall refuse or neglect to comply with such directions within a reasonable time, shall, upon the view of any Justice of the Peace, or on conviction on the complaint of any such officer, forfeit and pay any sum not exceeding forty shillings.

*Swine, horses, goats, &c., not suffered to wander about the streets.*

1. It shall not be lawful for any person whatsoever to suffer any kind of swine or any horse, ass, mule, sheep, or 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 road, street, or public place; and any person who shall so offend shall forfeit and pay in respect of every such animal a sum not exceeding forty shillings: Provided that, after due inquiry shall have been made and the owner thereof cannot be discovered, it shall be lawful for the said Council, or the proper officer of the said Council, to destroy, or cause to be destroyed or impounded, any kind of goats or swine so straying as aforesaid.

*Hog-sties and nuisances not removed on complaint.*

1. In case any privy, hog-sty, boiling-down, or any other matter or thing which shall at any time or times hereafter be in any place within the said Municipality shall be or become a nuisance, it shall be lawful for the said Council, upon com-

plaint thereof to them, made by any of the inhabitants, and after due investigation of such complaint, by notice in writing, to order that such privy, hog-sty, boiling down, or other matter or thing being a nuisance shall be remedied and removed within seven days after such notice shall have been given to the owner or occupant of the said premises wherein such nuisance shall exist, or shall have been left for such owner or occupier at his or her last or usual place of abode, or on the said premises; and every such owner or occupier neglecting to remedy or remove such nuisance, pursuant to such notice and to the satisfaction of the Council, shall, on conviction, forfeit and pay any sum not less than one pound, nor more than ten pounds, for every such neglect or disobedience. And also it may be lawful for the said 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 or Quarter Sessions to be held in or nearest to the said Municipality; and 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 the public or common nuisances.

*Drawing or trailing timber, &c.*

If any person shall haul or draw, or cause to be hauled or drawn upon any part of the streets, roads, or public places, any timber, stone, or other thing otherwise than upon wheeled carriages, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon wheeled carriages, to drag or trail upon any part of such streets or public places, to the injury thereof, or to hang over any part of any such carriage, so as to occupy or obstruct the street or road beyond the breadth of the said carriage, every such person so offending shall, upon conviction, forfeit and pay for every such offence a sum not exceeding forty shillings over and above the damages occasioned thereby; and it shall be lawful for any constable or any other person to apprehend any person whom he shall find in the act of committing any such offence, and to convey such person before any Justice of the Peace to be dealt with according to law.

*Cellars or openings beneath the surface of footways prohibited, &c.*

1. It shall not be lawful for any person to make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any road, street, or public place; and if any person shall offend in the premises he shall forfeit and pay any sum not exceeding five pounds over and above the expenses of remedying or removing any such cellar, opening, door, or window, such expense to be assessed and allowed by the convicting Justice or Justices.

*Wells to be covered over, &c.*

1. Every person who shall have a well situated between his dwelling-house or the appurtenances thereof, and any road, street, or footway, within the limits of the said Borough, or at the side thereof, or in any yard or place opened 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 before any Justice of the Peace forfeit and pay the sum of five shillings for every day that such well may remain open or uncovered, contrary to the provisions hereof.

*Enclosures around scaffolding.*

1. If any person shall dig or make, or cause to be dug or made any hole, or leave or cause to be left any hole in or adjoining to any street, road, or public place, 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, and shall not forthwith enclose the same in a good and sufficient manner, 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 reasonably required, or shall not when thereunto required by the said Council or its officer, well and sufficiently fence or enclose any such hole within twenty-four hours after he shall be required to do so by the said Council or officer, and in the manner and with such materials as they or he shall direct and to their or his satisfaction, and shall not place a light upon the said enclosure and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, or shall fail to place or erect a fence, rail, or boarding around any scaffolding or ladder that may be required during the repairs or erection of any building (such fence, rail, or boarding, not to extend beyond the footway of any street), or fail to keep during the existence of such fence, rail, or boarding, a light burning from sunset to sunrise at each corner of the same, then and in every such case the person so offending shall, on conviction before any Justice of the Peace forfeit and pay for every such offence, and for every such refusal or neglect, any sum not exceeding five pounds.

*Erections, &c., in front of public streets roads, &c.*

1. No person shall build, erect, put up, or remove, or cause to be built, erected, put up, or removed, any building, house, shop, warehouse, wall, or fence, fronting any public street, road, or thoroughfare, unless he shall have previously given seven days notice of his intention to commence such works to the Mayor or the Council Clerk of the Municipality, and any person so offending shall upon conviction before a Justice of the Peace pay for every such offence any sum not less than ten shillings nor more than for forty shillings.

*Slops, nightsoil, &c., to be conveyed away at certain hours, &c.*

If any person or persons shall drive or cause to be driven any cart or other carriage, with any nightsoil or ammoniacal liquor therein, through or in any of the streets or roads or public places within the said Borough between the hours of five o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over or cast any nightsoil, ammoniacal liquor, slop, mire, or channel dirt or filth, in or upon or near to any of the said streets or public places, it shall and may be lawful for any person whomsoever to seize and apprehend and to assist in seizing and apprehending the offender and to convey him before any Justice of the Peace; and in order to prevent nuisances it shall not be lawful for any person to deposit nightsoil, ammoniacal liquor, or other offensive matter, nearer to any street, road or dwelling-house, than shall be directed by the said Council or their officer; and all nightsoil or other offensive matter shall be removed within the hours before prescribed, in properly covered and watertight carts or other vehicles, and no vehicles used for this purpose shall be allowed to stand on any premises nearer to any road street, or dwelling-house, than shall be directed by the said Council or their officer; and every person so offending shall for every such offence forfeit and pay any sum not exceeding five pounds, and in case the person so offending cannot be apprehended, then the owner of such cart or carriage in which such nightsoil, ammoniacal liquor, slop, filth, mire, or channel dirt, shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

*Interrupting free passage, &c.—Driving on wrong side of road, &c.*

If the driver of any waggon, wain, cart, or dray of any kind, shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driver, or guided with reins only excepted), or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage, or in such a situation whilst it shall be passing upon such street, that he cannot have the direction and government of the horse or horses, or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, or coach, or other carriage, on the left or near side of the road, street, or thoroughfare; or if any person shall in any manner wilfully prevent any other person or persons from passing him or her, or any carriage under his or her care upon such street; or by negligence or misbehaviour prevent, hinder, or interrupt, the free passage of any carriage or person in or upon the same, every such driver or person so offending shall upon conviction before any Justice of the Peace forfeit and pay any sum not exceeding forty shillings; and it shall be lawful for any constable to seize and convey any person so offending before any Justice of the Peace, to be dealt with according to law.

*Furious or careless driving, &c.*

Any person who shall ride or drive through or upon any road, street or public place negligently, carelessly, or furiously, so as to endanger the life or limb of any person, or to the common danger of the passengers, shall on conviction before any Justice of the Peace forfeit and pay any sum not exceeding ten pounds.

*Leading animals on footpaths, &c.*

Any person who shall lead, drive, or stand, or permit to stand, or ride any horse or other animal upon any of the footways of any of the streets or roads of the Borough, shall upon conviction before any Justice of the Peace forfeit and pay any sum not exceeding forty shillings nor less than five shillings.

*Affixing placards on walls and chalking thereon.*

It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, or building, by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and any person who shall be guilty of any such offence shall on conviction before any Justice of the Peace forfeit and pay any sum not exceeding forty shillings nor less than five shillings.

*Hours for cattle driving.*

No person shall drive through any street or public thoroughfare of the Borough, any live stock between the hours of 6 o'clock, a.m. and 6 o'clock p.m. during the months of May, June, July, and August: nor between the hours of 6 o'clock a.m. and 8 o'clock p.m. during the other months of the year, except calves and foals under the age of one year, quiet milch cows, horses or cattle broken to draft or saddle, and known as such, and pigs and goats. Any and every 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 Municipality between such hours, shall on conviction before any Justice of the Peace forfeit and pay any sum not exceeding five pounds for every such offence: Provided always that the burden of proving that all or any such live stock as aforesaid driven through any street or thoroughfare within the prohibited hours aforesaid fall within the exception above specified, shall be cast upon the party or parties driving such live stock.

*Swine not to be kept.*

It shall not be lawful for any person, whomsoever to breed, feed, or keep any kind of swine in any house, building, yard, garden, or other hereditaments situate and being in or within forty yards of any street or public place in the Borough; and any person who shall so offend shall on conviction forfeit and pay for every such offence any sum not exceeding forty shillings nor less than five shillings.

*Open spaces and steps adjoining the footways to be enclosed under penalty.*

Every owner or occupier of any house, building, or premises having any entrance, area, garden, or other space open adjoining the footway of any street or public place within the Municipality beneath the level of the kerbstone or exterior edge of such footway shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and re-passing; and further, that every such owner or occupier of any such house, building, or other premises having any steps adjoining or upon the footway of any street or public place, shall in like manner protect and guard the same by rails or other enclosures so as to prevent the like danger to persons passing and re-passing; and in 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 forty shillings nor more than five pounds.

*Carrying carcasses of newly slaughtered meat, &c.*

Every person who shall carry or convey, or cause to be carried or conveyed in any street or public place the carcase, or any part of the carcase of any newly slaughtered animal, without a sufficient and proper cloth covering the same for the concealment from public view shall be liable on conviction to a penalty of any sum not exceeding two pounds for every such offence.

*Rain not to be carried to footways.*

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, nor permit nor suffer any rain-water to drop from the roof of his or her premises or house upon any part of the footways of any street or public place within the Borough. And any owner or occupier of any such house or premises who shall neglect or refuse to remedy or remove any such pipes, gutters, or contrivances, when required to do so by any Municipal officer, shall on conviction forfeit and pay any sum not exceeding ten shillings, and a like sum for every day or part of a day that the same shall not be remedied or removed: Provided that the owner or occupier of any such house or premises may convey any such rain-water, by means of pipes laid under the surface of any such footways into the gutters adjoining the same. And provided also that all such pipes shall be laid down to the satisfaction of and under the superintendence of the Town Surveyor, or any other person appointed by the Council.

*Breaking horses, &c.*

It shall not be lawful for any person or persons in any street or public place within the Municipality to drive any carriage or carriages for the purpose of breaking, exercising, or trying horses, or to ride, drive, or lead any horse, mare, or gelding, for the purpose of airing, exercising, or trying, breaking, showing, or exposing for sale any such horse, mare, or gelding, otherwise than by passing quietly through such streets or public places: Provided further, that no person or persons shall be allowed within the said Borough to furiously or carelessly drive any horse, mare, or gelding, to or from any public watering-place, creek, or river; and the person or persons in charge thereof, and who shall be *prime facie* presumed to be the owner of the said animal or animals, and shall be liable accordingly. And every person so offending upon conviction before any Justice of the Peace shall forfeit and pay for every such offence any sum not exceeding forty shillings nor less than five shillings.

*By-laws for the regulation of Slaughter-houses.*

1. Every Inspector of Slaughter-houses and of animals intended to be slaughtered within the Borough of Wallsend shall, upon receiving due notice thereof, inspect all animals intended to be slaughtered, and shall particularly describe the colour, mark or marks, brand or brands, and sexes, together with the name of the owner or owners thereof, which particulars he shall carefully enter, or cause to be entered, in a book to be kept for that purpose, and which book such inspector shall produce, when required for examination by the Council or any Justice of the Peace, inspector, sub-inspector, sergeant of police or any other police officer.

2. The owners or occupiers of slaughter-houses shall give the inspector at least six hours notice, in writing, of the number of cattle intended to be slaughtered at any particular time; and for every head of cattle slaughtered prior to inspection, the person or persons slaughtering or causing the same to be slaughtered shall pay a penalty of not less than forty shillings nor more than five pounds.

3. The inspector shall only inspect cattle for slaughter in the yards adjoining licensed slaughter-houses.

4. Any person found slaughtering animals without being duly licensed shall be liable to a penalty not exceeding five pounds for every such offence; and no person shall be permitted to slaughter cattle, sheep, or pigs intended for sale within the Borough except at a duly licensed slaughter-house.

5. The only form of licence necessary shall be a certificate under the hand of the Mayor, countersigned by the Council Clerk, that the necessary fee has been paid, and that the person or persons for whom it has been so paid is henceforward permitted to slaughter; but no such license shall be issued or granted for any other slaughter-house within the limits of the Borough, than for any now in existence at the passing of these By-laws.

6. The license fee shall be 2s. 6d. per annum.

7. The license shall be in force twelve months from the 1st January in each year.

8. Nothing herein contained shall extend to or affect any person or persons slaughtering at his or her, or their own residences within the Municipality, animals for his, or her, or their family, servants or labourers.

9. The owner or occupier of any slaughter-house within the Municipality of Wallsend used for the slaughter of animals intended for human food shall keep the melts, 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 melts 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.

10. Every person who may from time to time be in that behalf appointed by the Wallsend Municipal Council shall be the Inspector of Slaughter-houses within the Borough of Wallsend; and such inspector shall from time to time enter into and examine all such slaughter-houses, and the melts or spleens and lungs and carcasses of all animals slaughtered, or any animals intended to be slaughtered therein.

11. It shall be lawful for any such inspector, appointed or to be appointed, as aforesaid, to ask, demand, and receive the sum of three pence for each and every head of cattle or skin, and one penny for each and every head of sheep, pig, calf, and lamb inspected by him under the authority of these By-laws, to be paid by the keeper of such licensed house or place, and to be recovered before any one or more Justice or Justices of the Peace.

12. Any person who shall assault, resist, or obstruct any such Inspector of Slaughter-houses when in the execution of his duty, or shall aid, abet, or incite any person so to do, for every such offence forfeit and pay a penalty of not less than twenty shillings nor more than ten pounds.

13. The blood, offal, and filth of all such animals as may be slaughtered in any such slaughter-house and premises used therewith, 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 of not less than forty shillings nor more than ten pounds.

14. If the owner or occupier of any such slaughter-house shall knowingly cause, permit, or suffer any animal infected with any disease affecting the melt, or spleen, or lungs, to be slaughtered in any such slaughter-house, or if after the slaughter of any animal, it shall be found to be diseased, and such owner or occupier as soon as the animal is inspected and condemned shall not immediately thereupon cause the entire carcase to be destroyed by fire in the presence of the inspector such owner or occupier shall, for every such offence, forfeit and pay any sum not exceeding fifty pounds nor less than ten pounds: Provided however that should the owner of any animal which may be condemned by the inspector, object to the decision of that officer, the owner thereof shall be at liberty

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, to appoint an umpire, whose decision shall be final.

15. All penalties imposed under these By-laws, may be sued for and recovered in a summary way, before any two Justices of the Peace.

16. The word "animal" shall, for the purpose of these By-laws, be held to include cattle, sheep, pigs, calves, and lambs; and the words "die of any disease" shall be held to apply to all cases of death other than death caused by killing or slaughtering.

17. All penalties recovered under any of these By-laws shall be paid over to the Council Clerk, to be appropriated to the Borough Funds.

All fines, penalties and forfeitures incurred under these By-laws may, unless otherwise provided for, be recovered in a summary way, by distress and sale of the offender's goods, before any two Justices of the Peace in Petty Sessions, according to the provisions of the Act 11 Victoria No. 43, and the Acts therein adopted; and all such fines, penalties and forfeitures when recovered as aforesaid, shall be paid into the corporate fund of the Borough; and no person shall be liable to any penalty, fine or forfeiture under this Act, unless proceedings in respect thereof be commenced within six months after the same shall have been incurred.

Made and passed by the Borough Council of Wallsend, this 29th day of April, one thousand eight hundred and seventy-five.

JAMES FLETCHER,  
Mayor.

THOMAS ALNWICK, Council Clerk.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF REDFERN—BY-LAWS.)

Presented to Parliament, pursuant to Act 39 Vict. No. 14, sec. 18.

Colonial Secretary's Office,  
Sydney, 3rd May, 1876.

## BOROUGH OF REDFERN.

## BY-LAWS.

THE following By-laws made by the Council of the Borough of Redfern, under the "Nuisances Prevention Act, 1875," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of that Act.

JOHN ROBERTSON.

THE following By-laws, made by the Council of the Borough of Redfern, for carrying out the provisions of the Nuisances Prevention Act, 1875:—

## No. 1.

All closets and cesspits to be constructed within the Borough shall be built of 9-inch brickwork in cement, floor as well as walls, and rendered  $\frac{1}{2}$ -in. thick with cement, mixed in the proportion of one of cement to three of clean sharp sand, free from all earthy matter, and in no case where practicable shall any cesspit be situate within (20) twenty feet of a dwelling; in cases where there is not sufficient area to admit of this being carried out the Council, or any person they may appoint, shall determine the site of such cesspit.

## No. 2.

For houses containing not more than four rooms and out-offices, the cesspit shall not be less than 2 feet 6 inches by 4 feet and 5 feet deep, inside measurement; for houses containing more than four rooms and out-offices, the cesspit shall not be less than 3 feet 6 inches by 4 feet and 5 feet deep, inside measurement; in factories the closet accommodation shall be as follows, viz., for every (20) twenty adults a cesspit of not less than 4 feet 6 inches by 3 feet 6 inches and 5 feet deep, inside measurement.

## No. 3.

Where any existing closet or cesspit shall in the opinion of the Council be injurious to public health or opposed to common decency, the owner or occupier shall, upon receiving seven days notice, make such alterations as may be ordered by the Council or their officer, within the time prescribed by such notice; in default of any owner or occupier neglecting or refusing to comply with the terms of such notice the Council may have the required alterations carried out at the cost and expense of the owner or occupier.

## No. 4.

Where two or more closets adjoin each other there shall be a good and sufficient dividing-wall between every two closets, commencing at the floor and terminating at the ceiling or roof, as the case may be.

## No. 5.

A separate closet shall be provided for every tenement.

## No. 6.

Owners of existing closets and soil-pits may be required to alter or improve them in such manner as may be necessary in order to bring them into conformity with these regulations, on notice being given by the inspector of nuisances to that effect; persons failing to make such alterations or improvements within one month after the receipt of such notice shall be liable to a penalty of not less than £1 (one pound), nor exceeding the sum of £3 (three pounds) for each and every week or portion of a week during which they shall fail to comply with the terms of said notice.

## No. 7.

The inspector of nuisances, or other officer as may be appointed by the Council, shall be empowered to visit and inspect any premises on all days (except Sundays and public holidays) between the hours of 10 a.m. and 6 p.m.

## No. 8.

Persons desirous of using earth-closets may be permitted to do so on making written application to the Council, and intimating the arrangements to be made for their construction and management, provided that such arrangements shall be approved by the Council.

## No. 9.

The night-soil shall be removed by contract in properly constructed water-tight covered vehicles, between the hours of 10 p.m. and 5 a.m., from the first day of October to the last day of March, and between the hours of 10 p.m. and 6 a.m., from the first day of April to the last day of September.

## No. 10.

Written notice shall be left at the Council Chambers, Pitt-street, Redfern, by all persons intending to build closets, giving full particulars as to the proposed site, under a penalty of one pound sterling.

Made and passed by the Municipal Council of the Borough of Redfern, this 7th day of January, 1876.

(L.S.) PATRICK STANLEY,  
Mayor.

W. S. WARDROP, Council Clerk.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF WATERLOO—BY-LAWS.)

Presented to Parliament, pursuant to Act 39 Vict. No. 14, sec. 18.

Colonial Secretary's Office,  
Sydney, 3rd July, 1876.

## BOROUGH OF WATERLOO.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of Waterloo, under the "Nuisances Prevention Act, 1875," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of that Act.

JOHN ROBERTSON.

## BOROUGH OF WATERLOO.

BY-LAWS made and passed by the Municipal Council of the Borough of Waterloo, for the better prevention of nuisances, and the promotion of health and cleanliness, in accordance with the requirements of the "Nuisances Prevention Act of 1875."

1. All closets to be hereafter built shall not be less than twenty feet from any dwelling-house (if practicable), and cess-pits shall not be less than four feet deep, three feet long, and two feet wide.
  2. All houses or dwellings to be erected after the passing of these By-laws shall, whether separate or together, have one closet provided for every tenement.
  3. Whenever, in the opinion of the Inspector of Nuisances, any existing closet or cesspit requires alteration, he shall report the same to the Mayor or Council, and upon the Council arriving at the truth of the report, the Mayor shall give that officer instructions to see the required alteration carried out.
  4. All cesspits to be hereafter emptied shall be done in accordance with regulations, as may be made by the Council for that purpose.
- N.B.—4, 5, 6, and 7 are deferred, but will be subject to Regulations to be hereafter made, when appliances are obtained.
8. All cesspits to be hereafter made shall be lined with brick and cement, and shall not be less than four feet below the surface and four inches above the surface of the ground: Provided always, that any person having earth-closet or box, and kept well deodorized, shall be exempt from the operation of this and of By-law No. 1, but shall nevertheless be subject to the inspection of the Inspector.
  10. That not less than five shillings nor more than five pounds shall be the penalty for infringement of any of these By-laws.

Duly made and passed by the Municipal Council of the Borough of Waterloo, this twenty-second day of January, in the year of our Lord one thousand eight hundred and seventy-six.

(L.S.)

T. L. FUSEDALE,  
Mayor.



1875-6.

## NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF ST. LEONARDS—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 3rd July, 1876.

## BOROUGH OF ST. LEONARDS.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of St. Leonards, for the regulation and management of the public Reserves within the Borough, and for regulating the supply of water in the Reserves, as well as in other public places, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

JOHN ROBERTSON.

## BOROUGH OF ST. LEONARDS.

BY-LAWS to enable the Municipal Council of the Borough of St. Leonards to regulate, control, and manage the public Reserves within the Borough, and for regulating the supply and distribution of water therein, as well as in other public places.

1. No person shall take any water from any well, tank, running stream, or reservoir, in any of the Reserves or other public places within the Municipality, unless in such quantity, and at such times and terms as shall be authorized from time to time by a resolution of the Council, which resolution shall be published in the Gazette and some newspaper circulating in the Borough.

2. No person shall cross or pass, or attempt to cross or pass, any fence on or enclosing the Reserves, or any of them, otherwise than by the gates or other openings intended for passage.

3. Any person, offending against any of these By-laws shall, on conviction before two or more Justices of the Peace, forfeit and pay a penalty for each offence, of not exceeding five pounds, nor less than five shillings.

Passed by the Borough Council of St. Leonards, this 17th day of March, 1876.

WILLIAM TUNKS,  
Mayor.

WM. HERON, Council Clerk.



1875-6.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(MUNICIPAL DISTRICT OF NORTH ILLAWARRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 16th August, 1876.

## MUNICIPAL DISTRICT OF NORTH ILLAWARRA.

## BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of North Illawarra, for repealing some portions of the existing By-laws and substituting other By-laws in lieu thereof, for regulating riding and driving and the drawing of timber, &c., on roads within the Municipality, &c., &c., having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

JOHN ROBERTSON.

## NORTH ILLAWARRA MUNICIPAL DISTRICT.

BY-LAWS made by the Council of the Municipality of North Illawarra, for repealing some portions of the By-laws now in force and substituting others in lieu thereof, for regulating riding and driving, and the drawing of timber, &c., on roads within the Municipality, and for prohibiting cattle from straying, &c., &c.

Clauses 46, 92, and 93 of the said By-laws, published in a Supplement to the Government Gazette of date July 4th, 1871, are hereby repealed.

Part II of the aforesaid By-laws, for regulating the times and modes of collecting and enforcing payment of rates, is hereby repealed, and the following By-law is hereby substituted in lieu thereof.

## PART II.—COLLECTION AND ENFORCEMENT OF RATES.

*Times and modes of collection.*

Rates under s. 164 of the 31st Vic. No. 12, to be collected yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the "Municipalities Act of 1867," and for the purposes mentioned in the said section shall be collected yearly; every such rate shall 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.

*Special rates.*

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.

*Rates to be paid at office of Council Clerk.*

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, —Tuesday in each week, between 10 a.m. and 3 p.m.

*Defaulters.*

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.

*Mayor to enforce Payment.*

5. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced; or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

*Enforcement by Distress. Bailiff—Tenure of Office.*

6. The Bailiff shall be appointed by resolution of the said Council, and shall be at any time removable by a like resolution.

*Sureties for Bailiff.*

7. The Bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of fifty pounds each, for the faithful performance of his duty.

*Duties of Bailiff.*

8. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

*Warrant of Distress.*

9. All levies and distresses shall be made under warrant in the form of Schedule A. hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.



1875-6.

## NEW SOUTH WALES.

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**MUNICIPALITIES.**  
 (BOROUGH OF MARRICKVILLE—BY-LAW.)

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 Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.
 

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 Colonial Secretary's Office,  
 Sydney, 17th August, 1876.

## BOROUGH OF MARRICKVILLE.

## BY-LAW.

THE following By-law, made by the Council of the Borough of Marrickville, in substitution for section three of Part II of the existing By-laws, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

JOHN ROBERTSON.

## BOROUGH OF MARRICKVILLE.

## Amended By-law to be sanctioned by His Excellency the Governor in Council.

## PART II.

*Rates to be paid at office of Council Clerk.*

3. All persons liable to pay any rates as aforesaid shall pay the amount thereof within the time prescribed by the said Act, into the office of the Council Clerk during office hours, that is to say, from five to six of the clock in the afternoon of every Monday, and from seven to nine of the clock in the evening of every Friday, except during such times as the Council may be actually sitting.

Passed by the Municipal Council, at a meeting held on the 31st day of July, 1876.

 ROLLO A. CAPE,  
 Mayor.

 L. J. PARK,  
 Council Clerk.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF ALBURY.)

*Ordered by the Legislative Assembly to be printed, 11 April, 1876.*

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

The Memorial of the Municipal Council of Albury,—

HUMBLY SHOWETH :—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Albury, 3rd April, 1876.

SAMUEL MUDGE,  
Council Clerk.

JAMES DAY,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT TO MUNICIPALITIES.  
(PETITION OF ARMIDALE COUNCIL.)

*Ordered by the Legislative Assembly to be printed, 12 April, 1876.*

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

The Memorial of the Municipal Council of Armidale,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

And your Memorialists, as in duty bound, will ever pray, &c.

[Here follow 9 signatures.]



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF NEWCASTLE.)

*Ordered by the Legislative Assembly to be printed, 19 April, 1876.*

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

The Memorial of the Municipal Council of Newcastle,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of great utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take the premises into your careful consideration, and adopt such means for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

The Common Seal of the Corporation of the Borough of Newcastle was affixed hereto by me,  
John Burrowes, Town Clerk of the said Municipal Council, this eleventh day of April,  
in the year of our Lord one thousand eight hundred and seventy-six.

JNO. BURROWES,  
Town Clerk.

(L.S.) F. J. SHAW,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF HUNTER'S HILL.)

*Ordered by the Legislative Assembly to be printed, 20 April, 1876.*

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

The Petition of the Municipal Council of Hunter's Hill,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed on behalf of the Council,—  
(L.S.)

R. V. GALE,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF MACDONALD TOWN.)

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*Ordered by the Legislative Assembly to be printed, 20 April, 1876.*

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

The Petition of the Municipal Council of Macdonald Town,—

HUMBLY SHOWETH:—

That municipal government cannot, in the present condition of the Colony, be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue of the country to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities the endowment granted under the provisions of the Municipalities Act has ceased, and in consequence the sole resources possessed by these are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary measures,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but, on the contrary, are of opinion that your Honorable House has acted in a wise and just manner in voting these sums to be expended in Sydney, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the amount locally raised, until they are in a position to depend on their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take these circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

CHARLES B. HENDERSON,

Mayor, (L.S.)

On behalf of the Municipal Council of Macdonald Town.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.  
(PETITION OF MUNICIPAL COUNCIL OF CUDGEGONG.)

*Ordered by the Legislative Assembly to be printed, 26 April, 1876.*

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

The Petition of the Municipal Council of Cudgegong,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, timber licenses, wine and spirit licenses, auctioneers licenses, slaughtering licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and take such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

On behalf of the Council of the Borough of Cudgegong,—

(L.S.) ROBERT LOWE,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF BURWOOD.)

*Ordered by the Legislative Assembly to be printed, 27 April, 1876.*

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

The Petition of the Municipal Council of Burwood,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented by endowment or other means to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be directed to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

On behalf of the Council,—

(L.S.) LINDSAY J. THOMPSON,  
Mayor.

R. W. FERGUSON,  
Council Clerk.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF ORANGE.)

Ordered by the Legislative Assembly to be printed, 2 May, 1876.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.  
The Petition of the Municipal Council of Orange,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is derived by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such means for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed by order of the Council,—  
(L.S.)

JOSEPH WINDRED,  
Mayor.

Orange, 25th April, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH-WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF MORPETH.)

*Ordered by the Legislative Assembly to be printed, 3 May, 1876.*

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

The Petition of the Municipal Council of Morpeth,—

HUMBLY SHOWETH :—

1st. That the Municipality of Morpeth has been in existence for ten years, and the experience of that period leads to the conviction that Municipal institutions generally will discontinue as endowment ceases.

2nd. That the amount now authorized to be raised by rates on the assessed value of the property within the Municipal area is altogether inadequate to make the improvements necessary for the requirements of industrial pursuits and health of the people.

3rd. That this Municipality has no reserve of any kind, and the outlay necessary to secure a supply of water to meet the requirements of the inhabitants would absorb more than all the taxing power we possess.

4th. That as the necessary improvements effected by Municipal action relieves the Central Government of the expenditure on local improvements it would be more equitable if some source of income now falling into the general revenue and that would increase with the growth of population were set apart for Municipal purposes, such as Publicans' licenses, wine and spirit licenses, and such other local revenue.

Your Memorialists therefore pray your Honorable House to take the foregoing premises into your favorable consideration and make such alterations in our Municipal law as will secure the healthful continuance of Municipal institutions in the colony.

And your Memorialists, as in duty bound, will ever pray, &c.

[Here follow 10 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION—MUNICIPAL COUNCIL OF MUSCLEBROOK.)

*Ordered by the Legislative Assembly to be printed, 3 May, 1876.*

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

The Petition of the Municipal Council of Musclebrook,—

HUMBLY SHOWETH:—

That municipal governments cannot be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of pound for pound locally raised, or other sources of revenue be given to municipal bodies.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That the revenue derived from publicans' licenses, wine and spirit licenses, billiard and bagatelle licenses, auctioneers' licenses, slaughtering licenses, dog tax, surplus proceeds of pound sales, and other similar licenses and fees are, in the strict sense of the word, local revenue, and ought to be collected by Municipalities and used for municipal purposes, and that the revenue derivable from these sources should be given to Municipal Councils in lieu and instead of any endowment from the general revenue whatever.

That for the preservation and extension of local self-governments, it is absolutely necessary that the Municipalities should either be subsidized from the general revenue to an extent equal to the taxation at present locally raised, or the additional revenue derivable from the above-mentioned sources be given them.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

*(Here follow 6 signatures.)*



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF SINGLETON.)

*Ordered by the Legislative Assembly to be printed, 3 May, 1876.*

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

The Petition of the Municipal Council of the Borough of Singleton,—

HUMBLY SHOWETH:—

That under the scale of endowment granted in pursuance of the provisions of the Municipalities Act, considerable difficulties are experienced by most Municipal Councils in the Colony in providing the requisite funds for carrying on their functions.

In the case of some of the early established Municipalities the endowment granted under the provisions of the Municipalities Act has ceased, and the income derived from the rating of property forms the sole revenue of those bodies.

That unless Municipal taxation is increased far beyond the ordinary and reasonable limits, the revenue of many Municipalities is at present altogether insufficient to effect permanent improvements, and Municipal Councils have been compelled to confine themselves in carrying out temporary works, which in many respects must be regarded as a wasteful process, being devoid of adequate results.

That in order to carry out an efficient system of municipal government it is absolutely necessary that the various Municipal Councils in the Colony should be subsidized from the general revenue to an extent equal to the taxation locally raised, and that the revenue derived from publicans' licenses and wine and spirit licenses ought to be collected by Municipalities, and used for municipal purposes, until by the increase of population and the execution of public works of a permanent character incident to the early existence of Municipalities, the various Municipal Councils will be in a position to depend upon their own resources.

Your Petitioners therefore pray that your Honorable House will take these premises into careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House in its wisdom will see fit.

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

For and on behalf of the Municipal Council of the Borough of Singleton,—

(L.S.) ALEXANDER BOWMAN,

Mayor.

Municipal Council Chambers,  
Singleton, 21 April, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF WINDSOR.)

*Ordered by the Legislative Assembly to be printed, 4 May, 1876.*

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

The Petition of the Municipal Council of Windsor,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented by the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of great utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists therefore humbly pray that your Honorable House will take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

WM. J. CREW,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF EAST MAITLAND.)

*Ordered by the Legislative Assembly to be printed, 9 May, 1876.*

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

The Petition of the Municipal Council of the Borough of East Maitland,—

HUMBLY SHOWETH :—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

(L.S.)

GEO. T. CHAMBERS,  
Mayor.

P. BOWES,  
Council Clerk.



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF THE GLEBE.)

*Ordered by the Legislative Assembly to be printed, 9 May, 1876.*

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

The Petition of the Municipal Council of the Borough of The Glebe,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, Municipalities should be subsidized to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

(L.S.)

G. WIGRAM ALLEN,  
Mayor.



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF HAMILTON.)

*Ordered by the Legislative Assembly to be printed, 10 May, 1876.*

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

The Petition of the Municipal Council of Hamilton,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provision of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the rate-paying public.

That assistance has been justly given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Petitioners do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Petitioners also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and the dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners therefore humbly pray your Honorable House to take their circumstances into careful consideration, and provide such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 6 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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**ENDOWMENT OF MUNICIPALITIES.**

(PETITION OF MUNICIPAL COUNCIL OF FIVE DOCK.)

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*Ordered by the Legislative Assembly to be printed, 10 May, 1876.*


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

The Petition of the Municipal Council of Five Dock,—

HUMBLY SHOWETH:—

That the works necessary within the boundaries of this Municipality cannot be performed unless the amount of funds derivable from municipal rates be supplemented by an equal amount from the Government for a period of at least fifteen years, and from which time an amount equal to one-half the sum receivable from rates in addition thereto would, it is estimated, be sufficient only (with office expenses) to preserve such roads and streets in proper repair.

That as the Government endowment of pound for pound upon the sum received from local taxation will in the case of this Municipality cease about the end of the present year, and a sum equal to ten shillings in the pound only will be receivable under the provisions of the present Act, after that period it will be impossible with the means then available to provide for the formation of such new roads and streets as are absolutely necessary, or do more than keep those thoroughfares already formed in proper repair.

That the Great North Road, which commences at the Parramatta Road and terminates (within the boundaries of this Municipality) at the waters of the Parramatta River opposite Bedlam, is about two and a quarter miles in length therein.

That the Council directly on its establishment assumed the control of the Great North Road, but have subsequently been informed that such road was proclaimed a Main Road more than forty years ago, consequently the formation and repairs executed by this Council thereon during the past four years should (as in other Municipalities similarly circumstanced) have been performed by the Government.

That an amount equal to nearly sixty per cent. of the whole income received from municipal rates and Government endowment from the establishment of this Municipality has been expended on the Great North Road, which, had not this Council assumed the control of, would have materially assisted in the making of Minor Roads and streets.

That your Petitioners conceive that the exceptionable nature of the facts detailed in the three preceding paragraphs call for the earnest and, they trust, the favourable consideration of your Honorable House.

Your Memorialists would therefore humbly pray your Honorable House to take this their Petition into your earnest consideration, with a view to the adoption of such measures as will enable this Council to carry out such works as are necessary, and for the efficient carrying on of municipal government, as your Honorable House may in your wisdom see proper.

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

[Here follow 7 signatures.]

Council Chambers,  
Five Dock, May 8th, 1876.

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1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF WEST BOTANY.)

*Ordered by the Legislative Assembly to be printed, 12 May, 1876.*

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

The Petition of the Municipal Council of West Botany,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented by endowment or otherwise to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Petitioners do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Petitioners also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 2 signatures.]



1875-6.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF HILL END.)

*Ordered by the Legislative Assembly to be printed, 12. May, 1876.*

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

The Petition of the Municipal Council of Hill End,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 7 signatures.]

Municipal Council Chambers,  
Hill End, 9th May, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF TENTERFIELD.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1876.*

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

The Petition of the Municipal Council of Tenterfield,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within the Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities, but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Petitioners do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Petitioners also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 10 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF BOROUGH COUNCIL OF WEST MAITLAND.)

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*Ordered by the Legislative Assembly to be printed, 16 May, 1876.*

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

The Petition of the Borough Council of West Maitland,—

HUMBLY SHOWETH:—

That in the present condition of the Colony municipal government cannot be efficiently carried out unless the amount raised by local taxation be subsidized by the general revenue to the extent of at least pound for pound so raised.

That in very many instances the endowment granted under the Municipalities Act to older Municipalities has ceased by effluxion of time, and as a result their only source of income is the amount realized by local taxation.

That unless taxation exceedingly burdensome in its character be imposed, the sums raised by local taxation would bear so small a proportion to the magnitude and permanency of the works constantly in hand, that Municipal Councils will have to content themselves by carrying out such works in a more temporary form,—which has always been considered a comparative waste of money, and most unsatisfactory both to the Councils and the ratepayers, who complain that they do not receive anything like an equivalent to their taxes.

That as assistance to a very great extent has been granted by the Parliament to the municipal institution of Sydney, which by the way your Memorialists consider a wise economy, and are of opinion that with a view of enabling other Municipalities to execute permanent works of a useful and necessary character a proportionate amount of assistance should, as a matter of justice, be granted them.

That in order to preserve and extend the principle of local self-government, it is absolutely necessary that Municipalities be assisted by the Government to an amount corresponding with that raised locally until they are in a position, from an increased population and the execution of works incident to the early stages of municipal government, to depend solely upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your favourable consideration, and adopt such measures for the more efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

(L.S.)

HENRY S. BADGERY,

Mayor,

On behalf of the Council.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF ASHFIELD.)

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*Ordered by the Legislative Assembly to be printed, 17 May, 1876.*

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

The Petition of the Municipal Council of Ashfield,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

By order of the Council,—

(L.S.) DANIEL HOLBOROW,  
Mayor.

W. BEAMES,  
Council Clerk.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF BROUGHTON VALE.)

*Ordered by the Legislative Assembly to be printed, 18 May, 1876.*

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

The Petition of the Municipal Council of Broughton Vale,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried out unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to effect temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands is largely increased by the improvements effected by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it is regarded as a legitimate appropriation of the moneys derived from general taxation that a portion should be spent on public works within Municipalities that would thus benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not regret that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed in name and on behalf of the Municipal Council of Broughton Vale, and sealed with the Common Seal of the Municipality.

(L.S.)

ALEXANDER HANLON,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF FORBES.)

*Ordered by the Legislative Assembly to be printed, 18 May, 1876.*

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

The Petition of the Municipal Council of Forbes,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but, on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 7 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF BATHURST.)

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*Ordered by the Legislative Assembly to be printed, 19 May, 1876.*

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

The Petition of the Municipal Council of Bathurst,—

HUMBLY SHOWETH :—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the whole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 9 signatures.]

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF PADDINGTON.)

*Ordered by the Legislative Assembly to be printed, 30 May, 1876.*

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

The Petition of the Municipal Council of Paddington,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed on behalf of the Paddington Municipal Council,—

CHARLES HELLARICH,  
Council Clerk.  
26 May, 1876.

(I.S.) JAMES OATLEY,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF WAGGA WAGGA.)

*Ordered by the Legislative Assembly to be printed, 1 June, 1876.*

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

The Petition of the Municipal Council of Wagga Wagga,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

*[Here follow 2 signatures.]*

Borough of Wagga Wagga,  
27th day of May, A.D. 1876.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF NORTH WILLOUGHBY.)

*Ordered by the Legislative Assembly to be printed, 2 June, 1876.*

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

The Petition of the Municipal Council of North Willoughby,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to a greater extent than provided for in the "Municipalities Act of 1867."

That as the value of Crown Lands within or near Municipalities is greatly enhanced by the improvements carried out by local taxation, it is only reasonable that a fair portion of this increased value should be devoted to municipal purposes.

That in the case of this Municipality, the endowment is now for the remainder of the last term of five years, 5s. to the £, and there yet remains some miles of road, confirmed and required for use, to be stumped and cleared, besides several miles that require metal and other works of improvement, for which our rates and present endowment are altogether inadequate.

This Council would humbly beg leave to suggest that all Municipalities incorporated over fifteen years, and whose endowment has ceased, receive a further endowment for fifteen years, commencing at fifteen-twentieths of the whole amount actually raised by rates or assessments and subscriptions for legitimate Corporate purposes, and decreasing annually at the rate of one-twentieth of the whole amount raised as aforesaid, until the expiration of the fifteenth year, when all endowment shall cease.

That to put other Municipalities on an equal footing with the above, all Municipalities in existence (5) five years and over to receive the fifteen-twentieths decreasing endowment as above in addition to the endowment allowed by the present Act, all endowment to cease as above in fifteen years, which would enable the Municipalities of five years and upwards to carry out much required permanent improvements with more economy and in a much more satisfactory manner than at present.

That in the case of new Municipalities they are endowed to an extent equal to the whole amount raised as above for ten years, after that period to go on the 15s. decreasing endowment for fifteen years as above, which would put all on as near equal terms as possible, as all Municipalities now incorporated would receive an exactly equal amount of endowment, the new Municipalities a little more.

That for the preservation and extension of local self-government it is absolutely necessary that the Municipalities should be subsidized to an extent equal at least to the sum and time mentioned above, when it is hoped that by a judicious use of the increased endowment and the increase of population they would be in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

(L.S.)

RICHARD SELDON,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF PARRAMATTA.)

*Ordered by the Legislative Assembly to be printed, 7 June, 1876.*

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

The Petition of the Municipal Council of Parramatta,—

HUMBLY SHOWETH :—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That this Borough will cease to receive any endowment from the Government on and after the 27th day of November, 1876.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that as a matter of justice proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That for the preservation and extension of local self-government it is absolutely necessary that the Municipalities should be subsidized from the general revenue until by the increase of population and the execution of public works incident to the early stages of settlement they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 11 signatures.]



1875-6.

## LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF RICHMOND.)

*Ordered by the Legislative Assembly to be printed, 7 June, 1876.*

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

The Petition of the Municipal Council of Richmond,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Petitioners do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Petitioners also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 9 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF WICKHAM.)

*Ordered by the Legislative Assembly to be printed, 7 June, 1876.*

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

The Petition of the Municipal Council of Wickham,—

RESPECTFULLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried out unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within the Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray that your Honorable House would take the premises into your favourable consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may think just and reasonable.

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

*[Here follow 5 signatures.]*

Council Chambers, Wickham, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF GOULBURN.)

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*Ordered by the Legislative Assembly to be printed, 8 June, 1876.*

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

The Petition of the Municipal Council of the Borough of Goulburn,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 9 signatures.]

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF ALEXANDRIA.)

*Ordered by the Legislative Assembly to be printed, 9 June, 1876.*

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

The Petition of the Municipal Council of Alexandria,—

HUMBLY SHOWETH :—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed on behalf of the Municipal Council of Alexandria, this 31st day of May, 1876,—

(L.S.)                      STEPHEN JOHN FOSKETT,  
Mayor.

JAMES JONES,  
Council Clerk.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF BALMAIN.)

---

*Ordered by the Legislative Assembly to be printed, 16 June, 1876.*

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

The Petition of the Municipal Council of Balmain,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from rating the property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 12 signatures.]

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF PENRITH.)

---

*Ordered by the Legislative Assembly to be printed, 16 June, 1876.*

---

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

The Petition of the Municipal Council of Penrith,—

HUMBLY SHOWETH:—

That municipal government cannot be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed the revenue derived from rates under the present scale of assessment (viz., 1s. in the pound) "as adopted by your Memorialists" is altogether insufficient for the purpose of effecting permanent improvements.

That your Memorialists have within their Municipality about fifty miles in length of roads and streets under their control; and their local revenue from all sources is only (£570) five hundred and seventy pounds, or thereabouts, which sum when supplemented by the amount of the Government endowment at present received is wholly inadequate for municipal requirements.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in its wisdom see fit.

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

Signed on behalf of the Council,—

JOHN SMEE,  
Council Clerk.

JAS. MCCARTHY, [L.S.]  
Mayor.

Council Chambers, Penrith, June 8th, 1876.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**ENDOWMENT OF MUNICIPALITIES.**

(PETITION OF MUNICIPAL COUNCIL OF DUBBO.)

*Ordered by the Legislative Assembly to be printed, 21 June, 1876.*

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

The Petition of the Municipal Council of Dubbo,—

**HUMBLY SHOWETH:—**

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities, the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is, altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That, for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such means for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

[Here follow 6 signatures.]



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.  
(PETITION OF MUNICIPAL COUNCIL OF WARATAH.)

*Ordered by the Legislative Assembly to be printed, 21 June, 1876.*

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

The Petition of the Municipal Council of Waratah,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Petitioners do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, and dog tax is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Petitioners would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and provide such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed for and on behalf of the Waratah Municipal Council,—

(L.S.)

D. M'MICHAEL,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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**ENDOWMENT OF MUNICIPALITIES.**

(PETITION OF MUNICIPAL COUNCIL OF VICTORIA.)

---

*Ordered by the Legislative Assembly to be printed, 23 June, 1876.*

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

The respectful Petition of the undersigned, the Mayor and Aldermen composing the Municipal Council of the Borough of Victoria, in the District of St. Leonards, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That the Borough of Victoria was separated from St. Leonards and incorporated in 1871—that the Government endowment at the rate of twenty shillings in the pound upon rates and subscriptions actually raised was reduced to the rate of ten shillings in the pound in May, 1872—and that according to the "Municipalities Act of 1867" this endowment will be still further reduced to the rate of five shillings in the pound in May, 1877.

That the works required in this Borough are of a most expensive nature, as evidenced by the fact that it has already cost the Council a sum of more than three thousand pounds to form its wharf and main road, which together are not quite one mile in length; that the said main road is not yet completed, and will require an outlay of nearly two thousand pounds to metal and complete the same; that the Council has incurred a liability of two thousand five hundred pounds in order to carry on the work of the main road to its present condition.

That your Petitioners believe it to be altogether impracticable for them to carry on the works now urgently required with the revenues at their command and in prospect.

Your Petitioners therefore pray your Honorable House to take their circumstances into your favourable consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

And as in duty bound your Petitioners will ever pray.

Dated this 21st day of June, 1876.

[Here follow 10 signatures.]

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION—MUNICIPAL COUNCIL OF LEICHHARDT.)

*Ordered by the Legislative Assembly to be printed, 13 July, 1876.*

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

The humble Petition of the Municipal Council of the Borough of Leichhardt,—

RESPECTFULLY SHOWETH:—

That the Municipal Borough of Leichhardt was duly incorporated in the early part of the year one thousand eight hundred and seventy-two.

That the said Municipal Borough of Leichhardt will, from and after the expiration of the present year, cease to receive from the Consolidated Revenue of the Colony of New South Wales the endowment which it now receives of a sum equal to the whole amount actually raised by rates or assessments and subscriptions in the said Borough, and will be entitled to an endowment equal to one moiety only of the amount actually raised as aforesaid.

That, from want of the necessary funds, your Petitioners have been utterly unable to properly and permanently form, make, or metal the roads of the said Borough, or to carry out the important and necessary public works required in the said Borough; and if the full amount of endowment to which the said Borough is now entitled be reduced to one moiety as above mentioned your Petitioners will be unable to repair the said roads or to carry on any municipal works whatever.

Your Petitioners therefore humbly pray that your Honorable House will take the circumstances into consideration, and grant unto your Petitioners such relief as to your Honorable House shall seem just.

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

By order of the Council,— [L.S.]

FRED. PARSONS,  
Mayor.

W. BEAMES,  
Council Clerk.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF NORTH ILLAWARRA.)

*Ordered by the Legislative Assembly to be printed, 14 July, 1876.*

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

The Petition of the Municipal Council of North Illawarra,—

HUMBLY SHOWETH:—

1. That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised for each of the next ten years, and thenceforth by a sum equal to one moiety of the whole amount raised by rates or assessments in each of the next succeeding years.

2. That in the case of most of the older Municipalities the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

3. That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

4. That as the value of the Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some portion of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

5. That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

6. That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue for the next ten years to an extent equal to the taxation locally raised, and after that to the amount of ten shillings for every pound raised by local taxation.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and make such provision for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed on behalf of the Municipal Council of North Illawarra,—

(L.S.)

JAMES BROOKER,  
Mayor.

Council Chamber, July 5th, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF ULLADULLA.)

*Ordered by the Legislative Assembly to be printed, 26 July, 1876.*

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

The Petition of the Municipal Council of Ulladulla,—

HUMBLY SHOWETH:—

That municipal government cannot in the present condition of the Colony be efficiently carried on unless the funds raised by local taxation be supplemented from the general revenue to the extent of at least pound for pound locally raised.

That in the case of most of the older Municipalities the endowment granted under the provisions of the Municipalities Act has ceased and determined, and in consequence the sole resources possessed by these bodies are the moneys derived from the rating of property.

That unless taxation so heavy as to be confiscatory in its operation were to be imposed, the revenue derived from rates is altogether insufficient for the purpose of effecting permanent improvements. Municipal Councils have, owing to this cause, to confine themselves to carrying out temporary works,—a wasteful and injurious process, as no tangible benefit is received by the ratepayers in return for the taxation they are called on to contribute.

That as the value of Crown Lands within Municipalities is largely increased by the improvements carried out by local taxation, it is only reasonable that some part of the increment should be devoted to municipal purposes; further, it cannot be regarded otherwise than as a legitimate appropriation of the moneys derived from general taxation that a portion of these moneys should be spent on public works within Municipalities that benefit not only the inhabitants of the Municipalities but the whole of the tax-paying public.

That assistance has been freely given from the national exchequer, with the sanction of your Honorable House, to the municipal government of the metropolis. While your Memorialists do not begrudge that assistance, but on the contrary are of opinion that, in voting large sums of money to be expended in Sydney and its immediate neighbourhood, the proceedings of your Honorable House have been characterized by their usual wisdom, your Memorialists also consider that, as a matter of justice, proportionate assistance should be given to other Municipalities for the purpose of enabling them to execute works of general utility.

That the revenue derived from publicans' licenses, wine and spirit licenses, billiard and bagatelle licenses, auctioneers' licenses, slaughtering licenses, dog tax surplus, proceeds of pound sales, and other similar licenses and fees is, in the strict sense of the term, local revenue, and ought to be collected by Municipalities and used for municipal purposes.

That for the preservation and extension of local self-government, it is absolutely necessary that the Municipalities should be subsidized from the general revenue, to an extent equal to the taxation locally raised, until, by the increase of population and the execution of public works incident to the early stages of settlement, they are in a position to depend upon their own resources.

Your Memorialists would therefore humbly pray your Honorable House to take their circumstances into your careful consideration, and adopt such measures for the efficient carrying on of municipal government as your Honorable House may in your wisdom see fit.

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

Signed for and on behalf of the Municipal Council of Ulladulla, this seventeenth day of July,  
A.D. 1876.

J. JEWELL RUTTER,  
Council Clerk.

(L.S.)

DAVID WARDEN,  
Mayor of the Municipal District of Ulladulla.

Council Chambers, Milton, July 17th, 1876.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ENDOWMENT OF MUNICIPALITIES.

(PETITION OF MUNICIPAL COUNCIL OF SHELLHARBOUR.)

*Ordered by the Legislative Assembly to be printed, 10 August, 1876.*

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

The Petition of the Municipal Council of Shellharbour,—

HUMBLY SHOWETH:—

That the Borough of Shellharbour was proclaimed in June of the year 1859, and consequently endowment under the provisions of the Municipalities Act ceased and determined in respect to this Borough in June 1875.

That the revenue of this Council when supplemented by endowment was barely adequate for effectively carrying on necessary works.

That about 50 miles of road are maintained by this Council with a revenue now exceeding but little more than £500 per annum, under a rate of one shilling in the £.

That by strict economy this Council has hitherto managed to keep out of debt, and with its small revenue has effected works of great public utility.

That now the endowment has ceased, this Council is not only precluded from undertaking necessary permanent works, but even for the purpose of maintaining the roads and bridges in sufficient repair for public safety, and to prevent actions for damages caused through accidents, the Council is now compelled to abandon its policy for many years acted upon, viz., that of keeping out of debt.

That as the value of Crown Lands within this Municipality and places adjacent thereto has been greatly increased by the improvements carried on through local taxation, it is reasonable that some part of the increment should be devoted to municipal purposes.

That whilst your Petitioners tax themselves for the benefit of the public, they necessarily contribute to the national exchequer from which various roads in the Colony are maintained in districts where no local taxation exists; therefore, as a matter of justice, your Petitioners humbly submit that districts having the burden of local taxation should have some equivalent from the public revenue, and that justice in this respect would be secured by Municipalities being subsidized from the general revenue to an extent equal to the amount raised by local taxation.

Your Petitioners therefore humbly pray your Honorable House to take their circumstances into consideration, and relieve them of difficulty caused by inadequate revenue, by adopting measures which shall secure to Municipalities endowment equal to that sum raised by local taxation.

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

Signed on behalf of the Municipal Council of Shellharbour,—

JOHN FRASER,  
Mayor.



1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**MUNICIPALITY OF MORPETH.**  
(PETITION RESPECTING REFUSAL OF ENDOWMENT.)

*Ordered by the Legislative Assembly to be printed, 11 May, 1876.*

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

The Petition of the Municipal Council of Morpeth,—

HUMBLY SHOWETH:—

That application was made (after due observance of all the requirements of law) to the Treasury, on the 2nd of March, 1876, for the endowment on the amount collected during the last half-year of our second quinquennial period, the collection being £222 10s. 4d., and the endowment claimed £111 5s. 2d.

That the Honorable the Secretary for Finance and Trade by letter refused to pay this claim, stating that, as the Borough of Morpeth was proclaimed a Municipality on the 1st of December, 1865, our claim for endowment must commence from that date, and accounts should be sent in of all moneys collected previous to the 1st of December, 1875, and that a separate account be sent in of all money received from that date to the end of the municipal year.

That this interpretation of the municipal law will amount to a reduction of the endowment to fourteen and a half years instead of fifteen years, as all the moneys collected previous to November 30th, 1875, were only £53 19s. 9d., and the amount collected from that date to the end of the municipal year was £168 10s. 7d.

That at the end of the first quinquennial period the accounts were published, and the claim for full endowment paid without question, and that therefore we were altogether unprepared for this new interpretation of the law, otherwise we could have collected all the rates within the date named.

We would respectfully submit for the consideration of your Honorable House:—

- 1st. That incorporation is a progressive operation, and is not completed until the body corporate is vested with all the powers and liability of a self-existing body, and that this point in the operation is not reached until the completion of the first election, which proceeding is entirely under the control of the Governor and Executive Council, and that no rates could be levied and distrained for until the Governor and Executive Council have completed the first election. We submit therefore that the claim for endowment should date from the first election.
- 2nd. That it was the intention of your Honorable House that Municipalities should receive endowment under the 189th clause of the Act of 1867 for the full term of fifteen years is manifest from the provisions in the 3rd clause for the six Municipalities that were temporarily suspended, and our faith in that intention has not been shaken until this refusal.
- 3rd. That the non-payment of this endowment will materially affect engagements the Council has entered into in faith of its payment, and we respectfully submit that no such view of the law as now taken by the Treasury was entertained by municipal bodies established under this Act.

Your Petitioners therefore humbly pray your Honorable House to take the foregoing premises into your favourable consideration, and grant such relief as to your Honorable House may seem equitable.

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

[Here follow 9 signatures.]



1875-6.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON

ENDOWMENT TO MUNICIPAL COUNCIL  
OF PADDINGTON;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
29 *March*, 1876.

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SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

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VOTES No. 23. TUESDAY, 11 JANUARY, 1876.

7. ENDOWMENT TO MUNICIPAL COUNCIL OF PADDINGTON ("Formal" Motion):—Mr. Sutherland 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 cause of the Government withholding the last half of the fifteenth yearly endowment to the Municipal Council of Paddington.
- (2.) That such Committee consist of Mr. Robertson, Mr. Parkes, Mr. Driver, Mr. Cunneen, Mr. Shepherd, Mr. Hill, Mr. W. C. Browne, Mr. Macintosh, and the Mover.
- Question put and passed.
- 

VOTES No. 67. WEDNESDAY, 29 MARCH, 1876.

3. ENDOWMENT TO MUNICIPAL COUNCIL OF PADDINGTON:—Mr. Sutherland, 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 11th January, 1876, together with Appendix.
- Ordered to be printed.
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1875-6.

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**ENDOWMENT TO MUNICIPAL COUNCIL OF PADDINGTON.**


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**REPORT.**


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THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 11th January, 1876,—“with power to send for persons and papers, to inquire into and report upon the cause of the Government withholding the last half of the fifteenth yearly endowment to the Municipal Council of Paddington,”—have agreed to the following Report:—

1. Your Committee have examined the witnesses named in the List,\* and find from their evidence that the proclamation for the formation of a Municipal Council was made on the 16th of April, 1860; that the persons concerned proceeded with all despatch to have the Council legally constituted, which was completed, and the first assessment made on the 11th of September, 1860.

\* See List,  
page 6.

2. The Council collected rates at the earliest date permitted by law; detailed accounts have been sent to the Colonial Treasurer half-yearly, in accordance with the 91st section of the Act of Incorporation, which is here inserted for reference:—

“On or before the thirty-first of January and the thirty-first of July in every year the Council of every Municipality shall cause to be prepared and transmitted to the Colonial Treasurer a detailed account of all sums of money actually raised within such Municipality by rates or assessments on houses and lands during the half-year then last past such account being signed by the chairman and counter-signed by the treasurer. And upon receipt of such account it shall be lawful for the Governor by warrant under his hand addressed to the Colonial Treasurer to direct him to pay from the Consolidated Revenue Fund to the treasurer of the Municipality by way of endowment to be applied to such corporate purposes as the Council shall determine for the benefit of such Municipality any sum or sums of money equal to but not exceeding the following proportions that is to say—in each of the first five years after the incorporation of such Municipality a sum equal to but not exceeding the amount actually raised by rates or assessments on houses and lands as aforesaid in the year last past—in each of the next succeeding five years a sum equal to but not exceeding one moiety of the amount so raised in the year last passed—and in each of the next succeeding five years a sum equal to but not exceeding one-fourth part of the amount so raised in the year last past—and thenceforth the contributions from public funds by way of endowment shall absolutely cease. And all such sums from the Consolidated Revenue Fund shall be payable half-yearly and the Colonial Treasurer shall from time to time be allowed credit for any sum or sums of money paid by him in pursuance of any such warrant or order in writing as aforesaid and the receipt of the treasurer of such Municipality under his hand counter-signed by the chairman shall be a sufficient discharge for the Colonial Treasurer.”

3. For the first five years, from July the 1st, 1860, the date from which the Council's legal existence commenced, and for nine half-years of the second term of five years, the Council was paid in accordance with law, but through a clerical error of the Council Clerk a sum equal to one-quarter instead of one-half of the amount of rates collected was applied for (See answer to question 31). Your Committee consider that the Government should take no advantage of that error, which deprives the Council of £165 11s. 4d. which was then and is still due to them.

4. That for nine half-years of the third term of five years, the Council have been paid in accordance with law, and no objection made as to the legal date of commencement, but for the tenth half-year the Council have been refused payment, because the date of the proclamation enabling the people of the district referred to in such proclamation to legally constitute themselves into a Municipal Council was decided by the Crown Law Officers as the date from which the endowment should commence. But it seems clear to your Committee that they had no taxing power until the whole of the preliminaries of the law had been complied with, which in this case was done at the earliest moment, namely, the 11th of September, 1860.

5. Your Committee have no desire to discuss the technicalities of the law, but they affirm with confidence that the intention of the Parliament and the spirit of the Municipalities Act are that districts coming under that law should have the benefit of fifteen years endowment from the Treasury.

6. Your Committee are of opinion that it is not equity, nor was it the intention of Parliament when passing the law, that these Councils should be deprived of any portion of the fifteen years endowment, by commencing from a date when they had no legal existence or power to raise funds by taxation to enable them to claim the endowment according to law.

7. After a careful consideration of the whole case, your Committee recommend the claim of the Municipal Council of Paddington to the favourable consideration of the Government.

JOHN SUTHERLAND,  
Chairman.

*No. 3 Committee Room,  
Sydney, 28th March, 1876.*

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PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 14 JANUARY, 1876.

MEMBERS PRESENT:—

Mr. Parkes, | Mr. Sutherland.

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

TUESDAY, 18 JANUARY, 1876.

MEMBERS PRESENT:—

Mr. Sutherland, | Mr. Hill.

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

WEDNESDAY, 19 JANUARY, 1876.

MEMBERS PRESENT:—

Mr. Sutherland in the Chair.

Mr. Cunneen, | Mr. Shepherd.

Mr. Sutherland called to the Chair.

Entry from Votes and Proceedings appointing the Committee *read* by the Clerk.

Committee deliberated.

*Ordered*,—That Mr. Charles Hellmrich and the Hon. G. Eagar be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at a *quarter past Two* o'clock.]

TUESDAY, 25 JANUARY, 1876.

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

TUESDAY, 1 FEBRUARY, 1876.

MEMBERS PRESENT:—

Mr. Sutherland in the Chair.

Mr. Cunneen, | Mr. Hill,

Mr. Macintosh.

The Hon. Geoffrey Eagar (*Under Secretary for Finance and Trade*), called in and examined.

Witness *handed in* certain documents, which were ordered to be appended. (*See Appendix A 1 to A 3.*)

Witness withdrew.

Mr. Charles Hellmrich (*Council Clerk, Municipality of Paddington*) called in and examined.

Witness *handed in* Return showing half-yearly endowments to Paddington Municipality from 1st July, 1860, to 2nd February, 1875, which was ordered to be appended. (*See Appendix B.*)

Witness withdrew.

Committee deliberated.

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

[Adjourned.]

TUESDAY, 28 MARCH, 1876.

MEMBERS PRESENT:—

Mr. Sutherland in the Chair.

Mr. Shepherd, | Mr. Macintosh.

Chairman submitted Draft Report, which was *read* and *agreed to*.

Chairman to report to the House.

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1875-6.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

ENDOWMENT TO MUNICIPAL COUNCIL OF  
PADDINGTON.

TUESDAY, 1 FEBRUARY, 1876.

Present:—

MR. SUTHERLAND, | MR. HILL,  
MR. MACINTOSH.

JOHN SUTHERLAND, ESQ., IN THE CHAIR.

The Honorable Geoffrey Eagar, Under Secretary for Finance and Trade, called in and examined:—

1. *Chairman.*] This Committee has been called to inquire into and report upon the cause of the Government withholding the last half of the fifteenth yearly endowment of the Municipal Council of Paddington. I wish to know from you whether you have had any communication or any request for payment of further endowment than the Municipality of Paddington has already received? We have. The Council rendered to us on the 28th August, 1875, their half-yearly account to the 2nd August of that year, which we declined to pay, because, as we were advised, their half-year expired on the 16th of April, 1875. We were governed in this by the opinions of the Crown Law Officers under two Administrations. Mr. Solicitor General Josephson, in April, 1869, and Mr. Attorney General Dalley, by an opinion of later date, both laid it down as the law that the time from which the fifteen years of endowment commenced to run was the date of the proclamation of the Municipality in the *Government Gazette*. Then, as the Borough of Paddington was proclaimed in the *Government Gazette* on the 17th April, 1860, according to our legal advisers the fifteen years would expire on the 16th April, 1875; and therefore it was that we declined to recognize their account for a period of time beyond that date. That, Mr. Chairman, is the case exactly as it stands. If the Committee desire it, I will put in copies of the Opinions of Mr. Josephson and Mr. Dalley.

2. I should be glad to have a copy of the case submitted to them, and of their Opinions? I will undertake to furnish them. (*See Appendix A 1.*)

3. I should also like to have a return of the respective amounts paid as endowment to the Municipality of Paddington, and the dates on which they were paid? I will also furnish that information. (*See Appendix A 2.*)

4. *Mr. Macintosh.*] In making that return will you be good enough to show the periods for which the Council received an amount of endowment equal to the rates collected, which would be during the first five years—the periods for which they received endowment equal to half the rates collected, which would be during the second five years—and the periods for which they received endowment equal to one-fourth of the rates collected, which would be during the last five years? Yes. I would remark that their fifteen years do not correspond with our fifteen years, by the difference of time between the date of the proclamation and the date of their beginning to work. It is that difference of time that constitutes the ground of the present dispute.

5. *Chairman.*] Are you aware whether they could by any possibility come into work for the first few months after the date of the proclamation,—would it not take some time to go through the preliminaries required to make their assessment legal, or could they have any assessment during the first few months of their existence? I should think not for some considerable time.

6. *Mr. Macintosh.*] You interpret the law according to the letter? Under the advice of the Crown Law Officers.

The Hon.  
Gt. Eagar.  
1 Feb., 1876.

- The Hon. G. Eagar.  
1 Feb., 1876.
7. You interpret the law to mean that they are simply entitled to endowment from the date of the proclamation, and not to endowment for fifteen years? We hold that the fifteen years do not commence from the date of their commencing to work, but from the date of the proclamation.
8. That in fact gives endowment for only fourteen years and a half? Yes, or fifteen years less, whatever time it takes them to get to work after the date of the proclamation. This question has been raised several times on behalf of several Municipalities. When it was first raised we took a legal opinion and have acted upon it ever since.
9. *Chairman.*] Will you furnish us with particulars of any similar cases in which the endowment claimed has been refused for the same reason? Yes. (*See Appendix A 3.*)

Mr. Charles Hellmrich called in and examined:—

- Mr. C. Hellmrich.  
1 Feb., 1876.
10. *Chairman.*] What is your position? Council Clerk of the Municipality of Paddington.
11. Can you give us the date of the proclamation for the establishment of the Municipality of Paddington? 17th April, 1860.
12. When was the first meeting held for the appointment of Councillors? I have not got the date of the election, but the first meeting of the Council after the election was on the 25th May, 1860. The election, of course, had taken place previously.
13. It required a good many preliminaries before the election could take place according to law? Yes, it would be about three weeks after the proclamation before it would be possible to have a nomination, and then the election would take place after the nomination.
14. When was the first chairman appointed? On the 25th May, 1860.
15. When were the first assessors appointed? They were actually appointed on the 10th July, 1860, but there were tenders called for valuers on the 29th May—four days after the first meeting.
16. Tenders for assessing or valuing the property of the borough? Yes.
17. When were tenders accepted? On the 10th July. Before appointing the assessors there was some difficulty in getting a plan of the borough to show the boundaries, so as to show what property to assess, and that was the reason of the delay before they could be appointed.
18. Will you state what took place, as nearly as you can from your books, until the assessment was really made? Tenders were called for valuers on 29th May. The Council had also to appoint a clerk, and they advertised for applications on the 5th June. They had also to hire some suitable place to hold their meetings, and they could not get possession until the 11th June; before this they had to hold their meetings in a room in a public-house. They held a meeting on 11th June, when applications were received from persons for the position of Council Clerk, but the selection was postponed until the next meeting. A Council Clerk was appointed on 19th June, but on the following meeting night, 26th June, the clerk so appointed sent in a letter resigning his appointment. On the same night that this resignation was received there was a letter from another person asking to be appointed. Of course they could not appoint him that night, as notice of motion was required, so that the actual Council Clerk was not appointed till the 3rd July. By this time they had got a plan of the borough, and the assessors were actually appointed on the 10th July.
19. What time was given to the assessors to assess the property of the borough? The Council thought to have it done within a fortnight, but it was found impossible to do it, for the report of the assessors did not come in till the 14th August, when it was received by the Council. The Council there and then adopted it, and struck the rate on the 14th August. During this time they had been in treaty with the Colonial Secretary to get a seal for the Council. A great many documents are not legal without the seal, and they did not get the seal till the 21st August, although it had been applied for on the 25th of May.
20. They could not do anything legally without the seal of the Corporation? No. The rate-book, for instance, required to be sealed to make it legal.
21. What was the next step? A Court of Appeal from the assessment was held on 11th September.
22. What was done next? Nothing further but the general business of the Council.
23. Then from the 17th April to the 11th September they were going through the necessary preliminaries required by law, before they could make a legal assessment? Yes. A great many people paid the rate before the Appeal Court was over, but the books could not be legally written up and sealed with the Council's seal till the Appeal Court was over.
24. What was the amount of the first half-year's assessment? The amount of rates collected for the first half-year, from 1st July to 31st December, 1860, was £439 5s. 11d., and the amount of endowment received for the same period was also £439 5s. 11d., being pound for pound under the Act. I will hand in a return showing the amounts of rates and amounts of endowment received for every half-year, from 1st July, 1860, to 2nd February, 1875. (*Witness handed in the same. See Appendix B.*)
25. Was it possible, according to the law, to have collected rates before the 1st July, 1860? No. There is a note at the bottom of the first balance-sheet sent in, stating that although the Municipality had been incorporated on 17th April, 1860, no money was received or paid by the Council of Paddington prior to the month of July.
26. Your first assessment was for six months, was it not? Yes.
27. Since that you have gone by annual assessments? Yes; the Act gives power to rate either yearly or half-yearly; but the Municipality usually rate yearly. The rate-payers can pay half-yearly if they wish, but the rate is fixed for the year. It does away with a good deal of trouble to have it yearly.
28. You have handed in a paper giving particulars of twenty-nine half-yearly endowments that have been received by the Council. What do you claim for the thirtieth period? £210 15s., from 3rd February, 1875, to 2nd August, 1875, being one-fourth of the amount of rates collected during the half-year ending 2nd August 1875, which amounted to £843 0s. 1d.
29. Was there any time lost by the Council at the time of the amendment of the Municipalities Act? From the 31st of December, 1867, to the first Tuesday in February, 1868, was a dead letter to the Council, because it delayed the issue of the rate notices, or stopped us that length of time from getting any money. Previous to that we had taken the half-years in equal parts of the year, from 1st January to 30th June, and from 1st July to 31st December; but the amended law altered the date to the 3rd February, which lost us five weeks of time.

## ON ENDOWMENT OF MUNICIPAL COUNCIL OF PADDINGTON.

9

Mr. C.  
Hellmrich.

1 Feb., 1876.

30. Did the Municipal Council of Paddington receive the full endowment, according to law, for the first five years of its existence? Yes, according to the statement I have handed in we received ten half-yearly endowments of pound for pound, beginning with 1st July, 1860, and ending with 30th June, 1865.
31. For the next five years what did you receive? For nine half-years of the second term of five years we received amounts equal to one-half the rates collected, but for the last half-year of that term there was a clerical error. The Clerk of the Council only applied for one-quarter of the amount of rates instead of one-half. That was for the half-year from 1st February to 1st August, 1870. On the face of the vouchers the full amount has been marked, and then it is crossed out, and the amount applied for (one-quarter instead of one-half the amount of rates) is put in.
32. What was the actual amount you received for the last half-year of the second five years? £165 11s. 4d., being one-fourth the amount of the rates—£662 5s. 4d., instead of one-half as it should have been.
33. What was the amount you should have received? £331 2s. 8d.
34. What did you receive for the next four years and a half? One-fourth the amount of rates.
35. And you are now claiming one-fourth the amount of rates for the last half-year of the fifteen years? Yes; that is, dating from the 1st July, 1860.
36. Which the Treasury has refused to pay? Yes.
37. What have they offered, or have they offered anything? They have not made an offer of any amount, but they have stated that, as the Municipality was incorporated on the 17th April, 1860, the endowment would cease on that date in 1875, and that if we furnished them with a return showing the amount of rates collected up to that date they would give us one-fourth.
38. What amount of rates had you collected up to that date—the 17th April? Somewhere about £40. Our notices were out on the 13th April this year, so that we had actually only four days to collect money before the time expired, according to the view taken by the Treasury.
39. *Mr. Hill.*] Were you the first clerk appointed by the Council? No.
40. Can you give me any idea how long after the 17th April, 1860, the Municipality was in full work? On the 25th May they had the first meeting and elected their chairman, and after that they held meetings every week.
41. Did the assessment date from 17th April? No, from 1st July. From the 17th April to the 1st July the Council was occupied in preliminary matters, getting the assessment made, and so on. The first assessment papers were for the half-year from 1st July to 31st December.
42. *Mr. Macintosh.*] From the evidence you have now given, the Council would seem to have received during the second term of five years—nine payments equal to 10s. in the £ on the rates collected, and one payment equal to 5s. in the £? Yes.
43. So that, from your point of view, the Council is now entitled to a payment of 5s. in the £ for the last half-year of the second term, as well as 5s. in the £ now claimed for the last half-year of the third term? Yes.
44. These amounts are respectively £165 11s. 4d. and £210 15s., making together £376 6s. 4d.? Yes.
45. *Chairman.*] Has your Council, in their estimate of expenditure for 1875, incurred liabilities in expectation of receiving the amount claimed for the last half-year? Yes.
46. What are the liabilities of the Municipal Council of Paddington at the present time? Altogether about £1,700. That would clear us up to date.

## ENDOWMENT TO MUNICIPAL COUNCIL OF PADDINGTON.

### APPENDIX.

[To Evidence of the Honorable Geoffrey Eagar, 1 February, 1876.]

#### A 1.

OPINION of Solicitor General in the matter of Endowment claimed by Borough of Alexandria.

UPON proclamation in the Government Gazette, a borough or municipal district may be duly constituted, and from the date of the publication of such proclamation in the Government Gazette the 15 years' endowment mentioned in the 189th section of the Municipalities Act of 1867 begins to run for the whole municipality in respect of moneys raised therein by rates and subscriptions for corporate purposes. Upon a division of such municipality each division thereof can only claim endowment in respect of rates and subscriptions raised in each respective division duly constituted under the 8th and 18th sections as a municipality, not as if newly constituted under section 10, but for the remainder of the unexpired periods of 5, 10, and 15 years mentioned in the 189th section.

The division of a municipality into two or more parts does not create each division a new municipality, but a separate municipality for all the purposes of the Act, that is, as effectually for all the operative purposes of the Act as if it had been originally constituted a municipality under the 10th section.

J. F. J.,  
Solicitor Genl.

Correct copy.—F.K., 23/2/76.

COPY of Mr. Attorney General Dalley's opinion *in re* the application for endowment of the Mayor of the Borough of Redfern.

IN my opinion the payment from the Consolidated Revenue to the treasurer of the municipality by way of endowment for corporate purposes, dates from the incorporation of the municipality. By section 10, 31 Vic. No. 12, the proclamation in the Government Gazette legally constitutes the municipality, and it becomes entitled under section 189 during each of the first five years after its incorporation (or in other words after it is legally constituted) to a sum equal to but not exceeding the whole amount actually raised by rates in the year last past; in each of the next succeeding five years to one moiety of the amount so paid up in the year last past; and in each of the next succeeding five years, a sum equal to but not exceeding one-fourth of the amount so paid up. Thenceforth all contributions from public funds by way of endowment shall absolutely cease.

I think the calculation of the quinquennial periods should, consequently be made from the date of the proclamation of the municipality.

Correct copy.—F.K., 23/2/76.

W. B. D., A. G.  
19 April, '75.

#### A 2.

STATEMENT showing the amounts paid to the Municipality of Paddington from the commencement to the present time.

Date of Payment.	On account of Rates collected during half-years.	Amount.
		£ s. d.
12 February, 1861 .....	July to December, 1860 .....	439 5 11
29 July, 1861 .....	January to June, 1861 .....	372 4 7
3 March, 1862 .....	July to December, 1861 .....	486 15 3
2 August, 1862 .....	January to June, 1862 .....	419 6 10
4 February, 1863 .....	July to December, 1862 .....	430 11 7
8 August, 1863 .....	January to June, 1863 .....	423 7 6
21 January, 1864 .....	July to December, 1863 .....	446 13 0
8 August, 1864 .....	January to June, 1864 .....	442 6 0
21 January, 1865 .....	July to December, 1864 .....	540 2 6
9 August, 1865 .....	January to June, 1865 .....	931 1 5
6 February, 1866 .....	July to December, 1865 .....	5 1 6
13 September, 1866 .....	January to June, 1866 .....	437 6 0
31 December, 1867 .....	July, 1866, to July, 1867 .....	350 15 7
20 May, 1868 .....	July, 1867, to February, 1868 .....	201 9 9
1 October, 1868 .....	4 February to 3 August, 1868 .....	208 17 7
9 April, 1869 .....	August, 1868, to February, 1869 .....	264 9 1
4 October, 1869 .....	February to August, 1869 .....	270 19 0
19 April, 1870 .....	August, 1869, to February, 1870 .....	291 18 0
8 September, 1870 .....	February to August, 1870 .....	165 11 4
12 April, 1871 .....	August, 1870, to February, 1871 .....	106 10 7
14 September, 1871 .....	February to July, 1871 .....	125 10 6
10 April, 1872 .....	July, 1871, to 5 February, 1872 .....	119 16 10
8 October, 1872 .....	February, 1872, to 5 August, 1872 .....	107 17 6
9 April, 1873 .....	August, 1872, to 3 February, 1873 .....	121 4 4
30 September, 1873 .....	February, 1873, to 4 August, 1873 .....	96 13 6
10 April, 1874 .....	August, 1873, to 2 February, 1874 .....	116 12 2
29 September, 1874 .....	February, 1874, to 3 August, 1874 .....	146 8 1
17 March, 1875 .....	August, 1874, to 1 February, 1875 .....	190 0 8
	Total .....	£ 8,258 16 7

The Treasury, New South Wales,  
22nd February, 1876.

F. KIRKPATRICK,  
Accountant.

## A 3.

## BROUGHTON CREEK.

The Under Secretary for Finance and Trade to The Mayor, Broughton Creek, Shoalhaven.

S. 153-1,683.

The Treasury, New South Wales,  
10 March, 1874.

Sir,

Referring to your letter of 3rd instant, in which application is made for Government endowment, in respect of the half-year ended 2nd ultimo, I have the honor to point out that the first quinquennial period ended on 26th October, 1873, the borough having been proclaimed on the 26th October, 1868; and I have therefore to request that you will be good enough to furnish schedules, showing the rates received from 5th August to 25th October last (inclusive), and those from 26th October to 2nd ultimo, signed by the officers of the borough.

I have, &c.,  
G. EAGAR.

## NORTH ILLAWARRA.

The Under Secretary for Finance and Trade to The Mayor, North Illawarra.

S. 154-1,639.

The Treasury, New South Wales,  
10 March, 1874.

Sir,

Referring to your letter of 3rd instant, in which application is made for Government endowment in respect of the half-year ended 2nd ultimo, I have the honor to point out that the first quinquennial period ended on 26th October, 1873, the borough having been proclaimed on 26th October, 1868; and I have therefore to request that you will be good enough to furnish schedules, showing the rates received from 5th August to 25th October (inclusive), and those from 26th October to 2nd ultimo, signed by the officers of the borough.

I have, &c.,  
G. EAGAR.

## NUMBA.

The Under Secretary for Finance and Trade to The Mayor, Numba.

S. 321-2,319.

The Treasury, New South Wales,  
31 March, 1874.

Sir,

Referring to the account of your borough published for the past half-year, I have the honor to request that you will be good enough to forward schedules showing receipts for the two periods—5 August to 25 October, 1873, and 26 October, 1873, to 2nd February, 1874, respectively—as the first quinquennial period expired on 25 October last, the borough having been incorporated by proclamation on 26th October, 1868.

I have, &c.,  
G. EAGAR.

## WEST MAITLAND.

The Under Secretary for Finance and Trade to The Mayor, West Maitland.

S. 338-2,545.

The Treasury, New South Wales,  
10 April, 1874.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to state that, as the borough was incorporated by proclamation of 13 November, 1863, the second quinquennial period expired on the 12th November last, and schedules duly authenticated of the rates received from 5 August to 12 November, 1873, and from 13th November, 1873, to 2nd February, 1874, respectively, should be furnished, so that the correct proportions of endowment may be calculated.

I have, &c.,  
G. EAGAR.

## ARMIDALE.

The Under Secretary for Finance and Trade to The Mayor, Armidale.

S. 393-2,997.

The Treasury, New South Wales,  
Sydney, 30 April, 1874.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to state that, as the borough was incorporated by proclamation on the 13th November, 1863, it will be necessary to furnish a statement showing the amount of rates raised in the respective periods—5th August to 12th November, 1873, and 13th November, 1873, to 2nd February, 1874.

I have, &c.,  
G. EAGAR.

## WAVERLEY.

The Under Secretary for Finance and Trade to The Mayor, Waverley.

S. 784-6,966.

The Treasury, New South Wales,  
Sydney, 22 September, 1874.

Sir,

Referring to your application for endowment in aid of the funds of your borough for the half-year ended 3rd August last, I have the honor to state that, as the borough was incorporated by proclamation of 13th June, 1859, the third quinquennial period expired on 12th June last, and the endowment is therefore payable to the 12th June last only.

I have to request you will furnish a joint certificate of the treasurer and yourself as to the amounts collected up to the day named (inclusive), 12th June, 1874.

I have, &c.,  
G. EAGAR.

## ALBURY.

The Under Secretary for Finance and Trade to The Mayor, Albury.

S. 829-7,457.

The Treasury, New South Wales,  
Sydney, 6 October, 1874.

Sir,

Referring to the accounts of your borough for the half-year ended 3rd August last, and to your claim for Government endowment, I have the honor to point out that, as your borough was incorporated by proclamation, dated 4th June, 1859, the third quinquennial period of endowment terminated on the 3rd June, 1874; so that it is necessary you should furnish to this office a certificate signed by the treasurer and yourself, showing the amount of rates actually collected from 3rd February to 3rd June, 1874, both dates inclusive.

I have, &c.,  
G. EAGAR.

GOULBURN

## APPENDIX.

## GOULBURN.

The Under Secretary for Finance and Trade to The Mayor, Goulburn.

S. 841-7,489.

The Treasury, New South Wales,  
Sydney, 7 October, 1874.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to state that, as the municipality was incorporated by proclamation on the 4th June, 1859, the third quinquennial period of endowment terminated on the 3rd June, 1874; and I am to request that you will be good enough to furnish a certified account of the rates collected from the 3rd February to 3rd June last.

I have, &c.,  
G. EAGAR.

## NEWCASTLE.

The Under Secretary for Finance and Trade to The Mayor, Newcastle.

S. 842-7,581.

The Treasury, New South Wales,  
Sydney, 7 October, 1874.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to state that, as the municipality was incorporated by proclamation on the 7th June, 1859, the third quinquennial period of endowment terminated on the 6th June, 1874; and I have to request that you will be good enough to furnish a certified account of the rates collected up to the 6th June, inclusive.

I have, &c.,  
G. EAGAR.

## GRAFTON.

The Under Secretary for Finance and Trade to The Mayor, Grafton.

S. 849-7,657.

The Treasury, New South Wales,  
Sydney, 9 October, 1874.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to point out that, as the municipality was incorporated by proclamation on the 19th July, 1859, the third quinquennial period of endowment expired on 18th July, 1874.

It is therefore necessary that you should forward a joint certificate from the treasurer and yourself, showing the rates collected up to the 18th July inclusive.

I have, &c.,  
G. EAGAR.

## RANDWICK.

The Under Secretary for Finance and Trade to The Mayor, Randwick.

S. 885-8,165.

The Treasury, New South Wales,  
26 October, 1874.

Sir,

Referring to the application made for Government endowment in aid of the funds of your borough for the past half-year, I have the honor to state that, as the borough was incorporated by proclamation, dated 22nd February, 1859, the third quinquennial period expired on 21st February last; and the Council is therefore entitled to one-fourth of the rates and subscriptions received from the 1st to the 21st February inclusive.

A certificate, signed by the treasurer and yourself, for such receipts, should be transmitted to this office.

I have, &c.,  
G. EAGAR.

## REDFERN.

The Under Secretary for Finance and Trade to The Mayor, Redfern.

S. 440-3,379.

The Treasury, New South Wales,  
Sydney, 23 April, 1875.

Sir,

I have the honor to state, for your information, that the Attorney General has given his opinion to the effect that the date of proclamation of a municipality is the date from which endowment commences; and that, therefore, in the case of your borough, endowment is payable to 10th August last only.

I have, &c.,  
G. EAGAR.

## GLEBE.

The Under Secretary for Finance and Trade to The Mayor, Glebe.

S. 507-4,360.

The Treasury, New South Wales,  
Sydney, 31 May, 1875.

Sir,

With reference to the application of your borough for endowment upon rates collected during the half-year ended 1st February last, I have now the honor to annex copy of Crown Solicitor's letter of 19th instant, to me, on the subject; and copy of the minute of the Attorney General referred to in the letter.

I am to add that the correspondence between yourself and this office in 1870, with the opinions thereon of the then Crown Law Officers, was laid before the Attorney General.

I have, &c.,  
JAMES THOMSON,  
(For the Under Secretary).

The Crown Solicitor to The Under Secretary for Finance and Trade.

N. 75-464A.

Crown Solicitor's Office,  
Sydney, 19 May, 1875.

Sir,

I have the honor to return the papers relating to the application for endowment by the Glebe Municipality and the book of vouchers forwarded to me therewith, and to state that I have laid the whole of the documents and the opinion of Mr. Attorney General in the matter of the application of the Borough of Redfern, of date the 19th ultimo, and conveyed to you in my letter of that date, before Mr. Attorney General Dalley, who has returned them to me with a memo., of which the following is a copy:—

"There appears to me to be nothing to add to the opinion given by me on April 19th, 1875."

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Enclosed.

ROUGH

ROUGH copy of Mr. Attorney General Dalley's opinion—in *re* the application for endowment of the Mayor of the Borough of Redfern.

In my opinion the payment from the Consolidated Revenue to the treasurer of the municipality by way of endowment for corporate purposes dates from the incorporation of the municipality.

By section 10, 31 Vic. No. 12, the proclamation in the *Government Gazette* legally constitutes the municipality, and it becomes entitled, under section 189, during each of the first five years after its incorporation (or in other words—after it is legally constituted) to a sum equal to, but not exceeding, the whole amount actually raised by rates in the year last past; in each of the next succeeding five years, to one moiety of the amount so paid up in the year last past; and in each of the next succeeding five years, a sum equal to but not exceeding one-fourth of the amount so paid up. Thenceforth all contributions from public funds by way of endowment shall absolutely cease.

I think the calculation of the quinquennial periods should consequently be made from the date of the proclamation of the municipality.

W. B. D., A. G.,  
19 April, 1875.

#### WATERLOO.

The Under Secretary for Finance and Trade to The Mayor, Waterloo.

S. 543-3,024.

The Treasury, New South Wales,  
Sydney, 12 June, 1875.

Sir,

I have the honor to state, in reply to your application for endowment, that as it has been decided by the Crown Law Officers that, for all the purposes of the endowment clause of the Municipalities Act, the date of incorporation of a borough as originally proclaimed is held to be the date of incorporation of any part thereof afterwards constituted a separate municipality.

Under this decision, the third quinquennial period of endowment expired in the case of your borough on the 10th August, 1874, Redfern having been proclaimed on 11th August, 1859.

I have, &c.,  
JAMES THOMSON,  
(For the Under Secretary.)

#### PADDINGTON.

The Under Secretary for Finance and Trade to The Mayor, Paddington.

S. 771-7,711.

The Treasury, New South Wales,  
Sydney, 3 September, 1875.

Sir,

Referring to the accounts of your borough for the past half-year, I have the honor to state that, the borough having been incorporated by proclamation in the *Government Gazette* of 17th April, 1860, the Government endowment for the third quinquennial period must cease from the 17th April last.

With a view to determining the amount to which the borough is entitled, it will be necessary that you should furnish a joint certificate, signed by yourself and the treasurer, showing the amount of rates and subscriptions received from 2nd February up to 16th April last, inclusive.

I have, &c.,  
G. EAGAR.

[To Evidence of Mr. Charles Hellmrich, 1 February, 1876.]

#### B.

#### ENDOWMENTS—PADDINGTON MUNICIPALITY.

Period.	Amount of Rates.	Amount of Endowment.	Period.	Amount of Rates.	Amount of Endowment.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
1 July to 31 December, 1860 .....	439 5 11	439 5 11	4 February to 3 August, 1868 .....	417 15 3	208 17 7
1 January to 30 June, 1861 .....	379 0 2½	379 0 0	4 August, 1868, to 1 February, 1869 .....	528 18 2½	264 9 1
1 July to 31 December, 1861 .....	486 15 3½	486 15 3	2 February to 1 August, 1869 .....	541 18 11	270 19 0
1 January to 30 June, 1862 .....	419 6 10	419 6 10	2 August, 1869, to 31 January, 1870 .....	533 16 0	291 18 0
1 July to 31 December, 1862 .....	430 11 7	430 11 7	1 February to 1 August, 1870 .....	662 5 4	165 11 4
1 January to 30 June, 1863 .....	423 7 6	423 7 6	2 August, 1870, to 6 February, 1871 .....	426 2 6	106 10 7
1 July to 31 December, 1863 .....	446 13 0	446 13 0	7 February, 1871, to 31 July, 1871 .....	502 2 3	125 10 6
1 January to 30 June, 1864 .....	442 6 0	442 6 0	1 August, 1871, to 5 February, 1872 .....	479 7 6	119 16 10
1 July to 31 December, 1864 .....	540 2 6	540 2 6	6 February, 1872, to 5 August, 1872 .....	431 10 0	107 17 6
1 January to 30 June, 1865 .....	931 1 5	931 1 5	6 August, 1872, to 3 February, 1873 .....	484 17 6	121 4 4
1 July to 31 December, 1865 .....	10 3 0	5 1 6	5 February, 1873, to 4 August, 1873 .....	386 14 0	96 13 6
1 January to 30 June, 1866 .....	874 12 0	437 6 0	5 August, 1873, to 2 February, 1874 .....	466 8 7	116 12 2
1 July to 31 December, 1866 .....	50 7 0	25 3 6	3 February, 1874, to 3 August, 1874 .....	585 12 5	146 8 1
1 January to 30 June, 1867 .....	651 4 3	325 12 1	4 August, 1874, to 2 February, 1875 .....	760 2 9	190 0 8
1 July, 1867, to 3 February, 1868 .....	402 19 6	201 9 8			



1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## LOANS TO MUNICIPALITIES.

(OPINION OF ATTORNEY GENERAL.)

*Ordered by the Legislative Assembly to be printed, 26 May, 1876.*

## OPINION of the Honorable the Attorney General on Loans to Municipalities, under Sec. 190 of 31 Vic. No. 12.

APPLICATIONS having been made to the Government by various Municipalities for loans for making, carrying on, and completing permanent improvements within such Municipalities, under the provisions of Sec. 190, 31 Vic. No. 12, I have been requested to advise—

1. Whether such loans can be made out of the Consolidated Revenue.
2. Whether they must be appropriated by Parliament, or whether the Government can make them under the authority of the Municipalities Act.

The section of the Act referred to empowers the Council of any Municipality to borrow, by debentures, mortgage, or otherwise, on the credit of any land, personal estate, or annual revenues, actual or prospective, belonging to the body corporate of such Municipality, for, or towards, or incidental to, the making, carrying on, or completing of any permanent improvements within the Municipality, any moneys not exceeding in the whole the estimated revenues thereof for five years. It provides that no such moneys shall be borrowed except with the sanction of the Governor, in writing under his hand; it provides also that with such sanction the Government may be the lenders to such Council. It will be seen that there is no provision made as to the fund from which such loans are to be derived, nor as to the authority by which the Treasurer is to pay the amount thereof to the Municipalities. The words are general, and merely declare the legality of such loans by the Government. On reference to the preceding section, concerning the proportionate endowment to be made by Government to Municipalities, it will be perceived that both the authority to the Treasurer and the source of payment are indicated; that is to say, upon receipt of the account of the Council of each Municipality the sums of money actually raised therein by rates and subscriptions paid up for corporate purposes, the Governor may, by warrant under his hand, addressed to the Colonial Treasurer, direct him to pay out of the Consolidated Revenue certain sums according to proportions specified in such section. With regard to these loans, there is no specific authority to operate upon the Consolidated Revenue. It may have been, and I believe it is alleged to have been, the object of the Legislature to invest the Government with the power, without reference to Parliament, of lending money to Municipalities, but in interpreting this (as in the interpretation of all statutes) the construction of the language must be such as is warranted by the words of the Act; and care must be taken, whatever may be supposed to have been the intention of the Legislature, not to put upon provisions of a statute a construction not supported by the words, even though the consequence should be that one of the objects of the Act may be defeated. Now, by section 53 of the Constitution Act, all the Consolidated Revenue Fund, after and subject to certain payments to be made under provisions therein before contained, shall be subject to be appropriated to such specific purposes as by any Act of the Legislature shall be prescribed. The 189th section of the Municipalities Act clearly prescribes the specific purposes to which portions of the Consolidated Revenue may be appropriated, but the section dealing with loans contains no such provision. I should have been doubtful about advising the Government to make these loans without the sanction of Parliament, on the ground alone that the specific appropriation from the Consolidated Revenue Fund of sums for these purposes is not prescribed by any Act of Parliament, in accordance with the provisions of the Constitution Act. But my difficulty is increased by reference to the provisions of the Audit Act, 33 Vic. No. 18. I am unable to perceive in what way the Auditor General could ascertain (as he would be bound to do) before attaching his certificate to the warrants authorizing payments from the Consolidated Revenue for these loans, that the sums therein mentioned were then legally available for, and applicable to the service or purpose set forth in the instrument. As the money can only be borrowed with the sanction of the Governor, in writing under his hand,

and as the Governor can only approve of payments which have the counter-signature of the Auditor General, who can only be guided in signing or withholding his signature by Parliamentary appropriation, I cannot see how such loans can be made without reference to the Legislature. I assume that the Auditor General would require (and indeed I should have no hesitation in advising him to require) that the specific sums should have been made by Parliament legally available for the service. How could this requirement be satisfied, when no specific Parliamentary appropriation was in existence, and no legislative provision was made that the Consolidated Revenue should be charged with the payment of this service? I have remarked that it may have been the intention of the Legislature (as has been said) to charge the Government in the administration of this Act with the responsibility of managing these loans, without specific reference to Parliament, and without seeking its sanction. If, however, this was the intention, it seems somewhat singular that the language of the preceding section was not adopted; and that while the minutest provisions as to the publicity of the loans, their amount, their object, the time, place, and manner of payment of principal and interest, and the nature and estimated amount of the security should have been made, the very important provision that the loans were to be drawn from the Consolidated Revenue should have been omitted. And it may be that the Legislature, though desirous of declaring the legality of the loans, was not prepared to trust the Government with the very extensive powers of dealing with the Consolidated Revenue which might be exercised under this section, without Parliamentary check or control. "In modern Acts of Parliament" it is said, "the Legislature is careful to express all it intends in so many words,—that to go beyond their necessary implication is to make and not to interpret law." Under all these circumstances, I am of opinion that the Government would not be authorized, under the provisions of section 190 of the Municipalities Acts, to lend moneys out of the Consolidated Revenue to Municipalities without the previous appropriation of such moneys by Parliament.

WILLIAM B. DALLEY,  
Attorney General.

Crown Law Offices,  
24th May, 1876.



Place.	Purpose of Dedication.	Area.	Place.	Purpose of Dedication.	Area.
CHURCH OF ENGLAND.					
Adaminihy .....	Church and Parsonage .....	a. r. p. 1 2 0	Greta .....	Church and Parsonage .....	a. r. p. 1 2 0
" .....	School .....	0 2 0	Gulgong .....	Church .....	1 0 0
Adelong Crossing-place .....	Church and Parsonage .....	1 2 0	Gullen .....	Church and Parsonage .....	1 2 0
Aellalong .....	" .....	1 2 0	Gundagai North .....	Church, School, and Parsonage .....	2 0 0
Albury .....	" .....	1 2 0	" South .....	" .....	2 0 0
" .....	School .....	0 2 0	Gunnedah .....	" .....	2 0 0
Alumny Creek .....	Church and Parsonage .....	1 2 0	Guyong .....	Church and Parsonage .....	1 2 0
Apsley .....	Church, School, and Parsonage .....	2 0 0	Hartley .....	Church, School, and Parsonage .....	2 0 0
Araluen West .....	Church and Parsonage .....	1 2 0	Hay .....	Church and Parsonage .....	1 2 0
Armidale .....	Episcopal Residence .....	43 3 30	Hill End .....	Church .....	0 1 28
" .....	Church .....	0 3 35	Howlong .....	Church and Parsonage .....	1 2 0
Arthur .....	Church and Parsonage .....	1 2 0	Iford, or Keen's Swamp .....	" .....	1 2 0
Bairnald .....	" .....	1 2 0	Jewnee .....	Church, School, and Parsonage .....	2 0 0
Barraba .....	" .....	1 2 0	Jindera .....	Church and Parsonage .....	1 2 0
Bathurst .....	Episcopal Residence .....	5 0 0	Jugiong .....	Church, School, and Parsonage .....	2 0 0
" .....	Burial-ground (additional) .....	4 1 27	" .....	Church and Parsonage .....	1 2 0
Bega .....	Church, School, and Parsonage .....	2 0 0	Kangaloon .....	" .....	1 2 0
Bendemeer .....	" .....	2 0 0	" .....	School .....	0 2 0
Binalong .....	" .....	2 0 0	Kangaroo Valley .....	Church and Parsonage .....	1 2 0
Binda .....	Church .....	1 0 0	Kempsey West .....	Church, School, and Parsonage .....	2 0 0
Bingera .....	Church and Parsonage .....	1 2 0	" .....	Church and Parsonage .....	1 2 0
Bolero .....	" .....	1 2 0	" .....	" .....	1 2 0
Bombala .....	Church, School, and Parsonage .....	1 0 28	Kiama .....	Church .....	0 3 20
Boomey, Molong, and Iroubark Road .....	Church and Parsonage .....	1 2 0	" .....	School and Parsonage .....	1 0 0
Boorowa .....	Church, School, and Parsonage .....	2 0 0	Kinchela .....	Church and Parsonage .....	1 2 0
Bowna .....	Church and Parsonage .....	1 2 0	Larabton .....	" .....	1 2 0
Brewarrina .....	" .....	1 2 0	Lansdowne River .....	" .....	1 2 0
Broke .....	Church, School, and Parsonage .....	2 0 0	Lawrence .....	Church, School, and Parsonage .....	2 0 12
Brushgrove .....	Church .....	0 2 0	Lewis .....	Church and Parsonage .....	1 2 0
Bulla Creek .....	Church and Parsonage .....	1 2 0	Liberty Plains .....	Church, School, and Parsonage .....	2 0 0
Bullah Delah .....	Church, School, and Parsonage .....	2 0 0	Lismore .....	Church and Parsonage .....	1 2 0
Bundarra .....	" .....	2 0 0	Little Billabong .....	" .....	1 2 0
" .....	School .....	0 2 0	Liverpool .....	School .....	3 2 11
Bungowannah .....	Church and Parsonage .....	1 2 0	Louisa Creek .....	Church, School, and Parsonage .....	2 0 0
Caloola .....	" .....	1 2 0	" .....	Burial-ground .....	0 1 32½
Cargo .....	" .....	1 2 0	Lowce .....	Church .....	1 0 0
Casino .....	" .....	1 2 0	Macdonald River .....	Church, School, and Parsonage .....	2 0 0
Chambers' Creek .....	" .....	0 3 0	Millangandra .....	Church and Parsonage .....	1 2 0
Coila .....	" .....	1 1 36	Mirannie .....	" .....	1 2 0
Coldstream .....	" .....	1 2 0	Mitchell's Island .....	" .....	1 2 0
Collector .....	Church, School, and Parsonage .....	2 0 0	Moama .....	Church .....	0 1 20
Condoulin .....	Church and Parsonage .....	1 1 32½	Mogo .....	Church and Parsonage .....	1 2 0
Coogee .....	Episcopal Residence .....	60 2 11	Molong .....	Church, School, and Parsonage .....	2 0 0
Coolamigal .....	Burial-ground .....	1 0 6	Molonglo .....	Church .....	0 2 13
Cooma .....	Church .....	1 0 0	Moorwatha .....	Church and Parsonage .....	1 2 0
" .....	School .....	12 3 0	Morangarell .....	" .....	1 2 0
Coonabarrabran .....	Church .....	0 3 23	Mount Pleasant .....	" .....	1 2 0
" .....	Church of England Church purposes .....	0 3 23	Mullengullonga .....	" .....	1 2 0
Coonamble .....	Church and Parsonage .....	1 2 4	Mulwala .....	" .....	1 2 0
" .....	" .....	1 2 0	Murrinboola .....	Church, School, and Parsonage .....	2 0 0
Coorooboongatti .....	" .....	1 2 0	Murringo .....	" .....	2 0 0
Cootamundry .....	" .....	1 2 0	Narellan .....	Church .....	2 2 3
Copmanhurst .....	Church, School, and Parsonage .....	1 3 16	" .....	Burial-ground .....	2 2 3
Cowra .....	" .....	2 0 0	" .....	Glebe .....	13 2 3½
Crookwell .....	" .....	2 0 0	Narrabri .....	Church and Parsonage .....	1 2 0
Cudgong .....	Church .....	1 0 0	Narrandera .....	Church, School, and Parsonage .....	2 0 0
" .....	School and Parsonage .....	1 0 0	Newcastle .....	Church and Parsonage .....	1 2 0
Dalton .....	Church .....	1 0 3	" .....	Cathedral, School, and Burial-ground .....	3 2 21
Deniliquin North .....	Burial-ground .....	5 0 0	No. 1 Swamp .....	Church and Parsonage .....	1 2 0
" South .....	Church, School, and Parsonage .....	2 0 0	Novra .....	Church, School, and Parsonage .....	2 0 0
" .....	Church and Parsonage .....	1 2 0	Numby .....	Church and Parsonage .....	1 2 0
" .....	Burial-ground .....	5 0 0	Oberon .....	Church, School, and Parsonage .....	1 3 32
Denison .....	Church, School, and Parsonage .....	2 0 17	Orange .....	Church and Parsonage .....	1 2 0
" West .....	" .....	2 0 17	" .....	Church purposes — additional Grant .....	0 2 0
Diamond Valley .....	Church and Parsonage .....	1 2 0	Paddington .....	Church, School, and Parsonage .....	1 1 24½
Dora .....	" .....	1 2 0	Page's River .....	Church and Parsonage .....	1 2 0
Dubbo .....	Church, School, and Parsonage .....	2 0 0	Panbula .....	Church .....	1 0 0
Eden .....	" .....	2 0 0	Parramatta .....	Church, School, and Parsonage .....	2 0 0
Elrington .....	Church and Parsonage .....	1 2 3	Perth .....	Church and Parsonage .....	1 2 0
Emu Plains .....	" .....	0 3 39	Piribil .....	" .....	1 2 0
Fitzroy .....	" .....	1 2 0	Pokolbin .....	Church, School, and Parsonage .....	2 0 0
Forbes .....	Church purposes .....	0 3 28	Raglan .....	Church and Parsonage .....	1 2 0
Frederick .....	Church, School, and Parsonage .....	2 0 0	Richardson's Point .....	Burial-ground .....	0 1 2
Germanton .....	Church and Parsonage .....	1 2 0	Robertson .....	Church, School, and Parsonage .....	2 0 0
Gerogery .....	" .....	1 2 0	Rockley .....	" .....	2 0 0
Glen Innes .....	Church, School, and Parsonage .....	2 0 0	" .....	Church and Parsonage .....	1 2 0
Gongolgon .....	Church and Parsonage .....	1 2 0	Rodborough .....	Church, School, and Parsonage .....	2 0 0
Goobang .....	" .....	1 2 0	Rydal .....	Church and Parsonage .....	1 2 0
Goulburn .....	" .....	0 2 20	St. Albans .....	Burial-ground .....	0 3 36
" .....	Episcopal Residence .....	20 0 0	Sanctuary .....	Church and Parsonage .....	1 2 0
" .....	Diocesan College .....	20 0 0	Seymour .....	Church, School, and Parsonage .....	2 0 0
Grabbengullen .....	Church and Parsonage .....	1 2 0	Spring Grove .....	Church and Parsonage .....	1 2 0
Grafton .....	Church .....	0 2 0	Spring Valley .....	Church, School, and Parsonage .....	2 0 0
Graham .....	Church and Parsonage .....	1 2 0	Sutton .....	Church and Parsonage .....	1 2 0
" .....	" .....	1 2 0	Sydney .....	School in connection with Christ Church .....	0 0 36
Grenfell .....	" .....	1 2 0			

Place.	Purpose of Dedication.	Area.	Place.	Purpose of Dedication.	Area.
<b>CHURCH OF ENGLAND—continued.</b>					
Tambaroora	Church, School, and Parsonage...	a. r. p. 2 0 0	Wattle Flat	Church, School, and Parsonage...	a. r. p. 2 0 0
Tamworth	Church and Parsonage	1 2 0	Waverley	"	2 0 0
"	Burial-ground	2 2 0	"	Institution for the education of Clergymen's daughters.	3 2 3
Tenterfield	Church, School, and Parsonage...	2 0 0	Wellington	Church and Parsonage	1 2 0
The Gap	Church and Parsonage	1 2 0	Wentworth	"	1 2 0
Tinonee	Church, School, and Parsonage...	1 3 36	Weromba	Church, Parsonage, and School	2 2 0
Toogong	Church and Parsonage	1 2 0	Wilberforce	Church, School, and Parsonage...	7 2 15
Torrens	"	1 2 0	Wilton	"	2 0 0
Trudgett	Church, School, and Parsonage...	2 0 0	Windeyer	Church and Parsonage	1 2 0
Tuona	"	1 2 23	"	Burial-ground	0 1 2
Ulladulla	"	2 0 0	Windsor	School	0 2 23
"	Burial-ground	2 0 0	Wingham	Church, School, and Parsonage...	2 0 0
Ulmarra	Church	0 1 32	Wolumla	Church and Parsonage	1 2 0
Umaralla	Church, School, and Parsonage...	2 0 0	Wombat	"	1 2 0
Umutbee	Church and Parsonage	1 2 0	Yamba	"	0 3 34
Uralla	Church, School, and Parsonage...	2 0 0	Yarramalong	"	1 2 0
Urana	"	1 3 33½	Yarraman	"	1 2 0
Wagga Wagga	"	2 0 0	Yarrungo	Church, School, and Parsonage...	2 0 0
" South	"	2 0 0	Yetholme	Church and Parsonage	1 2 0
Walcha	"	2 0 0	Yetman	"	1 2 0
Wallabadah	"	1 3 20	Young	Church, School, and Parsonage...	2 0 0
Walla Walla Reserve	"	2 0 0	"	"	2 0 0
Wallerawang	Church and Parsonage	1 2 0			
Wardell	"	1 2 0			
Warialda	"	1 2 0			
Warren	"	1 2 0			
				Total	523 2 37½
<b>ROMAN CATHOLIC CHURCH.</b>					
Adaminahy	Church and Presbytery	1 2 0	Hill End	Church and Presbytery	0 3 24
Adelong	Church, School, and Presbytery..	2 0 0	Houghton	"	1 2 0
Ællalong	"	2 0 0	Hovell's Creek	"	1 2 0
Araluen West	Church and Presbytery	1 2 0	Howlong	Church, School, and Presbytery..	2 0 0
Armidale	"	1 2 0	Huon	Church and Presbytery	1 2 0
Armstrong Forest	Burial-ground	2 0 0	Inverell	"	1 2 0
Auckland	Church and Presbytery	1 2 0	Jerry's Plains	"	1 2 0
Balranald	"	1 2 0	Jembaicumbene	"	1 2 0
Batemans Bay	"	1 2 0	Kempsey (north side of Macleay River).	Church, School, and Presbytery..	1 2 0
Bathurst	Collegé and Episcopal Residence	5 0 0	Kempsey (south side of Macleay River).	Church and Presbytery	2 0 0
"	Additional Burial-ground	3 2 19	Kiama	"	1 2 0
Batlow	Church and Presbytery	1 2 0	Lachlan River (parish of Gooloogong).	"	1 2 0
Beauty	"	1 2 0	Lawrence	"	2 0 6
Bega	Church, School, and Presbytery..	2 0 0	Lismore	"	1 2 0
Bellinger	Church	0 3 20	Liverpool	Additional Burial-ground	0 2 1½
Bingera	Church and Presbytery	1 2 0	Louisa Creek	Church, School, and Presbytery..	2 0 0
Bourke	"	1 2 0	Lowther	Church and Presbytery	1 2 0
Bowna	Church, School, and Presbytery..	2 0 0	Maclean	"	1 2 2
Bowra	Church and Presbytery	1 2 0	Manly, parish of (near the Quarantine Station)	Episcopal Residence	60 0 0
Broke	"	1 2 0	Marebone	Church	1 0 0
Budawang	Church	1 0 0	Marulan	Church, School, and Presbytery..	2 0 0
Bullah Delah	Church and Presbytery	1 2 0	Menindie	Church and Presbytery	1 2 0
Bundarra	Burial-ground	1 2 0	Mogo	"	1 2 0
Burrowa	Church, School, and Presbytery..	2 0 0	Molong West	Church, School, and Presbytery..	1 3 32
Candelo	Church and Presbytery	1 2 0	Murrungo	Church and Presbytery	1 2 0
Casino North	"	1 1 23	Murrumboola	Church, School, and Presbytery..	2 0 0
Casino South	"	1 1 25	Mutmutbilly	Church	1 1 0
Cathcart	"	1 2 0	Myalla	Church and Presbytery	1 2 0
Chippendale	Presbytery	0 2 0	Nelligen West	"	1 2 0
Colinton	Church and Presbytery	1 2 0	Nerrigundah	"	1 2 0
Coolamigal	Burial-ground	0 3 24	Nimmitabel	Church, School, and Presbytery..	2 0 0
Cooma (near)	"	1 2 0	Nowra	"	2 0 0
Coonabarrabran	Church and Presbytery	1 2 0	Nundle	"	2 0 0
Coonamble	"	1 2 0	Paddington	"	1 0 0
Cooroobongatti	"	1 2 0	Parks	Church and Presbytery	1 2 0
Coraki	"	1 2 0	Parramatta	Orphan School	29 2 8
Cowra	Church, School, and Presbytery..	2 0 0	"	"	24 0 0
Cox	Church and Presbytery	1 2 0	Peel	Church, School, and Presbytery..	2 0 0
Crookwell	"	1 2 0	Perth	Church and Presbytery	1 2 29½
Cudgegong	Church, School, and Presbytery..	2 0 0	Pokolbin	Church, School, and Presbytery..	2 0 0
Dalmorton	Church and Presbytery	1 2 0	Richmond	Church, School, Presbytery, and Burial-ground.	3 1 37
Deniliquin	Church, School, and Presbytery..	2 0 0	Robertson	Church and Presbytery	1 2 0
" North	Burial-ground	5 0 0	Rockley	"	1 2 0
" South	"	5 0 0	Rydal	"	1 2 0
Denman	Church and Presbytery	1 2 0	Rylstone	Church, School, and Presbytery..	2 0 0
Dubbo	Church, School, and Presbytery..	2 0 0	St. Alban's	Burial-ground	0 1 36
Dungreec	Church and Presbytery	1 2 0	St. Leonard's	Church, School, and Presbytery..	2 0 0
Eden	Church, School, and Presbytery..	1 3 16	Sofala	"	1 2 27½
Elrington	"	1 0 34	Spring Valley	"	1 3 39
Fitzroy	Church and Presbytery	1 2 0	Sutton	Church and Presbytery	1 2 0
Good Hope	"	1 2 0	Sutton Forest	"	1 0 24
Goulburn	Church and School purposes	2 0 1	Sydney (parish of St. James')	Cathedral	2 1 0
"	Episcopal Residence	13 0 23			
"	Diocesan Seminary	18 3 1			
Grafton North	Church, School, and Presbytery..	2 0 36			
Grenfell	Church and Presbytery	1 2 0			
Gundaroo	"	1 2 0			
Hartley	Church, School, and Presbytery..	1 0 13			

Place.	Purpose of Dedication.	Area.	Place.	Purpose of Dedication.	Area.
<b>ROMAN CATHOLIC CHURCH—continued.</b>					
Sydney (parish of St. Lawrence).	Church	a. r. p. 0 1 35	Wallabadah	Church and Presbytery	a. r. p. 1 2 0
Sydney (parish of St. Phillip).	Presbytery	0 0 8	Warburton	"	1 2 0
Tamworth	Burial-ground	1 2 0	Warialda	"	1 2 0
Tenterfield	Church, School, and Presbytery	2 0 0	Wattle Flat	Additional Burial-ground	0 2 0
Tinonee	"	2 0 0	Waverley	Church, School, Presbytery, and Burial-ground.	3 0 0
Tuggerawang	Church and Presbytery	1 2 0	Wentworth	Church	0 2 0
Ulladulla	"	1 2 0	Wilton	"	1 0 0
Ulladulla—Armstrong Forest.	Church, School, and Presbytery	2 0 0	Windeyer	Church and Presbytery	1 2 0
"	Burial-ground	2 0 0	Wingham	Church, School, and Presbytery	2 0 0
Ulmorra	Church and Presbytery	1 2 0	Wollar	Church and Presbytery	1 2 0
Uralla	"	1 2 0	Wombat	"	1 0 0
Urialla	"	1 2 0	Yass	Additional Burial-ground	1 0 0
Vere	"	1 2 0	Young	Church and Presbytery	1 2 0
Vittoria	"	1 2 0			
Wagga Wagga	School and Presbytery	1 0 0			
				Total	365 3 24½
<b>PRESBYTERIAN CHURCH.</b>					
Adelong	Church, School, and Manse	2 0 0	Lismore	Church and Manse	1 2 0
"	"	1 2 0	Liverpool	"	1 0 30
Allandale	"	2 0 0	Louisa Creek	Church, School, and Manse	2 0 0
Appin	"	2 0 0	Maclean	"	2 0 36
Armidale	Church	1 0 0	"	Extension of Presbyterian Burial-ground.	1 0 30
Arthur	Church and Manse	1 1 0	Maitland	Church, School, and Manse	2 0 0
Bega	Church, School, and Manse	2 0 0	Moruya	"	1 3 32
Bendemeer	"	2 0 0	Mount Pleasant	"	2 0 0
Blayney	"	2 0 0	Mudgee	"	2 0 0
Bombala	"	2 0 0	Murrurundi	"	1 3 11
Boorowa	Church and Manse	1 2 0	Muswellbrook	Burial-ground	1 0 0
Bowna	United Presbyterian Church	1 0 0	Nerrigundah	Church and Manse	1 0 0
Braidwood	Church, School, and Manse	0 3 22	Newcastle	"	0 3 0
Brushgrove	Church	0 2 0	No. 1 Swamp, parish of Neville.	Presbyterian Free Church	0 0 37
"	Church and Manse	1 2 0	Novra	Church and Manse	1 2 0
Bullenbalong	"	1 2 0	Nundle	Church, School, and Manse	2 0 0
Bundawang	Church	1 0 0	Obley	Church and Manse	1 2 0
Bungendore	Church and Manse	1 2 0	Ollera	"	1 2 0
Canbawarra	"	1 2 0	Orange	Church, School, and Manse	2 0 0
Canowindra	Church, School, and Manse	2 0 0	Panbua	"	2 0 0
Capertee	Church and Manse	1 2 0	Pitt Town	Manse	0 1 0
Clarence Town	Church, School, and Manse	1 2 16	Quirindi	Church and Manse	1 1 30
Coila	Church and Manse	1 2 0	Rhyana	"	1 2 0
Coogee	Church, School, and Manse	2 0 0	Richmond	Church, School, and Manse	2 0 0
Coolamigal	Burial-ground	1 0 26	"	School (Synod of Eastern Australia)	0 1 0
Cooma	Church	1 0 0	"	School	0 2 0
Coonabarabran	Church and Manse	1 2 0	"	Burial-ground	1 0 0
Coonamble	"	1 2 0	Rocky Mouth Creek, Richmond River.	Church	1 0 0
Copmanhurst	"	1 2 0	Rockley	Church, School, and Manse	2 0 0
Coraki	"	1 2 0	Rydal	Church and Manse	1 2 0
Cowra	Church, School, and Manse	2 0 0	Sturt	"	1 2 0
Deniliquin South	"	2 0 0	Sydney	Manse	0 0 6
Dubbo	Church	0 2 0	" Kent-street	Church, School, and Manse	0 1 4½
"	Church, School, and Manse	1 2 0	" Parish of St. Phillip.	Church	0 0 20
Duck Creek	Church and Manse	1 2 0	Tamworth	Church, School, and Manse	2 0 0
Eden	Church, School, and Manse	2 0 0	"	Burial-ground	0 2 0
Forbes	Church	0 1 20	Tuckurimba	Church and Manse	1 2 0
Germanton	Church and Manse	1 2 0	Ulladulla	Church, School, and Manse	2 0 0
Gladstone	"	0 3 30	"	Burial-ground	0 1 2
Grafton	"	1 3 8	Ulmorra	Church	0 2 11
"	(Synod of Eastern Australia.)		Uralla	Church, School, and Manse	2 0 0
"	Church and Manse	1 2 21	Wagga Wagga	Manse and School	1 0 0
" North	Church, School, and Manse	2 3 8	Warren	Church, School, and Manse	2 0 0
" (near)	"	0 3 0	Wellington	Church and Manse	1 0 0
Grenfell	Church and Manse	1 2 0	Wentworth	Church, School, and Manse	2 0 0
Grubbenbun Creek	"	1 2 0	Windeyer	Church	0 2 3
Gulgong	Church	0 3 20	Wolgan Valley	Church and Manse	1 2 0
Gundaroo	Church, School, and Manse	2 0 0	Wyndham	"	1 2 0
Gundy	Church and Manse	1 2 0	Yass	Church, School, and Manse	2 0 0
Hasting Upper, parish of Koree.	"	1 2 0	Young	Church and Manse	1 0 0
Hill End	Church	0 1 31½			
"	Manse	0 2 0			
Hyde's Falls, Bellinger River.	Church and Manse	1 2 0			
Jerrington	Church	1 3 32			
Kempsey West	Church, School, and Manse	2 0 0			
Kiama	Church	0 2 0			
				Total	148 0 7
<b>WESLEYAN CHURCH.</b>					
Adelong	Church and Minister's Residence	1 2 0	Barraba	Church and Minister's Residence	1 1 25
Arthur	"	1 2 0	Bathurst	"	1 2 0
Avenal	"	1 2 0	Bective	Burial-ground	1 2 16
Ballina	"	1 2 0		Church and Minister's Residence	1 2 0



Place.	Purpose of Dedication.	Area.	Place.	Purpose of Dedication.	Area.
<b>PRIMITIVE METHODIST CHURCH.</b>					
Bowling-alley Point	Church	a. r. p. 0 2 0	Kempsey (West)	Church	a. r. p. 0 1 34
Chambers's Creek	"	1 0 0	Newcastle	"	0 0 32
Cooroobongatti	"	0 2 0	Nundle	Church and Minister's Residence	1 0 0
Crookwell	Church and Minister's Residence	1 2 0	Tambaroora	"	1 0 0
Goulburn	"	1 0 8½	Weromba	"	1 2 0
Hanging Rock	Church	0 2 0	Young	"	0 2 11
Hexham	"	1 0 0			
Jordan's Crossing	"	1 0 0			
Kangaloon	Church and Minister's Residence	1 0 0		Total	12 3 5½
<b>BAPTIST CHURCH.</b>					
Bathurst	Burial-ground	a. r. p. 0 2 0	Kiama	Church	0 2 9
Gunning	Church	0 1 0			
Hill End	"	0 1 0			1 2 9
<b>LUTHERAN CHURCH.</b>					
Grafton	Church, School, and Minister's Residence.	a. r. p. 1 2 0			
<b>UNITARIAN CHURCH.</b>					
Sydney, Church Hill	Church and Minister's Residence	a. r. p. 0 0 32½			
<b>UNION CHURCH.</b>					
Elrington	Church	a. r. p. 0 1 18			
<b>JEWS.</b>					
Grafton	Site for a Synagogue	a. r. p. 1 0 0			

**GENERAL CEMETERIES.**

Place.	Area.	Place.	Area.	Place.	Area.
Aberdeen	a. r. p. 7 2 1	Cobborah	a. r. p. 7 2 0	Howe's Valley	a. r. p. 7 2 0
Ællalong	4 2 32	Coonabarrabran	5 0 0	Howlong	7 2 0
Albury	8 0 0	Cootamundry	7 2 0	Hyde's Fall's, Bellinger River	7 2 0
Araluen	8 3 37	Corowa	7 2 0	Inverell	8 0 0
Araluen Creek	7 2 0	Cowra	8 0 0	Jindera	7 2 0
Armidale	7 2 0	"	7 2 0	Jugiong	8 0 0
Arthur	7 2 0	Crookwell	7 2 0	Kangaroo Ground, Broughton Creek Road.	4 2 31½
Auckland	7 2 0	Cudal	7 2 0	Kempsey West	7 2 0
Balgowlah, Manly Cove	5 0 27	Cudgegong	7 2 0	"	7 2 39
Balranald	9 0 15	Deepwater	7 2 3	Kiama	6 2 19
Bangus	3 2 39½	Deniliquin South	6 2 16	Kiandra	2 2 24
Barraba	7 2 0	Delegate	7 2 0	Koree Island, Hastings River	7 2 0
Bathurst	13 2 29½	Dubbo	7 2 0	Lansdowne	3 3 0
"	13 2 29½	"	7 2 0	Longbottom	8 2 20
"	4 2 35½	Eden	5 0 0	Maclean	8 2 22
Batlow	7 2 0	Ellenborough	7 2 0	Maitland	31 2 0
Bega	8 0 0	Elrington	7 2 0	Manning River, Tarce and Woolla Woolla Road.	5 0 0
Bellinger	7 2 0	Emu Plains	5 3 6	" Tinonee and Beardy Creek Road.	3 3 0
Binalong	7 2 0	Euston	7 2 0	Marlee	8 0 0
Bingera	7 2 0	Forbes	9 0 0	Marulan	8 0 0
Black Creek, near Adelong	7 2 14	Frederickton	7 2 0	Meringo	7 2 0
Blayney	7 2 0	"	7 2 1	Micalago	7 2 0
Boggabri	7 2 0	Gerringong	4 0 20	Millfield	4 2 10
Bombala	4 0 0	Gerogery	7 2 0	Mirannie	3 3 10
Bow Bow Creek, Manning River	5 0 0	Glen Innes	8 0 0	Mitchell's Island, Manning River	5 2 0
Bowra—At the Junction of Taylor's Arm with the Nambucca River.	7 2 0	Goulburn	7 2 0	Moama	8 0 0
"	7 2 0	Grenfell	7 2 0	Molong (near)	8 1 25
Brewarrina	7 2 0	Grafton North	9 3 0	Moonbi	7 2 0
Bullah Delah	7 2 0	Grafton South	9 1 20	Moorwatha	7 2 0
Bulli	4 2 30	Gulgong	15 2 0	Moree	7 2 0
Bundarra	7 2 0	Gundaroo	7 2 0	Moruya	8 0 0
Burrows (near)	8 2 0	Gunnedah	7 2 1	Mount Cooper	7 2 0
Cambewarra	8 0 0	Guyong	7 1 39	Mudgee	7 2 0
Capertee	7 2 0	Gygederike	3 2 2	Murrumboola	7 2 0
Clarence Town	8 0 0	Hargraves	7 2 0		
		Hay	7 2 0		
		Hill End	7 2 0		

Place.	Area.	Place.	Area.	Place.	Area.
Murrurundi .....	a. r. p. 7 2 0	Rylstone .....	a. r. p. 6 0 0	Walgett .....	a. r. p. 7 2 0
Muswellbrook .....	7 2 0	St. Alban's .....	3 0 22½	Wallabadah .....	7 2 0
Narrabri .....	7 2 0	Severn .....	7 2 0	Walla Walla .....	7 0 31
Narrandera .....	6 1 2	Scymour .....	7 2 0	Wandsworth .....	7 2 0
Nerrigundah .....	3 3 0	Smith's Flat—Parish of Cop-	7 2 0	Wangonilla .....	7 2 0
Nimmitabel .....	7 2 0	manhurst.		Waratah .....	18 2 39
Norah .....	7 2 0	Somerton .....	7 2 0	Warialda .....	7 2 0
Nowendoc .....	7 2 0	Spring Grove—Parish of Graham	3 3 34½	Warren .....	7 2 0
Nowra .....	7 2 0	„ —Parish of Mark-	7 2 0	Wce Waa .....	7 1 39
Nundle .....	3 3 0	dale.		Wellington .....	7 2 0
„ .....	7 2 0	Stoney Creek .....	7 2 0	Wentworth .....	10 2 23
Orange .....	14 2 26	Tambaroora .....	3 3 0	Weranba .....	7 2 0
Palmer's Oaky Creek .....	7 2 10	Tamworth .....	8 0 0	Wilcannia .....	7 3 15½
Panbula .....	8 0 0	Taralga .....	4 2 29	Willoughby North .....	14 3 24
Parkes .....	7 2 0	Tenterfield .....	8 0 0	Wilson .....	7 2 0
Parramatta .....	29 0 38	Tenterfield .....	7 2 0	Wilson's Ridges .....	7 2 0
Perry .....	7 2 0	Tinonce .....	7 2 0	Windeyer .....	3 3 0
Pokolbin .....	8 0 0	Tumberumba .....	7 2 0	Wollar .....	7 2 0
Port Macquarie .....	7 2 0	Ulladulla .....	7 2 0	Wollongong .....	10 0 32½
Randwick .....	8 1 38	Ulmarra—Sweeney's Creek .....	7 2 0	Wolumla .....	4 0 1
Raymond Terrace .....	7 2 18	Umaralla .....	7 1 27	Wogburn .....	3 3 0
Richmond River — Parish of	3 3 0½	Uralla .....	7 2 0	Yarrawa .....	7 2 0
Tuckurimba.		Urana .....	7 2 0	Yaypo Brush — Wingham and	4 2 37
Rockley .....	7 2 0	Urobodalla .....	3 3 30	Tinonce Roads.	
Rouchel Brook .....	7 2 0	Wagga Wagga .....	9 3 39	Yetholme .....	7 2 0
Rydal .....	7 0 30	Walcha .....	6 0 0	Yctman .....	7 2 0
				Young .....	9 3 39
					1372 1 24

NOTE.—The General Cemeteries are apportioned to the several Denominations, provision being also made for a *General Burial-ground* in each case.



1875-6.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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SITES FOR PLACES OF PUBLIC WORSHIP.

(NUMBER OF APPLICATIONS FOR, &c.)

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*Ordered by the Legislative Assembly to be printed, 21 July, 1876.*

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RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25 April, 1876, That there be laid upon the Table of this House, a Return showing,—

- “ (1.) The number of applications for Sites for Places of Public Worship  
 “ from each Denomination, referred to Mr. District Surveyor Fisher, in  
 “ the years 1873, 1874, and 1875.  
 “ (2.) The number of such applications reported upon by him during the  
 “ same period, and whether recommended to be granted.  
 “ (3.) Similar information respecting applications for Sites for Public  
 “ Schools during the same period.”

(*Mr. Dibbs.*)

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## SITES FOR PLACES OF PUBLIC WORSHIP.

RETURN showing number of Applications for Sites for Places of Public Worship from each Denomination, referred to Mr. D.-S. Fisher, during 1873, 1874, and 1875.

Denomination.	Number.	Locality.	Result.
YEAR 1873.			
Church of England ...	2	Denison Town...	Instructions still with Mr. Fisher.
Wesleyans ...	6	Bourke...	Surveyed by L.-S. Harris, Oct., 1873.
		Curragong ...	Surveyed by L.-S. Tarves, Jan. 28, 1874.
		Shadforth ...	Surveyed by L.-S. Pechey, Nov., 1874.
		Brewarrina ...	Surveyed by Surveyor Dalglish, April, 1874.
		Mullamuddy ...	Instructions still with Mr. Fisher.
		Langdale ...	Surveyed by L.-S. Pechey, June, 1874.
Presbyterians ...	3	Sofala ...	Instructions still with D.-S. Bolton.
		Wellington ...	Surveyed by L.-S. W. B. Simpson, Oct., 1873.
		Wellington ...	Do. Do.
Methodists ...	2	Forbes ...	Surveyed by L.-S. Tarves, Feb., 1875.
		Hill End ...	Surveyed by L.-S. Pechey, Jan., 1874.
		Tambaroora ...	Surveyed by L.-S. Park, Sept., 1873.
Total for 1873 ...	13		
YEAR 1874.			
Presbyterians ...	1	Bathurst ...	Reported on by L.-S. Pechey, July, 1875, unfavourably.
Methodists ...	1	Hill End ...	Reported on by L.-S. Bolton, favourably.
Total for 1874 ...	2		
YEAR 1875.			
Church of England ...	2	Barton...	Instructions with L.-S. Burnside.
		Orange and Cargo Road ...	Do. do.
Roman Catholic ...	2	M'Grogan's Lead ...	Instructions with L.-S. Phillips.
		German Hill, near Orange.....	Reported on favourably by D.-S. Fisher, July, 1875.
Wesleyans ...	1	Garra Creek ...	Instructions with L.-S. Tarves.
Total for 1875 ...	5		

Surveyor General's Office,  
Sydney, 8 July, 1876.

RETURN showing the number of Applications for Sites for Public Schools referred to Mr. District Surveyor Fisher, during the years 1873, 1874, and 1875.

Number.	Locality.	Result.
Year 1873.		
7	Brewarrina ...	Instructions still with D.-S. Fisher.
	Bourke ...	Surveyed by L.-S. Harris, June, 1874.
	Dungaree ...	Do. J. F. Mann, 31st August, 1874.
	Chambers Creek ...	Do. Pechey, April, 1874.
	Copper Hill ...	Do. J. M. M'Donald, December, 1873.
	The Forest ...	Do. Burnside, July, 1875.
	Off Flat ...	Do. Shoobert, October, 1875.
Year 1874.		
3	Round Swamp ...	Surveyed by L.-S. Shoobert, November, 1875.
	Broken Shaft Creek ...	Do. Burnside, April, 1875.
	Harbry ...	Do. Anderson, July, 1875.
Year 1875.		
4	Grahamstown or Black Springs ...	Surveyed by L.-S. Pechey, December, 1874.
	Wandagery ...	Do. Tarves, January, 1876.
	Cargo ...	Instructions still with D.-S. Fisher.
	Spring Hill ...	Surveyed by L.-S. Pechey, April, 1876.

MEMO.—Mr. District Surveyor Fisher was absent, by permission, on account of ill health, during the year 1874, Mr. D.-S. Bolton having charge of the District while he was away.

Surveyor General's Office,  
Sydney, 8 July, 1876.

P. F. ADAMS.

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## GERMAN EVANGELICAL CHURCH.

(PETITION OF MINISTERS AND CHURCHWARDENS.)

*Ordered by the Legislative Assembly to be printed, 15 February, 1876.*

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.  
The Petition of the undersigned, the Minister and Churchwardens of the German Evangelical Church at Sydney, for and on behalf of the German residents in Sydney and its suburbs,—

SHOWETH:—

That there are at the least one thousand Germans residing in Sydney and its suburbs.

That for many years efforts have been made for the permanent establishment in Sydney of a German Evangelical Church, and the erection of a building in which Divine Service might be celebrated in the German language, and in conformity with the rites of such Church, for the spiritual welfare of many German residents who are unable to understand the English language, for the teaching and training of German children in their mother tongue, and for the benefit and advantage of German immigrants from time to time arriving in this Colony, and of whom a great number are at the present time expected to arrive, whereby the congregation of the before-mentioned Church will necessarily be greatly increased.

That in order to erect a suitable church a piece of land is required in a somewhat central position, the building at present used as the German Evangelical Church or place of worship, although centrally situated in Macquarie-street, being but a rented one, on a monthly tenancy, at a high rental (which is a great burden to the congregation), in a dilapidated condition, and too small for the accommodation of those attending its services.

That whilst almost all the various religious denominations in Sydney have received from the Government grants of land for church and school purposes, the German residents have never received any.

That the various Governments have from time to time been applied to for the grant of a site, but, although those Governments have always taken a favourable view of such applications (of which applications, however, no written records can be found), and considered the case an exceptional one, no site has as yet been granted to them for the erection of a church.

That steps have already been taken for raising funds to erect a suitable building; and that such building will be commenced with the funds so raised immediately upon a site being obtained for that purpose.

Your Petitioners therefore earnestly pray that you will take this their Petition into your favourable consideration, and well observing the nature and desirability of its object, that you will entertain their prayer, and grant such relief as your Honorable House may seem fit.

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

Dated this 11th day of February, in the year of our Lord one thousand eight hundred and seventy-six.

G. W. WORNER, Minister:

A. SHADLER,

B. FRERICKS,

W. C. W. BARTELS,

J. C. H. BAAS,

O. H. MEYER,

JOH. ALEX. ENGEL,

} Churchwardens.



1875-6.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON THE

BATHURST PRESBYTERIAN CHURCH TRUSTEES  
ENABLING BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

2 *March*, 1876.

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SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

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EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

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VOTES, No. 29. THURSDAY, 20-JANUARY, 1876.

- 6 BATHURST PRESBYTERIAN CHURCH TRUSTEES ENABLING BILL (*"Formal" Motion*):—*Mr. Driver*, on behalf of *Mr. Pilcher*, moved, pursuant to Notice,—
- (1.) That the Bathurst Presbyterian Church Trustees Enabling Bill be referred to a Select Committee for consideration and report.
- (2.) That such Committee consist of *Mr. Hill*, *Mr. Fitzpatrick*, *Mr. Day*, *Mr. W. H. Suttor*, *Mr. Macintosh*, *Mr. Greville*, *Mr. McElhone*, *Mr. Nelson*, *Mr. Farnell*, and the Mover.
- Question put and passed.
- 

VOTES No. 52. THURSDAY, 2 MARCH, 1876.

5. BATHURST PRESBYTERIAN CHURCH TRUSTEES ENABLING BILL:—*Mr. Farnell*, as Chairman, brought up the Report from, and laid upon the Table the Minutes of the Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 20th January, 1876, together with Appendix.
- Ordered to be printed.

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**BATHURST PRESBYTERIAN CHURCH TRUSTEES ENABLING BILL.**

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**REPORT.**

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THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred for consideration and report, on 20th January, 1876, "*the Bathurst Presbyterian Church Trustees Enabling 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 carefully considered the several 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 with an amended Preamble.

No. 2 Committee Room,  
Sydney, 1st March, 1876.

JAMES S. FARNELL,  
Chairman.

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PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 23 FEBRUARY, 1876.

MEMBERS PRESENT:—

Mr. Farnell,		Mr. McElhone,
Mr. Day,		Mr. W. H. Suttor,
Mr. Greville,		Mr. Hill.

Mr. Farnell called to the Chair.

Entry from Votes and Proceedings appointing the Committee *read* by the Clerk.

Printed copies of the Bill referred, together with original Petition to introduce the same, before the Committee.

Present:—Frederick Curtiss, Esq. (*Solicitor for the Bill*).

Charles McPhillamy, Esq. (*a Trustee of the Presbyterian Church and School at Bathurst*), called in and examined.

Witness *produced* original Deeds of Grant referred to in the Preamble, and supplied copies of the same.

Witness withdrew.

The Rev. Archibald C. Geekie, D.D., called in and examined.

Witness withdrew.

John Busby, Esq., called in and examined.

Witness *produced* list of subscriptions to St. Stephen's Church, Bathurst, and *handed in* copy of the same, which was ordered to be appended. (*See Appendix A.*)

Room cleared.

Preamble considered.

Motion made (*Mr. Macintosh*) and Question,—That the further consideration of the Preamble be postponed to next meeting,—put and passed.

Committee deliberated.

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

WEDNESDAY, 1 MARCH, 1876.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Nelson,		Mr. Pilcher,
Mr. Greville,		Mr. Macintosh,
		Mr. Hill.

Preamble further considered and amended.\*

Question,—“That this Preamble stand part of the Bill,”—put and passed.

Solicitor called in and informed.

Clause 1 *read*.

Amendment proposed (*Mr. Macintosh*),—To *insert* the following words at the end of the clause:—“Provided that such land shall be appropriated for purposes of education either denominational or under the Public Schools Act and none other.”

Question,—That the words proposed to be inserted be so inserted,—put.

Committee divided.

Aye, 1.

Noes, 2.

Mr. Macintosh.

Mr. Hill,
Mr. Greville,
Mr. Nelson,
Mr. Pilcher.

And so it passed in the negative.

Clause, as read, *agreed to*.

Clauses 2 to 5 *read* and *agreed to*.

Chairman to report the Bill with amended Preamble to the House.

SCHEDULE OF AMENDMENT.

Page 2, Preamble, line 36. *Insert* “by the General Assembly of the Presbyterian Church of New South Wales.”

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BATHURST PRESBYTERIAN CHURCH TRUSTEES  
ENABLING BILL.

WEDNESDAY, 23 FEBRUARY, 1876.

Present:—

MR. DAY,  
MR. FARNELL,  
MR. GREVILLE,MR. MCELHONE,  
MR. MACINTOSH,  
MR. W. H. SUTTON.

JAMES SQUIRE FARNELL, Esq., IN THE CHAIR.

F. W. Curtiss, Esq., appeared as Solicitor on behalf of the promotors of the Bill.

Charles M'Phillamy, Esquire, examined by Mr. Curtiss:—

1. You are one of the Trustees mentioned in the grants for the Presbyterian Church and school at Bathurst? Yes.
2. Will you look at these grants;—are they the grants referred to in the preamble of this Bill (*producing the same*)? They are.
3. There was a denominational school erected in pursuance of the trusts of that grant? There was.
4. In what year was that erected? I am not sure; I cannot say—a great many years ago.
5. Do you remember when the school was closed? I think it has been closed about two or three years.
6. You are aware there was a large sum of money expended by the congregation of the Presbyterian Church of New South Wales at Bathurst in the erection of a school-house? Yes.
7. Upon the trusts mentioned in that first grant—that trust was to erect a school-house? Yes.
8. Also there was a large amount of money expended in the erection of a church in pursuance of the trust of the church grant? Yes; that is since the school.
9. And there is still due on the erection of the church building a large amount of money? Yes.
10. Are you aware what the amount is? Something over £1,300.
11. Is this school in existence as a denominational school? No, it has been closed some time.
12. What was the reason of its being closed? The difficulty in carrying it on. I do not know exactly; Dr. Geekie will state that.
13. In fact, there was not a sufficient number of scholars attending? There was not.
14. It has been decided by the congregation, has it not, and conveyed to the Presbytery, that it is expedient to sell the property included in this school grant for the purpose of paying off the debt due on the church, and for the erection of a manse? Yes.
15. And a petition has been sent in from the congregation of the Presbyterian Church at Bathurst to that effect? Yes, there was to the Presbytery.
16. Are you aware that without such a Bill as is now before this Committee you could not sell the land comprised in that deed of grant? I believe we could not.
17. There were certain moneys expended in the erection of a school under that grant that were subscribed by the Presbyterian congregation for the erection of a church? Yes.
18. And it was used simply because there was not sufficient to carry out the building of a church? Yes, the whole of it was used at that time.
19. The whole subscribed amount? Yes.
- 20.

Chas.  
M'Phillamy,  
Esq.

23 Feb., 1876.

- Chas. M'Phillamy, Esq.  
23 Feb., 1876.
20. And this Bill will just enable you to repay the amount that has been used for the erection of the school? Yes, I trust it will.
21. That is the purpose you are desirous of carrying out? Yes, that is the object. The remainder will help to build a manse.
22. *Chairman.*] You propose to sell only the land upon which the school is erected? Yes.
23. That is under the grant first-mentioned in the preamble of this Bill? Yes.
24. *Mr. Greville.*] You have not a sufficient number of Presbyterian children to attend this school? No.
25. *Chairman.*] Is there not a public school in the town of Bathurst? Yes.
26. Do the children who formerly attended the Presbyterian now attend the public school? Yes.
27. Did the Council of Education withdraw their certificate from the Presbyterian school as a denominational school? I am not sure of that.
28. *Mr. McElhone.*] Do you know whether it is intended to sell this to the public? Yes.
29. To sell it to the Council of Education? No, they do not want it; they are going to build a public school.
30. Not on this piece of ground—the idea is not to sell this piece of ground for a public school? No, the Council of Education only rent it at present until they are able to build their own school.
31. *Mr. Day.*] What is the worth of the piece of land with the building on it? I have no idea; it cost a great deal of money—I think about £1,800.
32. The intention is to build a manse on the church land? Yes.
33. *Mr. Macintosh.*] What are the buildings in the rear of the Presbyterian school ground? The Church of England parsonage.
34. And the Church of England church? That is a long way off.
35. What is at the rear of it between that and William-street? The Church of England school.
36. In the event of this land being sold to a private person, and a foundry or blacksmith shop were to be erected on it, would it not be a great inconvenience and annoyance to a public building, such as the Church of England or a manse? I hardly think it would; there is a lane between.
37. Is there any private building upon that block of land situated in the centre of Bathurst, bounded by the gaol at one end and by the Presbyterian Church on the other? No.
38. There is a leased piece of land near the Telegraph Office, is there not? Yes.
39. Is it leased or freehold? Leased, I think.
40. What would be the value of the land fronting the street on which this school stands per foot? I cannot say.
41. Would it be worth £20 a foot? I do not think it would.
42. Do you think it would be desirable to allow that land to be sold, seeing that it is surrounded by buildings of a public character belonging to other denominations, and that it is a place where a large number of people congregate on the Sabbath and other public holidays? I cannot see that it would interfere with them.
43. *Mr. Curtiss.*] As it at present exists the school-house is useless, so far as the purpose for which it was erected is concerned? Yes, decidedly.
44. *Mr. Suttor.*] Is there debt owing on the school-house? No.
45. *Mr. Day.*] Have you any notion of the value of the building without the land? It is greatly out of repair; it was built when everything was very high, and was not well built at first.
46. *Mr. Macintosh.*] Have you made any offer of this land to the Government or to the Council of Education? I cannot say of my own knowledge whether there was any offer made.
47. *Mr. Day.*] It could not be made without your consent? It could not, but I forget whether there was or not.
48. *Mr. Macintosh.*] It is under trustees at the present time? It is.
49. Are the whole of the trustees alive? I fancy so, but I cannot say.
50. You cannot say whether they have given consent to this Bill? I fancy so.
51. *Mr. Greville read the names of the trustees.*] I am quite sure they have all given their consent.
52. Is this application to the Legislature generally known in Bathurst do you think? Yes.
53. And do the citizens generally approve or disapprove of it? I never heard the least objection from any one.

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Rev. Archibald Constable Geekie, LL.D., examined:—

- Rev. A. C. Geekie, LL.D.  
23 Feb., 1876.
54. *Mr. Curtiss.*] You are chairman of the Local Presbyterian Board of Bathurst? Yes.
55. You are aware of the erection of this school-house at Bathurst? Yes.
56. At what date was it closed? In the Christmas of 1873. It has been closed two years.
57. Will you state the reasons of its being closed? We had two reasons. We closed it first because we had no funds with which to keep it in repair; and second, because we thought as the congregation had expended so much money upon it they had lost too much money to justify them in expending more. We had no money at all, but the church and school fund sometimes let us have £5 and sometimes £7, and the building was going to wreck unless we paid money out of our own pocket to repair it.
58. The attendance fell off, did it not? No, it never fell off.
59. It was small? No, there was a very good attendance; but we could not go to the congregation to ask for funds to keep the building in repair, and we as the local School Board were not disposed to pay the money out of our own pocket, and we had no other means of paying.
60. You paid certain moneys in consequence of having received notice from the inspector? Yes, we twice paid money, and the last time we determined upon ceasing to do so.
61. Latterly the school has not actually been a denominational school? It never was a denominational school in my time; it has been simply a public school, maintained at the expense of the congregation.
62. Would the Board of Education allow the school to be reopened? I think it is more than questionable, and if they did we would decline to reopen it. Of course the gentlemen of the Committee will know better than I do that as long as the old Act was in operation funds were constantly available for the repair of these buildings, but when that Act was repealed these funds ceased, and it then became a matter of private benefaction.

## BATHURST PRESBYTERIAN CHURCH TRUSTEES ENABLING BILL.

Rev. A. C.  
Geekie, LL.D.

63. You are aware that a large sum of money was expended by the Presbyterian congregation in the erection of this school-house? £2,110.
64. And also in the erection of the church? About £5,000.
65. That was in pursuance of the trusts in these deeds? I cannot say exactly, but I know about £5,000 was expended in the erection of the church.
66. There is a large amount still due on the church? Yes. The treasurer will state exactly, but I think as far as I know it is about £1,300.
67. There has been a memorial from the congregation sent to the Presbytery, asking that this property might be sold? Yes, a memorial from the entire congregation, signed by almost every member.
68. And I believe the Assembly has accepted it? The title of the body is the General Assembly of the Presbyterian Church, to which General Assembly we sent the memorial; they appointed a committee to inquire into the memorial, and to examine witnesses, and after having done so unanimously granted us consent to obtain this Bill.
69. At present this school-house is useless, is it not, because it is lying idle? We have let it ever since we ceased to occupy it for our own use, to the Council of Education, for a small nominal rent, that we might oblige the people of the town, and not cause a hitch in educational matters. But they will leave it immediately, and it will then be idle and empty and useless.
70. There is a public school being erected? Yes.
71. *Chairman.*] The allotment of land will be useless to the Presbyterians for school purposes? Yes, we cannot use it for the reasons I have already stated; and I would add if it were not out of order we should not have the means of re-letting it for any other purpose without borrowing £500 to alter it, as it is now simply a school, and is not useable as a dwelling-house or for any other purpose from which we could derive a profit.
72. *Mr. Curtiss.*] You are aware that you have no power of selling this land unless it is given you by an Act? I believe so; of course if the Council of Education had offered to buy it we could have sold it; but they preferred another site for their new building.
73. *Mr. McElhone.*] Are you aware whether the Council of Education has a school site there? Yes, at the back of my church.
74. You have no chance then of selling this to them? No.
75. If this land were sold and a blacksmith's shop were put upon it would it not be a great nuisance to the people in your church? I do not know that it would be any more nuisance than any other shop; besides they do not work on Sundays in blacksmith's shops, nor is it likely that a blacksmith's shop would be erected on this land, as it is situated in the most central and important part of the town. In any case it would not be worse than the annoyances to which we are at present subject from carpenters, stage-coaches, and hotels in the neighbourhood.
76. *Chairman.*] Was the certificate withdrawn from the school by the Council of Education? No.
77. You voluntarily closed the school on account of not being able to get a sufficient number of Presbyterian children to attend? That was not the ground; we had no funds to maintain the building in repair unless we found it out of our own pocket, or went round for subscriptions; and as the Church has a great deal to do, depending upon voluntary efforts, and having a debt on its head, we were not in a position to insist upon their maintaining a school into the bargain. That was the simple fact as regards the closing of the school. I think the number of Presbyterian children in the school was less than one-third of the whole, or, in round numbers, about two-thirds of the children were not Presbyterians but Wesleyans, Episcopalians, and sometimes members of the Church of Rome.
78. *Mr. Curtiss.*] Then this building is no longer required for a school-house? No, and if we fail to get power to sell we shall let it.
79. *Mr. McElhone.*] How long is it since your church was built? Four years ago.
80. *Mr. Macintosh.*] Were the school children charged any fees? Yes.
81. Had you a good schoolmaster? Yes, very fair.
82. And yet the fees of the children did not support the schoolmaster? Yes; but I am not speaking of his support but of the maintenance of the building.
83. Is the land on which the church is built, and that on which the school is built, included in the same grant? No, in separate grants.
84. The church is a very good building, is it not? Yes.
85. One of the handsomest buildings in Bathurst? Yes.
86. So that the expensiveness of the building necessitates the selling of the former grant to pay for it? The money to be paid for the Church necessitates the selling of this grant. The church is not more expensive than it ought to be, if that is the meaning of your question; it is simply a proper church for such a congregation and such a town.
87. If a church of that expensive character were required for the district would it not be reasonable that the people using it should contribute to its erection? They have done so; they contributed in the year 1857, £2,110 for its building, and that was used for the school, and that is the ground on which we ask for the power to sell.
88. How many feet distant is this land you wish to dispose of from property belonging to another sect? There is a lane between this land and the land on which the parsonage of the Church of England is built.
89. This school land is situated upon the oblong block in the centre of Bathurst? Yes.
90. The block of land is bounded on one hand by the Presbyterian Church, and by the School of Arts and Gael on the other—it is on the oblong block in the centre of the town? Yes.
91. Is there any land owned by private persons upon that block? Not that I know of.
92. Seeing that the whole of the land bounded as just described is used for public purposes, do you think it would be desirable, looking to the future, to dispose of this block of land used as a school at the present time? I do not see that it would make any material difference.
93. It would make an admirable site for a large hotel? It might if the present building were pulled down.
94. It is very close to the Cathedral of the Church of England, and to the manse of the minister? No, but the manse of the minister will be built close to it.
95. It is very convenient to the Church of England? It is very convenient to both one church and the other.

- Rev. A. C. Geekie, LL.D.  
23 Feb., 1876.
96. If the land were sold might not buildings be put up in which many trades might be carried on which would be offensive to people passing by on the Sabbath and other holidays for the purpose of worship? There is an inspector of nuisances, and I do not suppose that any particular nuisance would be allowed. If a store were erected there or a building let for lawyers' or other offices I do not see that it would do any particular harm.
97. An inspector of nuisances could not take notice of the noise arising from coaches and the many servants required by a large hotel. Such an hotel might be conducted in a very orderly way, and keep strictly within the law, and yet the people who gather round such places might be offensive in their manner to persons passing to their place of worship on the Sabbath day? I think I might answer your question if I might be allowed to say that the ground is so narrow and shallow that it never could be used as an hotel. There would not be sufficient room for the hotel itself, the stables, and necessary out-houses. It is bounded by a lane, and is a very narrow strip.
98. A very narrow lane intervenes between this Presbyterian School land and the land of the Church of England? It is wide enough to turn in; in fact I have turned my own buggy in it.
99. Although there is no other land alienated or used for private purposes on this block of land in the centre of Bathurst, do you think it desirable to sell this piece? I do for the reason I have stated.
100. That it would be beneficial to the Presbyterians of Bathurst? I do. I do not know that the matter has been stated, but I would state now as the simple ground on which we ask the right to sell this land is that the school has been built with money which was raised sixteen or seventeen years ago for church building purposes, and we ask to sell in order that we may get back the money which was so given and which ought never to have been expended on other purposes.
101. Since the erection of the school buildings the land now occupied by the church has been granted? I do not know. I think the deeds of grant were issued at the same time.
102. You are not aware whether the land at the corner of George and Howick streets was granted on account of the large expenditure that had taken place in the erection of a school-house? I do not imagine there was the slightest connection between them. I believe they were both applied for many years ago and granted.
103. *Mr. McElhone.*] I think you said the church cost £5,000? I did.
104. That is not a very extravagant sum for a church? I think it is not.
105. Is it not rather a moderate sum? I think so for a place like Bathurst.
106. *Chairman.*] The promises of these grants as sites for church and school were made some years ago? Yes, many years ago. No doubt Mr. Laughton will be able to tell you respecting them, as his memory goes back two and twenty years.
107. *Mr. Suttor.*] Do you know what debt is due upon the church now? I think about £1,300.
108. *Mr. Day.*] You are quite sure that the money that went to the building the school was subscribed for the church and not for the school? Yes; the treasurer is in possession of all the original subscription lists, with all the signatures, and will be able to produce them to the Committee. There is one point to which I would desire to direct the attention of the Committee, and I wish to state that the congregation will look at it in this light. It is this: First. There was the large sum already named diverted or lent for school purposes, which should have been retained for church purposes; and second, the interest of the money has been lost; and I am informed by a business man that had the money collected for church building been allowed to lie in the Union Bank, where it was originally deposited, with the interest and compound interest that would have accrued, there would have been money enough for the church building, without a sixpence being required from the congregation.
109. *Mr. Macintosh.*] Were these buildings ever used as a church for public worship? I believe not.
110. *Mr. Suttor.*] Upon whose authority was the money appropriated to the building of the school? I believe there was a meeting of the congregation called, which of course, means the assembling of five or six people, but I believe the original subscribers' consent was never obtained. I wish, however, in making that statement to say that I do not think there was anything of a moral error in the business, because the gentlemen who did it were men of the highest integrity, and their intention was entirely good.
111. *Mr. Day.*] Still the intention of the congregation, when they applied for the land for a school site, was to build a school upon it? Yes.
112. That was really what the land was granted for? Yes.
113. *Mr. Greville.*] What do the congregation imagine this piece of land would realize? I have asked one gentlemen of intelligence in these matters, and he reckons from £2,200 to £2,400, and he is probably as good a judge as any one.

John Busby, Esq., examined:—

- J. Busby, Esq.  
23 Feb., 1876.
114. *Mr. Curtiss.*] I think you are the treasurer of the Committee of the Presbyterian Church at Bathurst? I am the treasurer of the church.
115. You are aware that certain moneys were subscribed for the purpose of erecting a church on certain lands, granted under that grant No. 2 (*referring to grants before the Committee*)? The money was promised at the time the grant was issued.
116. It had been subscribed by Presbyterians at Bathurst for the erection of a church on land promised? Yes.
117. How long ago was that? The subscriptions were paid in the year 1859 or thereabouts; in 1858 and 1859.
118. The amount subscribed was not sufficient for the erection of a church? It was not.
119. A sufficient amount was taken out of these subscribed funds to erect a school? The whole of the subscriptions were applied to the erection of a school,—with other moneys.
120. This school was erected upon a piece of land, under the promise also of a grant? Yes.
121. Do you remember the date of the erection of the school? During 1859.
122. What amount was expended on the church? About £5,000.
123. And on the school? About £2,200.
124. There is still an amount of money due on the church? Yes, £1,300.
125. You are aware that the school-house is now no longer required as a school? As a school in connection with the church it is not required.
126. You are aware that the congregation deem it wise to sell this land if they can? Yes, it has been brought before the congregation and they have adopted this view.

J. Busby, Esq.  
23 Feb., 1876.

127. For the purpose of restoring the money borrowed that was employed in the erection of a school, and also of assisting to build a manse? Yes.
128. Under the grant you have no power to sell the land? We have not.
129. *Chairman.*] Do I understand that the money collected in 1859 for the purpose of building a Presbyterian Church was devoted to the building of a school? Yes.
130. On the land you now desire to sell? Yes.
131. You wish now, by obtaining this Bill, to sell this land and pay back the amount? Yes, to repay that.
132. *Mr. Greville.*] Was it with the consent of the donors that the money was transferred from the building of a church to the building of a school? I was not in Bathurst at the time, but I understand that a meeting of the congregation was called for the purpose of getting the consent of the subscribers, and that it was attended by a small number only, who were of opinion that a school should be erected, and that the money should be applied to that purpose.
133. Then you may say it was with the general consent? It was so understood at the time, but I understand some of the subscribers have expressed a different feeling since, and have said they would not have wished it to be so appropriated.
134. Have you any idea of the value of this land? I estimate it at £2,500, including the building.
135. Are the inhabitants of Bathurst generally aware of the intention of this Bill? The intention to apply for this Bill was published in the newspapers.
136. *Chairman.*] It was published in the local newspapers? Yes.
137. And in the Government Gazette?
138. And all the usual forms required by the Standing Orders were complied with? I believe so.
139. *Mr. McElhone.*] I think you said the school cost about £2,180? Yes.
140. And you say it would sell for £2,500—that would leave only £320 as the value of the land; so that the chief value of the land consists in the building upon it? I would not undertake to say that, as the building has no doubt become depreciated in value since it was erected.
141. However the bare land would not bring the money you estimate? Certainly not.
142. *Mr. Day.*] What is the value of the land per foot? I could scarcely tell by the foot.
143. Is it worth £10 a foot? I cannot say—I do not know what the frontage is.
144. *Mr. Macintosh.*] There is a school and school-house on the land? It is all under one roof.
145. You believe it is worth £2,500? That is what I believe it would bring.
146. Would the buildings now on it give a return for £2,500? I think not.
147. It would be a very good site for a public-house? I do not know that it would; there are a good many public-houses now on the opposite side of the street.
148. It is situated on the block of land in the centre of Bathurst, bounded by the Presbyterian Church and school lands on one hand and by the gaol on the other? Yes.
149. Are you aware whether on the whole of that block there is any land owned by private persons? There is none.
150. So that if the Presbyterians obtained the power to sell this piece of land and it fell into private hands it would be the only piece of land owned by private persons on the whole block? Yes.
151. How far is it from the piece of land occupied by the Church of England, and that to be occupied as a manse? The space between the piece of land occupied by the Church of England parsonage and the back of the school property is 24 feet.
152. Seeing that the whole block of land bounded as now described is used for public purposes, do you think it desirable to sell this parcel of land to private persons who might use it for purposes which would be offensive to persons passing on their way to a place of worship? It would not be so near places used for public worship as some houses on the other side of the way are.
153. You state that the school-house cost about £2,200, and was paid for by subscriptions? By subscriptions, and money realized by the sale of other property belonging to the church.
154. Have you seen the minutes of any meetings held for the purpose of considering the propriety of erecting a school, as to whether the money was collected specially for a church or for a church and school? I have not. I have seen one of the original subscription lists, the heading of which was "For the erection of a new Presbyterian Church"; there is not any mention of a school on the list.
155. Have you one of those lists? I have. (*The witness handed in the same. Vide Appendix A.*)
156. Were these sums paid;—can you tell the Committee how many of these sums were paid? I cannot tell the exact number, I can tell the amount that was paid.
157. Take the first name? The first was not paid.
158. It is for £200? Yes.
159. Take the next? The next was not paid.
160. The next? The next five were paid. The first sum of £200 has been paid within the last four years to the new church.
161. Was the promise given to the Presbyterians of Bathurst of the school-house land of the same date as that for the church site? I cannot tell.
162. Are you aware whether this piece of land where the church is now situated was given on account of the large expenditure that took place upon the school land? No, certainly not.
163. Have you made any offer of the land to the Government or to the Council of Education by way of sale? No.
164. Do you think it would be desirable to let this piece of land go into private hands, seeing that it is surrounded by other lands used for public purposes only? I think it would be better if it were occupied by public buildings.
165. As a church or school? As a public building of some such character.
166. That is looking to the future of Bathurst? Looking to the surroundings of that neighbourhood.
167. *Mr. Suttor.*] Do you know whether the present Parsonage is erected upon land granted by the Crown? Yes.
168. How much land was granted by the Crown? There were 40 acres originally granted.
169. That is within the town of Bathurst? Within the municipality.
170. Is the piece of land the original land granted by the Crown? No, it was purchased.
171. *Mr. Macintosh.*] The school was closed in 1873, I think? Yes.
172. Can you tell us the cause of its being closed? I was not a member of the Board and can only tell you what I heard, that the Presbyterian children formed a small proportion of the whole of the children who attended, and that the congregation could not afford to maintain the school.

- J. Busby, Esq. 173. How many did attend? I could not say.  
 23 Feb., 1876. 174. You are not aware of the cause of, its being closed? I believe funds were required to keep the place in repair, and to provide fittings and furniture, and the congregation declined to find the money.  
 175. *Mr. Suttor.*] You say that some of the donors of this money did dissent from the appropriation of it to school purposes? Not exactly so—that they did not give their consent.  
 176. Was that at the time it was proposed so to appropriate it? No, subsequently.  
 177. *Mr. Curtiss.*] The general congregation, I believe, considered it desirable this sale should be effected if possible? Yes.  
 178. *Mr. Suttor.*] Do you know the number of the Presbyterian congregation at Bathurst? The average attendance is about 200, but there are far more in the neighbourhood.

BATHURST PRESBYTERIAN CHURCH TRUSTEES ENABLING BILL.

APPENDIX.

[To the evidence of John Busby, Esq., 23rd February, 1876.]

A.

SUBSCRIPTIONS FOR THE ERECTION OF A NEW PRESBYTERIAN CHURCH IN BATHURST.

SUBSCRIPTIONS to this building may be paid if desired by promissory-notes, at six, twelve, eighteen, and twenty-four months, in favour of George Busby, Esq., Treasurer of St. Stephen's Church.

£	s.	d.	£	s.	d.					
James Horne Stewart, Esq.	200	0	0	Mr. Ewen M'Kinnon	5	0	0			
George Rankin, Esq.	100	0	0	Mr. John M'Kinnon	5	0	0			
George Busby, Esq.	100	0	0	Rev. Alexander M'Ewen	pd.	5	0	0		
Richard Machattie, Esq.	100	0	0	John Mackay		10	0	0		
Robert M'Phillamy, Esq.	100	0	0	James Thomson M'Tamon		5	0	0		
Charles M'Phillamy, Esq.	100	0	0	Hugh Hamilton	pd.	20	0	0		
John M'Phillamy, Esq.	100	0	0	John William Curtis		5	0	0		
Alexander and Butterworth	50	0	0	Thomas H. Curtis		5	0	0		
James B. Laughton	25	0	0	T. M'Gurran	pd.	1	0	0		
David Johnstone, Esq.	25	0	0	Chas. Favell	pd.	1	1	0		
Joseph Smith, Esq.	30	0	0	Wm. H. Tichburne	pd.	2	2	0		
John Linden, Esq.	10	0	0	Nicholas Bichsel		2	0	0		
Robert Rae, Esq.	20	0	0	Andrew Rowan	pd. 25s.	5	0	0		
Wm. Clarke	pd.	5	0	0	Chas. Macdonald	pd. 25s.	5	0	0	
John Williams		10	0	0	John Orton		2	0	0	
Mrs. Williams		5	0	0	A friend	pd.	1	0	0	
Peter Cavan		5	0	0	J. R. Jones	} p. John Mackay	pd.	0	10	0
Collected at Public Meeting, Nov. 30th	pd.	9	14	3	John Douglas		pd.	0	10	0
Do. Sunday evening, Nov. 29th	pd.	4	8	11	Francis Smith		pd.	1	0	0
Revs. Wm. Purves and John Dougal	pd.	5	0	0	Mr. Francis Chapman		pd.	0	10	0
D. C. Murdoch		25	0	0	Mr. William Moore, King's Plains		pd.	1	0	0
Archibald Campbell, Esq.		25	0	0	A friend, per Rev. J. B. Laughton		pd.	1	0	0
Benjamin Edye		5	0	0	William Gray			2	2	0
F. J. Johnstone		5	0	0	Robert Turner		pd.	1	1	0
S. B. Sergeant		50	0	0	Josiah Partrun		pd.	1	0	0
Charles Fitch		5	0	0	Joseph Jarvis		pd.	1	1	0
Charles Sutherland		5	0	0	George Richardson			1	0	0
Charles Summons		10	10	0	John M'Donnell			1	1	0
J. C. Stanger		10	10	0	T. G. Maslin			1	0	0
John M'Lean		5	0	0	Alexander M'Donald			5	0	0
Henry Owen		10	0	0	Francis Halliday			2	2	0
G. F. Wise		5	5	0	Archibald Smith			4	0	0
Mrs. Sadler		5	0	0	Thomas Cameron			1	0	0
E. Webb		10	0	0	Angus M'Millen			1	0	0
J. N. M'Intosh		5	5	0	Hugh Cameron			1	0	0
Mrs. Whitton		10	0	0	W. T. Atkins			2	2	0
Mr. Lachlan Mackay, senior		5	0	0	William Asprey			4	0	0
Mr. L. Mackay, junior		5	0	0	Neston Hansard, junior			1	1	0
Mr. Hugh Mackay		5	0	0	David Scott			2	0	0
Mr. Donald M'Kinnon		5	0	0	Henry Dale			1	0	0
Mr. Duncan M'Kinnon		5	0	0						

We hereby certify that the foregoing writing, contained on this and the two preceding pages, is a true copy of the original Subscription List, the same having been carefully examined therewith by us.

Dated this twenty-ninth day of February, A.D. 1876.

JOHN M'PHILLAMY, } Clerks to Messrs. TEALE AND CURTISS,  
 GERRALD JOS. BARRY, } 151, King-street.

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON THE

COOMA ROMAN CATHOLIC CHURCH  
TRUSTEES BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
2 *March*, 1876.

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SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

EXTRACTS FROM VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 48. THURSDAY, 24 FEBRUARY, 1876.

3. COOMA ROMAN CATHOLIC CHURCH TRUSTEES BILL (*"Formal" Motion*):—Mr. Montague moved, pursuant to Notice,—
- (1.) That the Cooma Roman Catholic Church Trustees Bill be referred to a Select Committee for consideration and report.
  - (2.) That such Committee consist of Mr. W. C. Browne, Mr. Goold, Mr. Wright, Mr. Davies, Mr. Farnell, Mr. Nelson, Mr. Cohen, Mr. Garrett, Mr. Day, and the Mover.
- Question put and passed.

VOTES No. 52. THURSDAY, 2 MARCH, 1876.

4. COOMA ROMAN CATHOLIC CHURCH TRUSTEES BILL:—Mr. Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 24th February, 1876.
- Ordered to be printed.

\* \* \* \* \*

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1875-6.

## COOMA ROMAN CATHOLIC CHURCH TRUSTEES BILL.

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**REPORT.**

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THE SELECT COMMITTEE of the Legislative Council, for whose consideration and report was referred, on 24th February, 1876,—“*the Cooma Roman Catholic Church Trustees 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 having been satisfactorily proved to your Committee, they proceeded to consider the several clauses and schedules of the Bill, in which it was not deemed necessary to make any Amendment.

\* See List,  
page 4.

Your Committee now beg to lay before your Honorable House the Bill, without Amendment.

JAMES S. FARNELL,  
Chairman.

No. 3 Committee Room,  
Sydney, 2nd March, 1876.

---

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 2 MARCH, 1876.

MEMBERS PRESENT:—

Mr. Farnell,		Mr. Montague,
Mr. Day,		Mr. W. C. Browne,
		Mr. Garrett.

Mr. Farnell called to the Chair.

Entry from 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.

*Present*:—Henry Massey Makinson, Esq. (*Solicitor for the Bill*).

Henry Massey Makinson, Esq., examined.

Witness *produced* original deeds, and plan showing allotments of land, referred to in the Preamble.

Alexander Montague, Esq., M.P., a Member of the Committee, examined in his place.

Room cleared.

Question, "That this Preamble stand part of the Bill,"—put and passed.

Solicitor called in and informed.

Bill read and *agreed to*.

Chairman to report the Bill without amendment to the House.

LIST OF WITNESSES.

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

## COOMA ROMAN CATHOLIC CHURCH TRUSTEES BILL.

THURSDAY, 2 MARCH, 1876.

Present:—

MR. W. C. BROWNE,  
MR. DAY,MR. FARNELL,  
MR. GARRETT,

MR. MONTAGUE.

JAMES S. FARNELL, ESQ., IN THE CHAIR.

Henry Massey Makinson, Esq., appeared as Solicitor for the Bill.

Henry Massey Makinson, Esq., Solicitor for the Bill, examined:—

1. *Chairman.*] Do you produce the respective deeds of grant referred to in the preamble of this Bill? Yes, I produce three deeds of grant of sites for a Roman Catholic Church, minister's residence, and schoolhouse, dated 8th February, 1876. These are the lands proposed to be sold. (*Deeds produced.*) I also produce seven deeds of grant of the land proposed to be substituted for the land proposed to be sold—also mentioned in the preamble of the Bill. Of these deeds, six are dated 1st December, 1874, and one, 25th March, 1875. (*Deeds produced.*) The lands described in the seven deeds referred to have been purchased from the Crown, and are now vested by these deeds in the Very Reverend Samuel John Austin Sheehy, Edward O'Brien, and Alexander Montague, their heirs and assigns for ever. They are the purchasers and present owners of the land; and the trustees propose to substitute and dedicate these allotments in lieu of the land granted for Church purposes described in the three deeds of grant first produced, and in the first schedule to this Bill.
2. Then the land included in the seven deeds is not in trust yet? No.
3. Do you produce a plan showing the allotments granted for a church, residence, and school? I produce this plan, showing allotments 1, 2, 3, and 4, of section 6, in the town of Cooma, which are the lands included in the three grants first mentioned. (*Plan produced.*) The same plan shows also allotments 2, 3, 4, 5, 6, and 7 of section 53, in the town of Cooma, and a lane dividing the said allotments, which has been closed and sold to the owners of the allotments as unnecessary.
4. What is the area of the land mentioned in the first three deeds? 2 acres.
5. What is the area of the land proposed to be substituted? Over 4 acres.
6. Then it is proposed to sell the 2 acres? Yes, and to dedicate the 4 acres in lieu of them, and to employ the proceeds of the sale in building a church, school, and minister's residence on the land proposed to be dedicated.
7. Are you aware whether the trustees are consenting parties? I have been instructed by the trustees to bring in this Bill, and to convey the other land upon the same trust to the present trustees.
8. Does the first schedule to this Bill contain correct descriptions of the lands described in the three first-mentioned deeds? It does.
9. Does the second schedule to this Bill contain correct descriptions of the several parcels of land mentioned in the seven deeds that have been produced? It does; and the body of the Bill contains all the other particulars of the grants.

H. M.  
Makinson,  
Esq.

Mar., 1876.

Alexander Montague, Esq., a Member of the Committee, examined in his place:—

- A. Montague, Esq., M.L.A. 10 *Mr. Makinson.*] Will you explain to the Committee why it is desirable to exchange this land? When the land was first granted the flats adjacent to it were much lower than they are now, and the floods did not interfere with the church ground; but for the last ten or twelve years the excessive floods have covered the flats to a great depth, and have filled up the bed of the creek so much that the water at times interferes with the access to this parcel of land.
- 2 Mar., 1176.
11. The land granted by the Crown for church purposes is unsuitable, on account of its being liable to be flooded? The flood does not cover the land itself, but it does the entrance to the gate; and it is gradually getting worse, as the adjoining flats become higher with the deposit.
12. There is not convenient access to the land? No.
13. On that account it is proposed to be desirable to sell the land and to substitute another site? Yes, a more elevated one. That is the simple reason.
14. Will the site proposed to be substituted afford equal convenience to the inhabitants of the place? Yes, there will be very little difference.
15. *Chairman.*] What is the value of the land granted for church purposes? I should say these four pieces of land would probably be worth £100 each—£400 for the lot.
16. What is the value of the land it is proposed to dedicate in lieu of that land? I do not think these six blocks, and the closed lane now included with them, would bring more than £20 each; that would be £140; but there is no water there; the site is elevated and more convenient. I would call it a rock; and its rocky nature would make it not so valuable for ordinary building purposes.
17. For church purposes it is of more value than the other land? Much more so.
18. You are named as one of the trustees, are you not? Yes.
19. *Mr. Makinson.*] Whatever may be the proceeds of the land to be sold, it is intended to spend the money in erecting a new church and other buildings on the land now to be dedicated? Yes.
20. *Mr. Day.*] Are there any buildings on the first four allotments? Yes, a small church and minister's residence.
21. Do you include the value of the buildings in the £400? No, that is for the land alone.
22. Any amount of money they may bring over the cost of the other land will be devoted to building a church, school, and minister's residence? Yes, or it will be optional to remove them.

1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

REPORT FROM THE SELECT COMMITTEE

ON THE

TAMWORTH ROMAN CATHOLIC CHURCH  
TRUSTEES BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
7 March, 1876.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1876.

1875-6.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES No. 48. THURSDAY, 24 FEBRUARY, 1876.

2. TAMWORTH ROMAN CATHOLIC CHURCH TRUSTEES BILL (*Formal Motion*):—Mr. G. A. Lloyd moved, pursuant to Notice,—
- (1.) That the Tamworth Roman Catholic Church Trustees Bill be referred to a Select Committee for consideration and report.
- (2.) That such Committee consist of Mr. Farnell, Mr. Nelson, Mr. Fitzpatrick, Mr. H. C. Dangar, Mr. Clarke, Mr. Cunneen, Mr. Moses, Mr. Meyer, Mr. Cohen, and the Mover.
- Question put and passed.

VOTES No. 54. TUESDAY, 7 MARCH, 1876.

4. TAMWORTH ROMAN CATHOLIC CHURCH TRUSTEES BILL:—Mr. G. A. Lloyd, as Chairman, brought up the Report from, and laid upon the Table the Minutes of proceedings of, and of Evidence taken before, the Select Committee for whose consideration and Report this Bill was referred on 24th February, 1876.
- Ordered to be printed.

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1875-6.

## TAMWORTH ROMAN CATHOLIC CHURCH TRUSTEES BILL.

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**REPORT.**

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THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on 24th February, 1876, "*the Tamworth Roman Catholic Church Trustees 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 having been satisfactorily proved to your Committee, they proceeded to consider the several clauses and schedules of the Bill, in which it was not deemed necessary to make any amendment.

\* See List,  
page 4.

Your Committee now beg to lay before your Honorable House the Bill without amendment.

GEO. A. LLOYD,  
Chairman.

No. 2 Committee Room,  
Sydney, 7th March, 1876.

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PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 7 MARCH, 1876.

MEMBERS PRESENT:—

Mr. G. A. Lloyd, | Mr. Farnell,  
Mr. Moses.

Entry from 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.

Present:—

H. M. Makinson, Esq. (*Solicitor for the Bill.*)

H. M. Makinson, Esq., examined.

Witness produced original Deeds, and Plan of the portions of land, referred to in the Preamble.

The Rev. Michael Gough (*Roman Catholic Clergyman at Tamworth*) called in and examined.

Room cleared.

Question,—“That this Preamble stand part of the Bill,”—put and passed.

Solicitor called in and informed.

Bill read and agreed to.

Chairman to report the Bill without amendment to the House.

LIST OF WITNESSES.

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1875-6.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

TAMWORTH ROMAN CATHOLIC CHURCH  
TRUSTEES BILL.

TUESDAY, 7 MARCH, 1876.

Present:—

MR. FARNELL, | MR. G. A. LLOYD,  
| MR. MOSES.

GEORGE ALFRED LLOYD, Esq., IN THE CHAIR.

H. M. Makinson, Esq., appeared as Solicitor for the Bill.

Henry Massey Makinson, Esq., Solicitor for the Bill, examined:—

1. *Chairman.*] Do you produce the three deeds of grant first mentioned in the preamble of this Bill? I do. I produce three deeds of grant—two dated 25th March and one dated 27th October, 1875. (*Deeds produced.*)
2. Who are these grants from? From the Crown to the Right Reverend James Murray, the Reverend Michael Gough, and Daniel Regan.
3. For what purpose? Allotments 1 and 20 of section 14 in the plan of the town of Tamworth as a site for a Roman Catholic Church; allotment 2 as a site for a Roman Catholic minister's residence; and allotment 19 as a site for a Roman Catholic school. All these allotments are in section 14, and adjoin one another.
4. Do you produce the two deeds of grant secondly mentioned in the preamble? I do. (*Produced.*)
5. What are these deeds for? They are deeds of grant, after auction purchase, to the Right Reverend Dr. Murray and the Reverend Michael Gough, of allotments 3 and 4 of section 14.
6. Not granted upon any trust? No, they are the private property of those gentlemen.
7. Do you produce a plan showing the land proposed to be sold and the land proposed to be substituted for it? I do. (*Plan produced.*)
8. Will you be good enough to point out to the Committee the land affected by this Bill? These four allotments—1, 2, 19, and 20, of section 14, are the lands granted as before-mentioned for a church, school, and residence, and they form one block; and these allotments, 3 and 4 of the same section, now the property of Dr. Murray and Mr. Gough, are contiguous to allotments 1 and 2. It is proposed to sell allotments 19 and 20, and to substitute for them allotments 3 and 4, and when that is done allotments 1, 2, 3, and 4 will form one block.
9. Are the descriptions contained in the deeds embodied in the schedules of the Bill? Yes, these are correct copies of the descriptions in the deeds.
10. I presume the object of the exchange is that the land granted is not so suitable as the land proposed to be substituted for the purposes for which it is required? It is on that ground that I have been instructed to bring in the Bill. The reason, as I understand it, is this, that the two allotments proposed to

H. M.  
Makinson,  
Esq.

7 Mar., 1876.

H. M.  
Makinson,  
Esq.  
7 Mar., 1876.

to be sold front White-street, the principal thoroughfare of the town, and the church, if built there, would be opposite some public-houses. The position is on that account held to be unsuitable, and it is at the same time more suitable for building allotments for business purposes. The allotments proposed to be substituted being at the back of these are more desirable for church purposes as being in a more retired situation.

11. *Mr. Farnell.*] If these two allotments, 19 and 20, be sold, and allotments 3 and 4 be substituted for them, it is not proposed to alter in any way the intention of the original trust? No, it is simply proposed to substitute one portion of land for the other, and to apply the proceeds arising from the sale of the two allotments originally granted—one of them being half of the grant for the church, and the other the allotment granted for a school—in erecting a church and school on the other portions of the land.

12. The land proposed to be substituted is contiguous to the other allotments, and in a more convenient position? Yes, it forms one block the same as the original allotments, only the substituted allotments are on the other side.

13. *Mr. Moses.*] Has this land been purchased? It has been purchased by the gentlemen named, and they propose to give it for church and school purposes in lieu of the land to be sold. They do not propose to take the purchase money of the other land, but to spend it in church and school buildings. The Roman Catholic community of Tamworth will get the benefit of the land purchased and now proposed to be dedicated.

The Reverend Michael Gough called in and examined :—

Rev.  
M. Gough.  
7 Mar., 1876.

14. *Mr. Makinson.*] You are Roman Catholic clergyman of Tamworth? Yes.

15. You know allotments 1, 2, 19, and 20 of section 14, referred to in this Bill? Yes, the original grant.

16. And you are one of the trustees of that grant? Yes.

17. And you are also one of the purchasers of allotments 3 and 4? Yes.

18. You intend to dedicate these allotments to church purposes? Yes.

19. And you wish to sell allotments 19 and 20 of the original grant? Yes; the lower portions of the original grant, allotments 19 and 20, are not so suitable for church purposes as the land we have purchased alongside the upper portion of the original grant.

20. Not so suitable as allotments 3 and 4? No; allotments 3 and 4 are in a more private locality, and are better suited to the purpose in every way; and being situated alongside the land on which the presbytery and church stand it will be more convenient to have the church up there on the same block.

21. *Mr. Farnell.*] Are there any improvements on the land it is proposed to sell? None.

22. No buildings? No.

23. In what respect is this land unsuitable for the purpose for which it was granted? It is situated near public-houses, and on the principal thoroughfare of the town. If the church is built there there will be a public-house on one side of it and a public-house right opposite it, which cannot be considered suitable.

24. Are any buildings erected on any of those allotments? On allotments 1 and 2 there are the presbytery and the little church and school.

25. Do you propose to build a new church, or to enlarge the present one? To build a new church.

26. Is it intended to build a school also? The present church will answer as a school when the new church is built.

27. Then it is the intention of yourself and Dr. Murray, if this Bill passes, to dedicate the allotments purchased by you to church purposes? Yes.

28. And to sell allotments 19 and 20, and to devote the proceeds to church purposes? Yes.

29. I suppose those allotments are nearly of equal value? I cannot say what their relative value may be. I dare say those proposed to be sold may be the more valuable on account of their proximity to the principal street.

CB

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