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NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1876-7,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FIVE VOLUMES.
VOL. V.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

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LEGISLATIVE ASSEMBLY.

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VOTES AND PROCEEDINGS

AND

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1876-7.

NEW SOUTH WALES.

RAILWAYS OF NEW SOUTH WALES.

REPORT

ON THEIR

CONSTRUCTION AND WORKING,

DURING 1876;

BY

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

Presented to Parliament by Command.

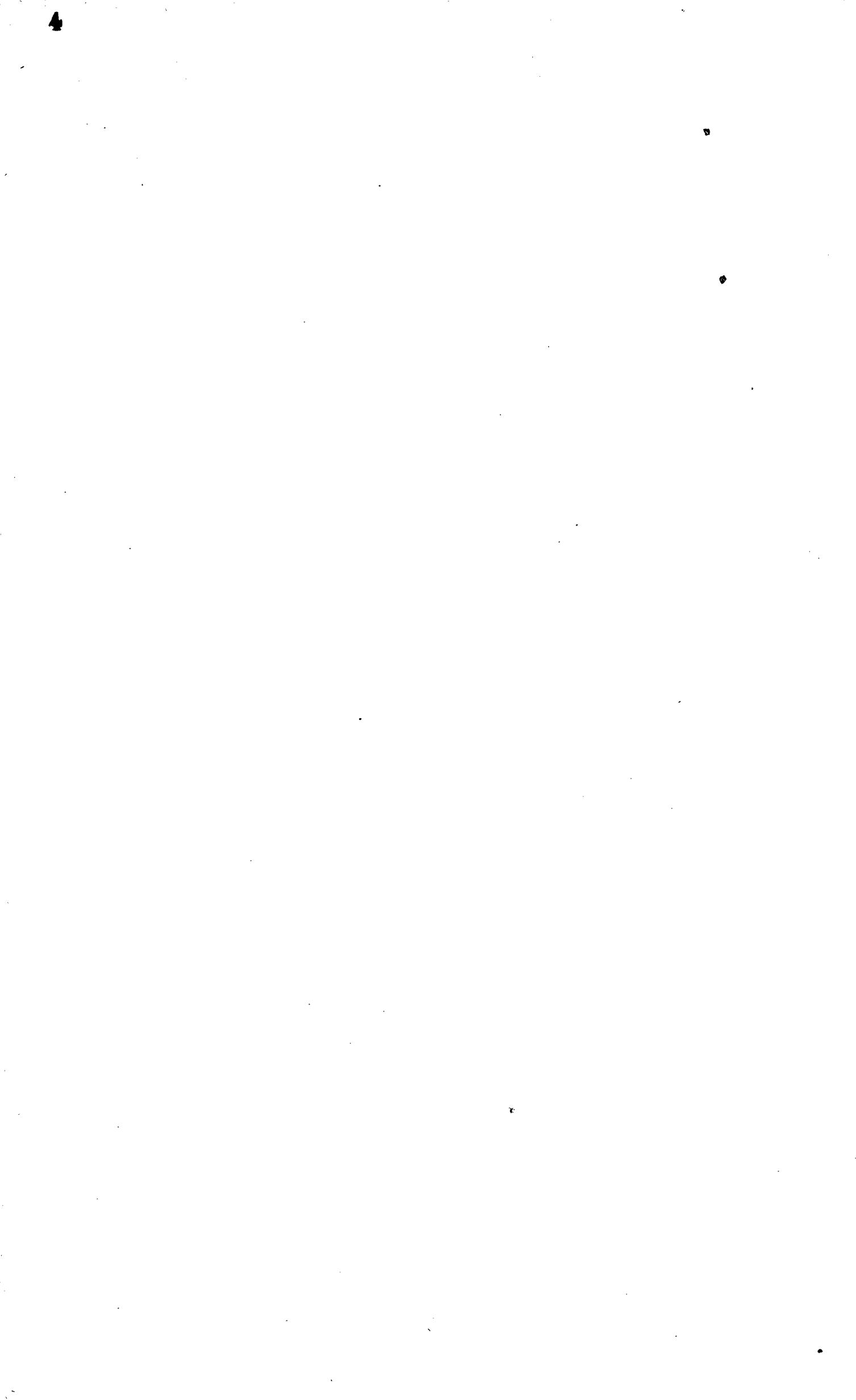


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1877.

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RAILWAYS OF NEW SOUTH WALES.

REPORT FOR 1876.

*The Commissioner for Railways to the Honorable the
Secretary for Public Works.*

Department of Public Works,
Railway Branch,

SIR,

Sydney, 8th June, 1877.

I have the honor to submit for the information of the Government a statement of our Railway transactions during 1876. The tables and returns in the Appendix, which I have carefully revised, are prepared in similar form to those attached to my last Report. Dated 5 April, 1876.

1. LINES OPEN AND IN PROGRESS.

At the close of 1875, the Southern line was open for traffic to Gunning (165 miles), the Western to Kelso (146), and the Northern to Murrurundi (124), a total length of 437 miles, including 2 miles of Branches. In 1876, the Southern line was extended to Binalong (43 miles), and the Western to Blayney (29 miles), making an addition of 72 miles during that year, and a total of 509 miles open at the end of 1876. Lines open.

According to the extended time allowed for the completion of existing contracts, a further length of 179½ miles should be opened during the present year, namely, from Binalong to Wagga Wagga (96 miles), from Blayney to Orange (20 miles), from Murrurundi to Tamworth (62 miles), and Bullock Island Branch (1½ mile). Lines in progress.

This is exclusive of the railway from Deniliquin to Moama, 45 miles in length, which was constructed by a private company, and opened for traffic on 4th July 1876. In the appended extract from the report of the Engineer-in-chief, will be found a description of this line, which at present may be regarded practically as an extension of the Victorian railway to Echuca, and a valuable feeder to that line. Deniliquin and Moama Railway. Appendix No. 51, p. 105.

The dates of opening the different sections, the number of miles opened per annum, and the total and average daily mileage of the trains from the commencement, will be found in the Appendix. Appendix Nos. 2, 10, pp. 42, 54.

2. PROGRESS OF CONSTRUCTION.

During last year, no contracts were entered into for additional railway extensions, but the existing contracts on all the lines were pushed forward as rapidly as possible; and, in accordance with the notice given to the contractors, the penalties have been enforced in all cases where the works have not been completed within contract time. Progress of extensions under contract.

Southern
Line.

On the Southern line, the extension from Gunning to Bowning was opened for traffic on 3rd July, and from Bowning to Binalong on 1st November last; and before the close of the year the permanent-way had been laid to within a few miles of Murrumburrah.* On the length beyond this to Cootamundra considerable progress had been made. The time specified for completion is 30th April 1877. The works on the section from Cootamundra to Wagga Wagga were also well advanced. The date named for completion is 31st December next.

Western
Line.

On the Western line, the length from Kelso to Bathurst was opened on 4th April, and that from Bathurst to Blayney on the 1st November. The time for the completion to Orange was 1st August last.†

Northern
Line.

On the Northern line, no portion of the extension from Murrurundi to Tamworth has yet been opened for traffic. The progress on this contract, from various causes, has been very unsatisfactory. The length to Quirindi, which should have been opened on 31st August last, is still unfinished. The extended time for completion to Tamworth is 30th September next.

3. RAILWAY SURVEYS.

Trial surveys.

Although no contracts for further extensions were entered into during last year, the railway surveyors were actively engaged in examining routes and preparing surveys of new lines to be submitted to Parliament. From information supplied by the Engineering Branch the following is a summary of the work performed:—

Southern Line.

Wagga
Wagga to
Albury.

Of the length from Wagga Wagga to Albury, working plans and sections are completed, and as soon as the necessary funds are provided by Parliament tenders may be invited for the work.‡

Hanging Rock
to Deniliquin.

Plans and sections of the extension from Hanging Rock to Deniliquin *viâ* Urana and Jerilderie, are also ready to be laid before Parliament.

Junee to
Narrandera.

A trial survey of the line from Junee to Narrandera is completed. The junction with the main line is at the crossing of the road from Junee to Wantabadgery, but an amended survey of the first 15 miles is in progress.

Western Line.

Orange to
Dubbo.

Parliamentary plans and sections of the extension from Orange to Wellington and Dubbo are completed.§

Orange to
Wilcannia.

Trial surveys of the line from Orange to Wilcannia, through Parkes towards Condobolin, were commenced in September last, and a considerable portion was levelled before the end of the year.

Wallerawang
to Mudgee.

Of the extension from Wallerawang to Mudgee, the first trial surveys were finished in July last. An amended survey from Wallerawang to Rylestone is now completed, and Parliamentary plans can be prepared if necessary.

* The line was opened to Murrumburrah on 12th March 1877.

† The line to Orange was opened on 19th April 1877.

‡ Plans, sections, and books of reference of the extension from Wagga Wagga to Albury were approved by Parliament on 30th May 1877.

§ Plans, sections, and books of reference of the line Orange to Dubbo, *viâ* Ironbarks, were approved by Parliament on 9th May 1877.

Northern Line.

Trial plans and sections of the extension from Tamworth through Manila, Barraba, and Inverell to Tenterfield, were completed in 1875, and surveys from Tamworth direct to Armidale, in May 1876. A deviation through Uralla, joining the former line near Armidale, and meeting the Inverell and Tenterfield survey near Wellington Vale, has been surveyed, and another from near Uralla, passing about 8 miles to the west of Armidale, and joining the through survey between Armidale and Glen Innes, about 25 miles north of Armidale.

Tamworth to Tenterfield, Armidale, and Glen Innes.

The plans and sections of the coast-line from Iluka to Woodburn, to unite the Clarence and Richmond Rivers, are also completed. The works are light, and the line passes chiefly through Government land.

Iluka to Woodburn.

Of the extension from Werris Creek to Gunnedah trial surveys were commenced in January 1876. The line has since been staked out, and the working plans have been completed.*

Werris Creek to Gunnedah.

Summary of Railway Surveys.

The following amounts were voted by Parliament in 1876 for the undermentioned extensions:—

	Miles.	£
Orange to Wellington and Dubbo	86	610,000
Junee to Narrandera	64	384,000
Tamworth to district of Armidale	75	600,000
Werris Creek to Gunnedah	41	220,000
Total	266	£1,814,000

And different routes have been surveyed of a total length of 1,469 miles, but the approximate length of the lines that may be adopted is only 856 miles, as will appear by the following figures:—

	Approximate length of	
	Probable Extensions.	Alternative Lines.
Wagga Wagga to Albury... ..	82	...
Cootamundra to Gundagai	34	23
Hanging Rock to Deniliquin	124	...
Orange towards Wilcannia	70	...
Wallerawang to Mudgee, <i>via</i> Rylestone... ..	85	...
Deviations, Cherry-tree Hill and Broomlie Gap ... ..	...	63
Tamworth to Tenterfield, <i>via</i> Inverell	222	...
Tamworth to Wellington Vale, <i>via</i> Armidale, and deviation through Uralla, &c. ... ..	...	234
Moleville to Glen Innes	107	...
Deviations, South Grafton, Lawrence, &c. ... ..	...	195
Iluka to Woodburn	24	...
Sydney to Illawarra	67	...
Deviations, Liverpool and Campbelltown, &c. ... ..	...	98
Sydney towards Newcastle	41	...
Total	856	613

* Plans, sections, and books of reference of the line from Werris Creek to Gunnedah were approved by Parliament on 9th May 1877.

Metropolitan extension and suburban railways.

The advisability of removing the Redfern terminus to the business part of the city has, for a considerable time, engaged the attention of the Government. Several trial surveys were made during 1875; and in June 1876 a proposal was submitted to the Assembly for an extension of the line from Redfern through Hyde Park, terminating at the north-west corner, near the Supreme Court, but the proposal was not approved of, and the scheme was abandoned for the time. The subject, however, has since been agitated in connection with a movement for a system of suburban railways, to relieve the streets of Sydney of their superabundant traffic, and to afford the inhabitants of the suburbs greater facilities than now exist for intercourse with the metropolis.*

A sketch-map is appended, showing in thick red lines, railways completed, in thick red dotted lines, railways in course of construction, and in thinner red dotted lines, railways projected,—as required by the Board of Trade,—and diagram sections of the different lines, prepared by the Engineer-in-Chief.

Expenditure for surveys. Appendix No. 8, p. 53.

The total amount expended on trial surveys has been as under :—

To 31st December 1875	... ..	£42,824 14 8
During 1876	... ..	14,292 15 5
Total to 31st December 1876	... ..	<u>57,117 10 1</u>

4. LAND TAKEN FOR RAILWAY PURPOSES.

Land taken for railways.

Appendix No. 3, p. 43.

During last year, 124 additional acres of land were taken, the claims for which amounted to £21,966, but were reduced by the valuers to £11,298, a saving of £10,668, or 48·56 per cent. In the annexed abstract it will be seen that the average rate per mile, including severance, damage to buildings, legal expenses, and cost of conveyance and arbitration, was £408 12s. 8d. The average rate per acre is calculated for the whole land taken; but as no payment was made for Crown lands the average cost for private lands will be so much the greater. The different rates are as under :—

Rate per acre, inclusive and exclusive of Crown lands.

Lines.	Inclusive of Crown lands— per acre.	Exclusive of Crown lands— per acre.
	£ s. d.	£ s. d.
Southern	25 18 6½	45 12 7
Western	16 9 10¼	30 16 9½
Northern	35 9 4	48 7 9½
Average on all Lines	25 2 1¼	42 0 9½

Claims outstanding.

The claims outstanding on 31st December 1875 were reduced by 54 in number, and £7,300 in value. The number outstanding on 31st December last was 275; but as an assistant draftsman has been appointed, it is hoped that the remaining claims will soon be satisfactorily settled.

*On 1st June 1877 the Assembly approved of an Address to the Governor for plans and sections to be made and an estimate of the cost of constructing a system of suburban railways.

5. SUPPLY OF RAILWAY MATERIALS.

In the Appendix will be found a return of the permanent-way and other materials imported from England in 1876, showing the names of contractors, a description of the materials, the invoice price, the freight, and other particulars. In the transport of these materials 32 vessels were employed, and the amount of the disbursements was as follows:—

Supply and cost of railway materials.
Appendix No. 4, p. 44.

For permanent-way materials, being the completion of the indent for the extension from Bathurst to Orange ...	£7,480 4 5
For miscellaneous articles	42,657 10 11
Total Cost	£50,137 15 4

which was thus distributed—

Invoice price	£46,400 12 2
Freight	1,752 7 7
English charges... ..	1,515 15 8
Colonial charges	468 19 11
	£50,137 15 4

6. ROLLING STOCK AND MACHINERY.

During 1876, little was done to remedy the deficiency in engine-power, rolling stock, and machinery, and nothing whatever to improve the insufficient accommodation at the Redfern terminus, complained of as existing in 1875. The stock of locomotives was increased by only one, which was constructed at our own workshops. The passenger-stock was not increased by a single carriage; but considerable additions were made to the goods-stock, partly from the railway workshops, partly from colonial manufacturers, and partly from purchases, at a valuation, from the New Zealand Government, who have substituted the narrow gauge of 3 feet 6 inches for the English standard gauge of 4 feet 8½ inches, which has been adopted in New South Wales, but in none of the other Australian Colonies.

Insufficiency of rolling stock and workshop accommodation.
Additions during 1876. Appendix No. 14, p. 58.

The inconvenience from this want of uniformity in gauge will begin to be felt when our lines reach the borders of the adjacent colonies. In Canada the break of gauge was found so troublesome that on the Grand Trunk Railway 1,400 miles were altered from 5 feet 6 inches to 4 feet 8½ inches, to correspond with the ruling gauge of the United States.*

Inconvenience of break of gauge.

The total number of locomotives and rolling stock at the close of last year was as under:—

List of rolling stock.

	South and West.	North.	Total.
Locomotives	75	26	101
Passenger-stock	242	102	344
Goods-stock	1,734	483	2,217
Total, 31st Dec., 1876 ...	2,051	611	2,662
Total, 31st Dec., 1875 ...	1,455	599	2,054
Increase of vehicles in 1876...	596	12	608

Appendix No. 5, p. 47.

* Higginbotham's Observations on Railways, 1874-5.

Condition of rolling stock. Appendix No. 1, p. 35.

With the exception of four locomotives, of which one is entirely, and three are very nearly, worn out, the whole of the rolling stock has been kept in efficient repair, and the cost, as usual, has been defrayed from the vote for working expenses.

Engines ordered from England.

The 36 engines (18 passenger and 18 goods) manufactured by Beyer, Peacock, & Co., and some of which are now on their way from England, will on arrival here considerably augment our engine-power, so lamentably deficient at present; but an additional supply will be required for the new extensions and the rapidly increasing traffic; and specifications will shortly be prepared for still further increasing our locomotive stock.

Carriages ordered from America.

The passenger-carriages (2 ordinary and 1 sleeping) ordered from America may soon be expected to arrive in Sydney; and tenders will be invited without delay for a supply of first and second-class passenger-carriages, of the English type, which is considered best adapted for through lines, while the American is better suited for suburban traffic and excursion trains. These, with the goods-stock now under construction, and the additional stock for which tenders will soon be invited, will go far to remedy our present deficiency in passenger and goods equipment.

Deficiency of rolling stock in all the Colonies.

Deficiency in rolling stock is not peculiar to New South Wales. It is felt and complained of in all the Australian colonies; and the remedy proposed is the same in all—namely, that the Government should build the whole of the rolling stock in its own workshops.*

Further additions necessary.

I would strongly impress upon the Government that no time should be lost in adding still further to the quantity of our rolling stock, in anticipation of the expansion of the traffic on the opening of new extensions; and in making arrangements for improving the accommodation at the locomotive workshops, which is at present utterly insufficient for the ordinary repairs of the stock. The engines are consequently injured by over-work, and the amount of locomotive expenses unduly increased.†

And increased accommodation at Redfern terminus.

Best type of engine for our lines.

With reference to the best type of engine for our railways, Mr. Higginbotham confesses that he did not go to the States at all prepossessed in favour of American engines; but what he observed there has satisfied him that at all events for light lines of railway they are better adapted than any others. He also thinks that, if they are not entirely imported from the States, the materials should be obtained from that country, and the engines built in the Government workshops.‡ We shall soon have an opportunity of testing their adaptability for our railways, as one has been ordered from America during the present year, and may be expected to arrive in Sydney at an early date.§

Engine ordered from America.

* *Vide* Report of the Commissioner for Railways in Queensland, 25th May 1876; Report of Public Works Department of South Australia, 31st May 1876; and Mr. Higginbotham's interesting observations on railways in all parts of the world during 1874 and 1875.

† During the present year tenders have been invited for 12 passenger and 12 goods-engines, 12 passenger-carriages, and 8 brake-vans; and specifications are in progress for an additional supply of 3 small Bogie engines, 43 first-class carriages, 39 second-class, 15 brake-vans, and 1,000 vehicles for passenger and goods traffic. 8 Bogie Composite Carriages have also been ordered from England, of the pattern used on the Midland Railway.

‡ Observations on railways.

§ The Honorable John Young, Representative Commissioner for the Dominion of Canada, at the complimentary Banquet given to him at the Sydney Exchange, on the 29th May 1877, stated that in Canada, on the "Great Trunk" Railway, the property of English stockholders, English engines were at first imported, but given up because the Canadian and American locomotives were far superior and cheaper.—*Sydney Morning Herald*, 30th May 1877.

Every effort is being made to improve our appliances for preventing the losses occasioned by the escape of sparks from the engines. We have endeavoured to adopt the inventions and profit by the experience of other countries, but up to the present time we have found no appliance so efficient as the wire-screen now in use. Spark-catchers.

Continued attention has been bestowed on the improvement of the brake-power of our rolling stock. The Westinghouse continuous air-brake as far as it has been tried has proved satisfactory, but its further application was postponed till the arrival of the engines from Beyer, Peacock, & Company, which are fitted with the improved automatic arrangement of the inventor. Much diversity of opinion still prevails as to the relative merits of the different inventions. Mr. Higginbotham considers that the Smith vacuum-brake is superior to the Westinghouse, and instances its satisfactory working on the Metropolitan railway, where no derangement took place in 100,000 stoppages.* Other engineers are in favour of Henderson's hydraulic-brake.† After careful experiments recently undertaken at the instance of the Royal Commission on Railway accidents, the Commissioners, without giving a decided preference to any one of the brakes, which were tested, express their opinion that no train can be considered properly equipped, which is not furnished with sufficient brake-power to bring it, at its highest speed, and on any gradient, to an absolute stop within 500 yards. They also think that a large portion of the available brake-power should be under the control of the engine-driver, and that the controlling power may be greatly increased by fitting brakes upon the engines.‡ The result of similar experiments conducted last year at Philadelphia leaves little doubt as to the superiority of the Westinghouse automatic over the vacuum brake, from the shorter distance in which a train fitted with the former can be brought to a stop.§ Improvement in brake-power.

Captain Tyler gives the following as the qualities of an efficient brake. It should be continuous, cheap in construction, simple in action, easily adjusted, not requiring frequent repair, not liable to get out of order, applied at the will of the engine-driver, and available in each part, in the event of a train becoming suddenly divided.|| Capt. Tyler's description of efficient brake.

The importance of efficient brake-power, more particularly on the severe gradients on our lines, in securing greater immunity from accidents cannot be over-estimated, and forms my excuse for drawing particular attention to the subject. Importance of brake-power in preventing accidents.

The total expenditure for rolling stock and machinery from the commencement has been as under :— Cost of rolling stock and machinery. Appendix No. 8, p. 53.

Rolling Stock.	Imported from England.	Manufactured in the Colony.	Total.
	£	£	£
Locomotives	157,537	167,367	324,904
Passenger and Goods Stock	223,666	278,468	502,134
Total, to 31 December, 1876	381,203	445,835	827,038
Machinery, to 31 December, 1876 ... ..	.....	.....	28,615

* Observations on Railways.
 † Mr. Morris' Observations on Railroads in the United States, 1877.
 ‡ Vide Report of Royal Commission on Railway Accidents, 1877, and "English Mechanic and World of Science," 2nd and 30th March 1877.
 § In the "Railroad Gazette," of 14 April 1876 will be found a detailed account of the experiments, and drawings and description of the automatic brake.
 || Report to Board of Trade for 1874.

7. COST OF CONSTRUCTION.

Total expenditure on capital account.

The expenditure on capital account for the construction of our railways and for rolling stock and machinery, has been as follows:—

Appendix No. 8, p. 53.

		<i>During 1876.</i>					
Trunk line	£17,596
Southern line	304,987
Western line	208,003
Northern line	101,457
Total, Construction							632,043
Rolling stock	91,149
Machinery	787
Trial surveys	14,293
Total, Capital Expenditure during 1876							738,272
Total to 31st December 1875							7,831,788
Total expenditure to 31st December 1876							8,570,060

which was distributed as under:—

		<i>On Open Lines.</i>					
Southern and Western	£6,212,444
Northern	1,778,157
							7,990,601
		<i>On Works in Progress.</i>					
Southern and Western	£368,955
Northern	210,504
							579,459
Total as above							£8,570,060

Cost of construction per mile.
Appendix No. 9, p. 54.

In a table in the Appendix will be found the cost per mile of the different sections of our railways, and the average cost of the whole to the end of last year. This average, which is swelled by the exceptional cost of the Darling Harbour Branch and the line to Parramatta, was £14,008 exclusive, and £15,699 inclusive, of rolling stock and machinery; but this forms no criterion for the cost per mile of the extensions recently finished, or now in progress, which, including earthworks, fencing, sleepers, ballast and laying permanent-way, but exclusive of permanent-way materials, station-buildings, signals, land, and water-supply, is as follows:—

Goulburn to Yass	...	...	...	...	...	...	£3,590 per mile.
Yass to Cootamundra	...	...	...	...	...	...	3,414 "
Cootamundra to Wagga Wagga	...	...	...	...	...	...	3,353 "
Bathurst to Orange	...	...	...	...	...	...	3,584 "
Murrurundi to Tamworth	...	...	...	...	...	...	3,480 "

8. EXPENDITURE.

Appendix Nos. 13, 15, 16, pp. 57, 59, 60.
Working expenses.

The total cost of working during last year, as appears by the detailed statement appended, was £339,406 against £296,174 in 1875, being an increase of £43,232. The largest items of increase were the locomotive charges and repairs to carriages, amounting together to £23,278; but it must be remembered that there was an increase of 16.47 per cent. in mileage, which necessarily involved a proportionate increase in locomotive expenses, as well as in maintenance and traffic charges.

Increased with increase of mileage.

It may be necessary here to explain, that as it is found impossible with any degree of accuracy to separate the working expenses of the Southern and Western lines, they have consequently been treated in this and former reports as one line.

Impossible to separate the expenditure on Southern and Western lines.

The increase in the traffic charges amounted to £10,173 on the Southern and Western lines, and £2,716 on the Northern. The only other item that requires special notice is the cost of the maintenance of way and works, in which there was a decrease of £1,357 on the Northern line, where no additional length was opened, but an increase of £8,246 on the Southern and Western lines, where the length of the lines was increased by 72 miles.

Traffic charges and maintenance.

The report of the Engineer for Existing Lines gives the particulars of the expenditure for maintenance of way and works, repairs and additions to existing buildings, and the condition of the different lines; and furnishes a return of the number of rails that have been turned, renewed, or broken. No such record of the life of the rails was kept on the Northern line, but this omission will be remedied in future. On the Southern and Western lines it appears that from the opening of the railway to Parramatta in 1855, to the 31st December 1876, a period of 21 years, the following was the result:—

Condition of permanent-way. Appendix No. 1, p. 35.

	Length.		Number Turned.	Number Renewed.	Number Broken.	Number of rails turned, renewed, and broken from commencement.
	miles.	ch.				
Southern— To Binalong	208	22	2,574	1,074	120	
Western— To Blayney	158	66	6,627	788	40	
Branch— To Richmond	16	11	458	228	none.	
Total	388	19	9,659	2,090	160	

The percentage proportions of the different heads of working expenses to gross expenditure during 1875 and 1876 were respectively as under:—

Percentage of different heads of expenditure to total expenditure.

	1875.	1876.
	Locomotive charges	36·04	37·15
Carriage and waggon repairs	6·64	6·94
Maintenance	22·47	21·64
Traffic charges	29·78	29·78
Compensation—personal... ..	0·53	0·15
Compensation—goods	0·08	0·20
Miscellaneous	4·46	4·14
Total	100·00	100·00

9. REVENUE.

Earnings and expenditure compared with 1875. Appendix Nos. 12, 13, pp. 56, 57.

The gross earnings during 1876 were £693,225 against £614,648 in 1875. The working expenses were £339,406, against £296,174 in 1875. The proportion of expenditure to gross earnings was 48·96 in 1876, against 48·18 in 1875, and the percentage of net earnings to capital was 4·43 in 1876 against 4·39 in 1875.

Increase of traffic in 1876. Appendix No. 11, p. 55.

With the exception of a decrease of 641 in the number of horses, and 1,466 in the number of pigs carried, there was an improvement in every description of traffic during last year, both in quantity and value. There was an increase of 94,472 first-class, and 345,033 second-class passengers; of 1,004 in season-tickets, and a small advance in the number of carriages and dogs. In merchandise traffic there was an increase of 10,424 in the number of horned cattle, of 54,203 in the number of sheep, of 1,582 in the number of bales of wool, of 50,688 in the tonnage of minerals, and 22,089 in the tonnage of general merchandise.

Increase in earnings.

In earnings there was an increase in passenger and coaching traffic of £27,929, while the goods traffic shows an increase of £6,245 in live-stock, of £5,104 in minerals, of £2,093 in wool, and £37,207 in general merchandise. There was an increase of £78,578 in gross earnings, of £43,232 in working expenses, and of £35,346 in net earnings.

Goods carried on Departmental account.

In addition to the amount returned as total tonnage of goods, there were 27,217 tons carried on Railway account, the freight of which amounted to £9,530 12s. 3d., but in accordance with the practice that has prevailed for some years in the department, which would probably be more honored in the breach than the observance, no charge has been made for the carriage. The items for this service were the following:—

	Tonnage.	Amount—Freight.		
	No.	£	s.	d.
Coal for Locomotive purposes—				
Southern and Western... ..	20,395	5,964	18	9
Northern... ..	2,209	755	9	11
Building materials, &c., for Railway purposes—				
Southern and Western... ..	2,926	2,194	7	8
Northern... ..	1,687	615	15	11
Total	27,217	9,530	12	3

Earnings on different lines.

In the earnings from merchandise traffic the Southern and Western lines show an increase in every description of goods, while there was a decrease on the Northern line of £6,950 in general merchandise, and of £91 in minerals, though there was a considerable increase in the tonnage of coal.

Cause of decrease on Northern line.

This is accounted for from the decreased amount of business done at the more distant mines, the dulness of trade during the latter part of the year having induced the owners of some colliers to lay them up for some months, rather than accept the low rate of freight that prevailed. The monthly return

Appendix No. 25, p. 74.

of coal shows that the Greta mine, which sent 5,125 tons to the railway in August, had reduced the quantity to 38 tons in December.

The falling off in merchandise traffic on the Northern line is more apparent than real. The earnings from this source in 1875 were unduly swelled by the large quantity of permanent-way materials conveyed by railway for the Tamworth extension, the freight of which amounted to about £14,000; and the comparatively insignificant quantity of this description of traffic in 1876 will account for the unfavourable comparison with 1875.

Decrease on the Northern line more apparent than real.

The percentage proportion of each head of earnings to gross earnings for 1875 and 1876 will appear from the subjoined table:—

Percentage of heads of earnings to gross earnings.

		1875.	1876.
COACHING.			
Passengers, 1st and 2nd class ...	...	27·48	27·63
Season-ticket-holders ...	...	0·97	0·98
Horses, carriages, &c. ...	...	4·29	4·37
Mails ...	...	0·76	0·76
Total Coaching ...	...	33·50	33·74
GOODS.			
Live stock ...	...	2·21	2·86
Minerals ...	...	11·38	10·83
Wool ...	...	6·21	5·80
General merchandise ...	...	46·70	46·77
Total Goods ...	...	66·50	66·26
Gross Earnings ...	...	100·00	100·00

The following shows the percentage in number, and the amount received from first and second-class passengers on all lines during 1876:—

Percentage of number and receipts from 1st and 2nd class passengers. Appendix No. 31, p. 78.

		South and West.	North.	Total.
NUMBER.				
First-class ...	...	18·72	13·18	17·47
Second-class ...	...	81·28	86·82	82·53
		100·00	100·00	100·00
RECEIPTS.				
First-class ...	...	37·06	29·83	35·30
Second-class ...	...	62·94	70·17	64·70
		100·00	100·00	100·00

It thus appears that on our railways, as on those of other countries, the lower class passengers are the most numerous and remunerative; and I consider that arrangements should be made for increasing their accommodation and comfort, as is being done on some of the leading railways in the mother country.

2nd class passengers most remunerative.

Percentage of expenditure to earnings.

The following table shows the percentage proportion of expenditure to gross earnings during 1875 and 1876:—

	1875.	1876.
Locomotive	17·36	18·19
Carriage repairs	3·19	3·40
Maintenance	10·82	10·59
Traffic charges	14·35	14·58
Compensation—Personal	0·26	0·08
Compensation—Goods	0·05	0·10
Miscellaneous	2·15	2·02
Total	48·18	48·96

Favourable comparison with other railways.

an increase of ·78 per cent. on 1875; but the total 48·96 still contrasts favourably with the percentage on English and other railways.

10. WOOL TRAFFIC.

Increase in the number of sheep in New South Wales and Victoria.

Notwithstanding the protracted drought, the number of sheep in the colony largely increased, and there was no diminution in the quantity of wool carried on our railways. There was a similar increase in Victoria, though not to the same extent. I have not been able to ascertain the comparative results for 1876, but during 1874 and 1875 the numbers in the two colonies were respectively as under:—

	1874.	1875.
New South Wales	22,872,882	24,382,536
Victoria	11,225,206	11,749,532
Difference	11,647,676	12,633,004

Quantity of wool carried by railway in both Colonies.

and yet the quantity of wool carried on both railways, and the freight received, were respectively as follows:—

	1874.		1875.	
	Bales.	Freight.	Bales.	Freight.
	No.	£	No.	£
Victoria	238,152	50,512	279,668	69,340
New South Wales	90,128	28,702	118,815	38,160
Difference	148,024	21,810	160,853	31,180

It thus appears that in 1875, Victoria with 107 per cent. fewer sheep carried by railway 135 per cent. more bales of wool, and received 81 per cent. more freight than New South Wales; but it will be observed that the increase in the number of bales in 1875 was 31·8 per cent. in New South Wales, and only 17·4 per cent. in Victoria.

Percentage of No. of sheep and bales of wool.

A foot-note to the summary in the Statistical Register of that colony for 1875 accounts for this difference in the following terms:—"Since the year 1864 a considerable quantity of wool has each year been imported into Victoria across the Murray from the Riverina district of New South Wales, for transport by the Echuca railway to Melbourne, and shipment thence. No precise record of the quantity so introduced has until recently been kept at the Customs. It has, however, been ascertained that at least 13,000,000 lbs. of wool, valued at £972,000, crossed the Murray into Victoria in the year 1870, and the following amounts in the years named:—19,552,598 lbs., valued at £1,096,772, in 1872; 31,542,913 lbs., valued at £1,745,550, in 1873; 35,332,089 lbs., valued at £1,975,879, in 1874; and 40,535,081 lbs., valued at £2,260,799, in 1875."*

Traffic across the Border.

Large, however, as these amounts appear, they are considerably smaller than those furnished by our own Custom House officers, which include the exports to South Australia and Queensland. No record was kept for 1873, but the quantity returned for 1872 was 27,094,360 lbs., valued at £1,583,704; for 1874 it was 39,679,961 lbs., valued at £2,599,699; and for 1875 it was 47,695,578 lbs., valued at £2,979,590. For the year 1876, it will be found from a return in the Appendix, that the exports across the Border had advanced to 53,725,780 lbs.; but in consequence of the great reduction in the price of wool, the value is estimated at only £2,754,870, or £224,720 less than in 1875, though the quantity carried was 6,030,402 lbs. greater. The following is an abstract of the return:—

Estimated value of Border traffic.

Appendix, No. 22, p. 71.

	1875.	1876.
	£	£
Live stock	1,094,498	1,070,148
Wool	2,979,590	2,754,870
Other exports	45,972	132,962
Total value £	4,120,060	3,957,980

Should the correctness of this estimate be called in question, there is another method of arriving at the value. Mr. Bruce, Chief Inspector of Stock for this Colony, is of opinion that one-half of our wool crosses the Murray to Melbourne, or goes down that river to Adelaide. The number of sheep, the clip of which thus left the Colony in 1875, may safely be reckoned at 12,000,000, and allowing $2\frac{3}{4}$ lbs. of washed wool as an average weight per sheep, or 3 lbs. per sheep, including the Riverina district, where

Another method of arriving at value.

the fleeces are heavier than in most other parts of the Colony, and assuming 1s. 6d. as a fair average price per lb.* we have $12,000,000 \times 3 = 36,000,000$ lbs., which at 1s. 6d. per lb. give £2,700,000 as the value of the wool that crossed the Border in 1875, a close approximation to the value as estimated by our Custom House officers for 1876.

Number of sheep in Border Districts. Appendix, No. 19, p. 68.

The extent to which the Border districts contribute to swell the wool returns in Victoria and South Australia will appear from another table in the Appendix, which shows that in 1875 in twenty-one of these districts there were 12,211,117 sheep (more than the whole number in Victoria), and of this number it is estimated that the clip of two-thirds from Brewarrina, and one-third each from Bourke and Wagga Wagga, making a total of 942,329, remained in New South Wales, while the clip of the remaining 11,268,788 sheep was transported across the Border to the neighbouring colonies.†

Exports proper of Victoria.

If the quantity and value of the wool exported across the Border, as returned in the Statistical Register of Victoria for 1875, were deducted from the wool traffic returns of that colony, the exports of wool from Victoria and New South Wales would be respectively as under:—

	1874.		1875.	
	lbs. No.	Value. £	lbs. No.	Value. £
VICTORIA.				
Total exports	88,662,284	6,373,676	85,064,952	6,096,958
Less Border exports	35,332,089	1,975,879	40,535,081	2,260,799
Exports proper	53,330,195	4,397,797	44,529,871	3,836,159
NEW SOUTH WALES.				
Total exports, including overland ...	75,156,924	5,010,125	87,534,280	5,651,643
Difference	21,826,729	612,328	43,004,409	1,815,484

It will be seen from these figures that in the total exports for 1875 there was a decrease of 3,597,332 lbs., and of £276,718 in value in Victoria, but an increase of 12,377,356 lbs. and £641,518 in value in New South Wales.

Appendix No. 20, p. 69. Wool traffic on different lines in this Colony.

Affected by the drought.

With reference to the wool traffic on the different lines of our railways during 1876, there was an increase of 1803 in the number of bales carried on the Southern and Western lines, and a decrease of 221 bales on the Northern, making a total increase of 1,582 bales. In the amount received for freight there was an increase of £1,160 on the Southern and Western lines, and £933 on the Northern, or £2,093 on all lines. Although this increase is small, it is more than could have been anticipated from the unfavourable state of the weather which prevailed in the pastoral districts. From data furnished by the Government Astronomer, I find that the drought which

* In a paper read before the Royal Society, by Mr. Rolleston, Auditor General, reviewing the progress of the Colony for the ten years preceding 1871, he states that the figures in the Statistical Register for 1862 give an average of over 3 lbs. 6 ozs. per sheep, and a value of 1s. 9d. per lb., while the clip of 1871 gives an average yield of 4 lbs. per sheep (including greasy as well as washed wool), and a value of over 1s. 5d. per lb.

† The figures in this return are taken from the Report for 1875 of the Chief Inspector of Stock for the Colony.

commenced in July 1875 lasted till April 1876, and even then the rainfall was confined to the coast districts. In the western and south-western interior the drought continued throughout the year. In April, transit by teams was stopped in many instances from want of water. There were coast rains in June, and the highest flood on record occurred in the Clarence River in July. August was hot and dry. In September and October there was some rainfall in the southern and coast districts, which did not extend inland. November and December were of a similar character. The drought continued with unabated severity in the western and south-western districts, and thousands of sheep and cattle perished from the want of water and grass.

The following shows the rainfall in several districts of the Colony during 1876:—

	Inches.
Sydney	45·690
Armidale	41·242
Newcastle	40·130
Orange	31·160
Goulburn	23·340
Bathurst	20·520
Deniliquin	13·660

11. COAL TRAFFIC.

In my last report, when referring to the rise in the price of coal at Newcastle, I ventured to state that if coal could be obtained at cheaper rates in other ports, the price would probably have to be reduced here, or our foreign customers would look to England or elsewhere for their supplies. Up to the present time no reduction has taken place in the price at Newcastle; and whether from this cause, or a variety of others that have been suggested—but which it is not my province to investigate—the figures in the subjoined tables, obtained from the Newcastle Custom House returns, show that the shipping and foreign trade of the port have largely decreased, while there has been a considerable increase in its intercolonial trade.

No reduction in price of coal at Newcastle.

Decrease in foreign but increase in intercolonial trade.

The following table shows the decrease in shipping at Newcastle, both inwards and outwards, during 1876:—

Decrease in shipping at Newcastle. Appendix No. 24, p. 73.

	Inwards.		Outwards.	
	No.	Tonnage.	No.	Tonnage.
Coasters—				
1875	1,963	392,146	1,907	336,710
1876	1,594	370,702	1,811	324,881
Decrease	369	21,444	96	11,829
Foreign and Intercolonial—				
1875	1,162	510,902	1,341	573,826
1876	1,023	433,423	1,309	535,738
Decrease	139	77,479	32	38,088

Decrease in coal shipped from Newcastle.

The total quantity and value of coal shipped from the port of Newcastle during the last two years, and the decrease in 1876, in the coasting and intercolonial trade, were as under :—

Appendix No. 24, p. 73.

	Coasters.		Foreign and Intercolonial.	
	Tons.	Value.	Tons.	Value.
	No.	£	No.	£
1875	304,948	207,365	771,143	527,949
1876	246,110	167,355	719,050	495,502
Decrease in 1876	58,838	40,010	52,093	32,447

Appendix Nos. 23, 24, pp. 72, 73.

Being a total decrease in the quantity shipped during 1876 of 110,931 tons, valued at £72,457 ; but the appended returns will show that while there was a falling off to the extent of 72,797 tons in the foreign, and of 58,838 tons in the coasting trade, there was an increase of 20,704 tons in the intercolonial. Under ordinary circumstances this increase would have been much greater ; but there was a decrease of 10,499 tons in the exports to South Australia, in consequence of large consumers there having, from the fall in the price of copper in the English market and other causes, considerably reduced their operations. The falling off in the quantity shipped to that Colony approached 1,500 tons per month during the first half of 1876, and during the last half of the year the demand did not reach the former average consumption. The foreign countries which chiefly contributed to the decrease in exports were San Francisco, Hong Kong, Manila, and Java—the falling off amounting in the aggregate to 59,349 tons.

Increase in quantity carried on Northern Railway.

Appendix No. 28, p. 76.

But this decrease in the foreign trade was counterbalanced by a brisker intercolonial traffic, and a larger home consumption ; for there was an increase in the quantity carried on the Great Northern railway, and in the amount of freight received, as will appear by the following figures :—

Year.	Tonnage.	Freight.	Per ton.	
	No.	£	s.	d.
1875	789,573	41,441	1	0½
1876	812,350	41,956	1	0¼
Increase in 1876	22,777	515		

Appendix Nos. 25, 28, pp. 74, 76.

In the Appendix will be found monthly and yearly details of the quantity carried, and the amount of freight received, from each of the collieries in the Northern district, during 1875 and 1876.

On the Southern and Western lines there was also an increase both in tonnage and freight to the following extent:—

Increase on Southern and Western Railways.

Year.	Tonnage.	Freight.	Per ton.
1875	No. 45,873	£ 18,241	s. d. 7 11½
1876	53,492	19,173	7 1½
Increase in 1876	7,619	932	

Appendix Nos. 26, 27, 29, pp. 75, 76, 77.

The total quantity of coal and shale carried on our railways during 1876 was, according to the return, 865,842 tons, the freight of which was £61,129, an increase of 30,396 tons, and £1,447 in freight; but in addition to this there were 20,395 tons on the Southern and Western lines, and 2,209 tons on the Northern, the total freight on which amounted to £6,720, not included in the return of traffic, as the coal was used for railway purposes. With this addition the total quantity carried on our railways last year was 888,446 tons, the freight of which amounted to £67,849.

Appendix No. 30, p. 77.

Total quantity carried on all lines.

With the exception of the Woodford mine, the whole of the old collieries were in full operation during 1876. The only new mine which has been added to the list is that of the Newcastle Coal mining company, who have purchased the Burwood line and engines, and are now carrying on an increasing business at their mine, situate about 2 miles from the junction with the Great Northern railway. The Australasia coal company have not commenced business, as their line is not yet completed.

Old collieries in full operation.

New Company.

The railway works in connection with the hydraulic cranes on Bullock Island are ready for use; and when the cranes are completed, which will probably be by the end of this year, the facilities for shipping coal at the port of Newcastle will be fully equal to the demand.

Increased facilities for shipment.

12. PUBLIC DEBT FOR RAILWAYS.

From the appended statements prepared at the Treasury it appears that the appropriations by Parliament for railway purposes to the end of 1876 amounted to £11,130,808 18s. 8d. Of this amount debentures had been issued to the extent of £9,087,300, of which £7,110,800 were negotiated at 5 per cent. and £1,976,500 at 4 per cent., but only £8,638,362 had been expended up to 31st December last.

Railway debt.

Appendix Nos. 6, 7, pp. 48, 52.

The interest paid from the Consolidated Revenue Fund last year on the amount expended was as follows:—

Interest paid on loans.

	Expended.	Interest.
Debentures issued at 5 per cent.	£ 7,110,800	£ 355,540
Do. 4 per cent.	1,527,562	61,100
Total	8,638,362	416,640

Excess of interest paid by Government over net earnings.

And as the net earnings for 1876 amounted to £353,819, it follows that the excess of interest paid by the Government during last year over the amount contributed by the railway profits was £62,821. The interest paid from the Consolidated Revenue Fund was equal to 4·82 per cent. on the amount expended by Government, and the net earnings of our railways were equivalent to 4·43 per cent. on the capital expended on lines open for traffic—a deficit of only ·39 per cent.*

Railways not credited for all work performed.

Night mail-train.

Free passes.

But while the net earnings are year by year approaching nearer and nearer to the amount of interest paid from the public funds, the advance would be more rapid if credit were taken for the whole work performed by our railways. We are still running the night mail-train for postal purposes, at a considerable loss of revenue, and receiving for the carriage of Her Majesty's mails less than one-half the amount paid in Victoria, and less than one-third the amount paid in the United Kingdom for a similar service. We also, as is the practice on other Government railways, issue a large number of free passes, which, though they add nothing directly to our earnings, are nevertheless attended with many indirect advantages to the Colony. If the whole work performed were taken into account in estimating the profits of our railways, the result, I believe, would show that they are already almost self-supporting.

13. TARIFF.

Reduction in rates. For Passengers.

Some further reductions were made last year in the fares and rates for passengers and goods. A reduction in the scale of passenger fares was made on the extensions beyond Goulburn, Bathurst, and Murrurundi; and an additional allowance of 50 per cent. per mile on these rates for any number of miles beyond 200. Our passenger-fares are still higher than those in Victoria (which are lower than the average rates on English lines), but it must be remembered that Victoria has abolished, while we have retained, the system of return-tickets at a fare-and-a-half for the double journey, which for long distances will compare favourably with the single-journey-fares of that Colony.

For goods.

Reduction in wool rates.

Appendix No. 21, p. 70.

and wool-packs.

Besides some reductions in several articles of traffic, the following allowances have been made on the existing goods rates, namely, 10 per cent. for every mile beyond 100 miles, 20 per cent. for every mile beyond 150 miles, and 40 per cent. for every mile beyond 200 miles. A reduction has also been made in the rates for the carriage of wool. Before September last, the charge was made according to mileage, per bale, not exceeding 5 cwt., with an addition of 6d. per bale if exceeding that weight. The present charge is from specified stations, at per bale not over 4 cwt., with 15 per cent. per cwt. additional for bales in excess of that weight. An allowance is made on these rates of 15 per cent. for wool properly dumped and hooped with iron. The charge for the carriage of woolpacks has also been reduced from 7d. to 4d. per ton per mile.

Means adopted by Victoria and South Australia to secure Murray River traffic.

From the date of opening its line to the Murray, the Victorian Government has offered a bonus on New South Wales wool river-borne to Echuca; and South Australia has been equally alive to the advantage of securing a portion of the traffic on that river. In his interesting account of

* On the Northern line the interest on capital expended was 5·09 per cent., or ·27 per cent. in excess of the amount paid by Government.

South Australia, Mr. Marcus, referring to the want of safe anchorage at the mouth of the Murray, says—the practical result has been that the produce of the river has been drifting away to Melbourne. And he adds, as if enunciating a self-evident proposition, “Riverina *ought* to send its produce by water-carriage to the mouth of the Murray; but our Victorian neighbours have determined, apparently at any cost, to secure the trade for Hobson’s Bay, and are actually carrying the wool at a loss to the revenue.”* To counterbalance this movement, South Australia proposes to connect the Murray with Port Adelaide by a railway 50 miles in length, from Kapunda to the north bend of the river.

Trade drifting to Melbourne.

No one can blame the sister colonies for taking advantage of their geographical position, and bidding high for the produce of Riverina—the richest of our pastoral districts; but when we find that last year upwards of 53½ million pounds of our wool, valued at upwards of 2½ millions sterling, crossed the borders to the adjacent colonies, we should be blind to our own interests if we did not push our railways as speedily as possible into the south-western interior, and offer inducements to our settlers to send their produce to Sydney, instead of to Melbourne or Adelaide.

Steps should be taken to secure a portion of the traffic of our own Colony.

The cheapness of transit by water, and the length of water-carriage with which our railways will have to compete, are somewhat formidable. The Murray is navigable for 2,000 miles from its mouth at Goolwa; the Darling for 800 miles from Wentworth to Fort Bourke, and occasionally several hundred miles further; and the Murrumbidgee, from its junction with the Murray, for 700 miles to Wagga Wagga. There are 40 steamers and 50 barges employed in the river-trade. At present the larger portion of the upper river traffic is diverted up-stream to Echuca; but as the natural advantages of down-stream navigation are so great, saving £2 or £3 per ton in freight as compared with the railway rates, Mr. Boothby, Government Statist of South Australia, thinks there is little doubt that the bulk of the carrying trade will eventually revert to South Australia. And to secure this desirable object, he informs us that surveys are being made and proceedings taken for opening the Murray mouth to large vessels, along side which the river-boats will then discharge.* Fortified with this, or the Kapunda scheme, South Australia, I presume, hopes effectually to checkmate Victoria and New South Wales in their efforts to secure a portion of the trade of Riverina.

Difficulties to contend with.

Length of water-carriage.

Proposed opening of the mouth of the Murray.

It was anticipated that the reduction in the wool-rates would lead at first to an increase in the quantity carried with a reduction in revenue. Sufficient time has not yet elapsed to test the result of the altered rates, and we have had an unfavourable season to contend with; but last year there was an increase of 1,582 in the number of bales carried, and £2,093 in the amount received for freight; and I believe that the increase in quantity and value will be greater the farther we advance into the south-western interior, till the railway-whistle of our engines is heard on the banks of the Murray, the Murrumbidgee, and the Darling.

Further extensions will probably increase the quantity and the value of wool traffic.

A table is annexed of the wool-rates prior and subsequent to 18th September 1876.

Appendix No. 21, p. 70.

* South Australia: Its History, Resources, and Productions. 1876.

14. EARNINGS AND EXPENDITURE PER MILE OPEN.

Results of
traffic per
mile open.

The gross earnings per mile open during 1876 were £1,507·01 against £1,499·14 in 1875, being an increase of £7·87. The total expenditure was £737·84 in 1876 against £722·38 in 1875, an increase of £15·46; and the net earnings in 1876 were £769·17 against £776·76 in 1875, showing a decrease of £7·59.

Appendix
Nos. 36, 37,
38, pp. 81, 82,
83.

The following table will show the items in detail :—

	Per mile open.		INCREASE.	DECREASE.
	1875.	1876.	1876.	1876.
REVENUE.				
	£	£	£	£
Passengers	411·99	416·39	4·40	.. ..
Season-tickets	14·49	14·67	0·18	.....
Horses, carriages, &c.	64·36	65·90	1·54	.....
Mails	11·45	11·45	.....	.....
Total coaching	502·29	508·41	6·12	.....
Live stock	33·14	43·11	9·97	.....
Minerals	170·56	163·12	.....	7·44
Wool	93·08	87·51	.....	5·57
General merchandise	700·07	704·86	4·79	.....
Total goods	996·85	998·60	1·75	.....
Gross earnings	1,499·14	1,507·01	7·87	.....
EXPENDITURE.				
Locomotive	260·29	274·16	13·87	.....
Carriage repairs	47·95	51·18	3·23	.....
Maintenance	162·30	159·64	.....	2·66
Traffic charges	215·08	219·72	4·64	.....
Compensation—Personal	3·90	1·12	.....	2·78
Do. Goods	0·63	1·49	0·86	.....
Miscellaneous	32·23	30·53	.....	1·70
Total expenditure	722·38	737·84	15·46	.....
Net earnings	776·76	769·17	.....	7·59

15. EARNINGS AND EXPENDITURE PER TRAIN MILE.

In the Appendix will be found detailed statements of the mileage and tonnage of passenger and goods-engines, annual and daily, during last year, and the number of miles run by each engine. There were 29,230 passenger-trains against 25,936 in 1875, and 23,303 goods-trains against 20,832 in 1875, making a total of 52,533 trains in 1876 against 46,768 trains in 1875, an increase of 5,765 trains last year. The number of miles run by passenger-trains was 861,077, against 782,512 in 1875. The mileage of goods-trains was 827,887, against 689,692 in 1875. The total train-mileage was accordingly 1,688,964 in 1876, against 1,472,204 in 1875, being an increase of 216,760 during last year.

Train mileage.
Appendix
Nos. 11, 32,
33, 34, 35, 36,
37, 38, pp. 55,
78, 79, 80, 81,
82, 83.

The gross earnings per train-mile were 98·50d. against 100·20d. in 1875, a decrease of 1·70d. The total working expenses were 48·22d. against 48·28d. in 1875, a slight decrease of ·06d. And the net earnings were 50·28d. against 51·92d. in 1875, a decrease of 1·64d.

Earnings and
expenditure
per train-mile.

The details will be found in the subjoined table :—

	Per Train-Mile.		INCREASE.	DECREASE.
	1875.	1876.	1876.	1876.
EARNINGS.				
Passengers	d. 27·54	d. 27·22	d.	d. 0·32
Season-tickets	0·97	0·95	.....	0·02
Horses, carriages, &c.	4·30	4·31	0·01	.....
Mails... ..	0·77	0·75	.....	0·02
Total coaching	33·58	33·23	.....	0·35
Live stock	2·21	2·82	0·61	.....
Minerals	11·40	10·66	.....	0·74
Wool... ..	6·22	5·72	.....	0·50
General merchandize	46·79	46·07	.....	0·72
Total goods	66·62	65·27	.....	1·35
Gross earnings... ..	100·20	98·50	.....	1·70
EXPENDITURE.				
Locomotive	17·40	17·92	0·52	.....
Carriage repairs	3·20	3·35	0·15	.....
Maintenance... ..	10·85	10·43	.....	0·42
Traffic charges	14·38	14·36	.....	0·02
Compensation—Personal	0·26	0·07	.....	0·19
Do. Goods	0·04	0·10	0·06	.....
Miscellaneous	2·15	1·99	.....	0·16
Total expenditure	48·28	48·22	.....	0·06
Net earnings	51·92	50·28	.....	1·64

Annual and daily mileage of Engines.

The following table shows the annual mileage of passenger and goods-engines, and their daily mileage, exclusive of Sundays, in 1875 and 1876.

Appendix No. 35, p. 80.

	1875.		, 1876.	
	Annual.	Daily.	Annual.	Daily.
	Miles.	Miles.	Miles.	Miles.
Passenger-engines	782,512	2,500	861,077	2,751
Goods-engines	689,692	2,204	827,887	2,645
Total Train-miles	1,472,204	4,704	1,688,964	5,396
Shunting, ballasting, &c.	427,642	1,366	471,920	1,508
Total, with shunting, &c.	1,899,846	6,070	2,160,884	6,904
Number of engines ... ..	.....	100	.....	101
Average per engine ... ..	.....	47·04	.....	53·42
Average do. shunting ... ..	.....	13·66	.....	14·93
Total daily average per engine, including shunting, &c. ....	.....	60·70	.....	68·35

As there was an increase of 216,760 in the train-mileage, and 44,278 in the mileage of shunting and ballasting during 1876, with only one additional engine, for a portion of the year, our locomotives were taxed to the utmost to perform their work.

Mileage of passengers and tons.

From the appended return of the mileage of passengers and of tons of goods and passenger traffic (exclusive of the dead weight of the rolling stock), it appears that the average distance travelled, and the average amount received per mile, were respectively as under :

Appendix No. 39, p. 84.

	Average distance travelled.			Average amount received.		
	Passengers each.	Passenger Traffic, per ton.	Goods.	Passengers each.	Passenger Traffic, per ton.	Goods.
	Miles.	Miles.	Miles.	d.	d.	d.
South and West	12·03	14·58	70·90	1·47	20·26	3·07
North	14·66	18·90	12·37	1·78	23·05	2·22
All Lines	12·49	15·38	29·11	1·54	20·89	2·82

Gross ton weight of vehicles, empty and loaded. Appendix No. 40, p. 85.

In another return are given for the first time the mileage and the gross ton-weight of the engines and the vehicles of transport, empty and loaded. The result shows that the average earnings per ton per mile were ·686d. on the Southern and Western lines, ·597d. on the Northern, and ·662d. on all the lines combined ; while I have ascertained that the average is ·254d. on seven French lines, ·266d. on seven Indian lines, and ·437d. on the Metropolitan line of England.

16. COMPARATIVE RESULTS ON DIFFERENT RAILWAYS.

As the progress and economy of our own railways are best exhibited by comparison with those of other countries, I have, in continuation of the return in my last report, prepared and appended a comparative statement of the cost of construction and working on the railways of the United Kingdom and each of the Australian colonies, for the year 1875, the latest period for which I could find materials. * Subjoined are a few of the chief items :—

Cost of working on different railways.

Appendix No. 44, p. 98.

		United Kingdom. 1875.	New South Wales. 1875.	Victoria. June, 1876.	South Australia. 1875.	Queensland. 1875.
Miles open	No.	16,658	437	620	193½	263
Average cost per mile ...	£	37,883	16,579	21,354	8,486	10,633
Per mile open.						
Earnings	£	3,540	1,499	1,636	910	518
Expenditure	£	1,933	722	822	684	350
Net earnings	£	1,607	777	814	226	168
Per train-mile.						
Earnings	d.	67·56	100·20	104·71	81·05	81·00
Expenditure	d.	36·88	48·28	52·57	60·99	54·73
Net earnings	d.	30·68	51·92	52·14	20·06	26·27
Percentage.						
From passengers	%	44·00	33·50	38·84	36·74	35·28
From goods	%	56·00	66·50	61·16	63·26	64·72
Expenses to earnings	%	54·60	48·18	50·20	75·25	67·57
Net earnings to capital	%	4·25	4·39	3·74	2·65	1·58

It will be seen that in the net earnings per open mile the United Kingdom stands first, Victoria second, and New South Wales third. In net earnings per train-mile Victoria is first, New South Wales second, and the United Kingdom third; but in two of the most important items, namely,—the percentage of expenditure to gross earnings, and the interest which the net earnings bear to capital expended, New South Wales occupies the premier position, being lowest in the former, and highest in the latter. The order of arrangement is as under :—

Comparative results.

Percentage of expenditure to earnings—

1. New South Wales	... ..	48·18
2. Victoria	... ..	50·20
3. United Kingdom	... ..	54·60
4. Queensland	... ..	67·57
5. South Australia	... ..	75·25

*The figures in the first column are taken from Captain Tyler's Report to the Board of Trade for 1875, and those in the other columns are compiled from the published reports in the different Colonies and revised by the chief officers of the Railway Departments in each.

Interest on capital expended—

1. New South Wales	...	...	...	...	4.39 p. cent.
2. United Kingdom	...	...	...	...	4.25 „
3. Victoria	...	...	...	...	3.74 „
4. South Australia	...	...	...	...	2.65 „
5. Queensland	...	...	...	...	1.58 „

Dated 30th Sept., 1865.

Comparative Statements in 1865 and 1875.

In a comparative statement of the earnings and expenditure of the Victorian and New South Wales railways for 1864, annexed to my first report, the percentage of working expenses to gross earnings was 52.82 in Victoria, against 70.24 in New South Wales. In commenting on that return, I stated that while our net receipts were less than 2 per cent. on a capital expenditure of two and a half millions, the Victorian railways were yielding 3½ per cent. on an expenditure of eight millions sterling. I added that this clearly pointed to the advisability of pushing our railways forward with all convenient speed, to enable us to compete more successfully with our Victorian neighbours; and the result of the comparative statement for 1875 affords the best commentary on the policy suggested in 1865.

Railroads in United States.

With reference to the railroads in the United States, Mr. Poor's manual for 1877, so voluminous and minute in other respects, does not afford sufficient data for calculating the receipts and expenditure per train-mile; but it shows that at the close of last year the number of miles opened in that country had increased to an aggregate of 71,759, and the total capital to £958,479,142. The traffic, however, both in goods and passengers had decreased in all the States except the Pacific, to the extent of £3,190,680 in goods, and £389,672 in passenger earnings; but the profit on the Pacific railways created an increase in the dividends of £1,492,030.*

Number of miles opened on all railways, 1875.

Appendix Nos. 45, 46, p. 99.

From Captain Tyler's Report for 1875 we learn that the total number of miles of railway opened in the British empire amounted to 30,205½; while, according to Poor's manual, the number of miles opened on all the railways of the world on 31st December 1875, was 182,690, which the Statesman's year-book for 1877 reduces to 176,963.

Miles open and in progress in the Australian Colonies, 1876.

Appendix No. 47, p. 99.

I have appended a comparative statement of the length of line of railway open, in progress, and projected, in each of the Australian Colonies on 31st December 1876, from which it will be seen that Victoria is considerably in advance of the others in the number of miles open and in course of construction, having 960 miles against 688½ in New South Wales, 454 in Queensland, and 414 in South Australia. But when the number of miles approved by Parliament, or for which money has been voted, are included, the numbers in the different colonies will be as under:—

	Miles.
Victoria	960
New South Wales	954½
South Australia	725
Queensland	454
Total	3,093½

* Poor's manual of the railroads of the United States 1876-77. I have reduced the dollars to sterling at the rate of 4.86 dollars to the pound.

The number of miles of surveys completed to 31st December last, but for the construction of any portion of which Parliamentary sanction has not yet been obtained was as follows :—

					Miles.
New South Wales	...	...	...	...	1,469*
Victoria	...	...	...	...	900
South Australia	...	...	...	...	442
Queensland	...	...	...	...	287
Total					3,098

At the same date the number of miles open for traffic on private lines in the different Colonies was as under :—

					Miles.
New South Wales	...	...	...	...	45
South Australia	...	...	...	...	23
Victoria	...	...	...	...	19
Total...					87

17. RAILWAY ACCIDENTS.

A return is appended of the number, the nature, and the cause of accidents on our railways during last year. The following is a summary of the return :—

Return of railway accidents.

Lines.	Passengers.				Servants.				Trespassers.	
	Beyond their own control.		Misconduct or want of caution.		Beyond their own control.		Misconduct or want of caution.		Misconduct or want of caution.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Suburban.....	2	...	1	3	...	3	1
Southern	1	...	1	...	1	...	...
Western	1	...	2	...	...	...
Northern.....	2	...	1	...	1
Total	3	1	4	5	2	3	2

Appendix No. 41, p. 94.

It will be seen that the accidents to passengers last year were comparatively light. None were killed or injured from causes beyond their own control; but three were injured from want of caution. Of railway servants one was killed from being accidentally pushed from a platform and crushed by the train; and five lost their lives through their own carelessness. Four were injured from causes beyond their own control, and two from their own want of caution. Three trespassers were killed, and two injured from heedlessly exposing themselves to danger, for which the railway officials are not responsible. I have appended a return of the accidents on English and continental railways compared with those on our own lines.

Appendix No. 50, p. 104.

Although, while human fallibility exists, no railways can ever expect entire immunity from accidents, it is the duty of all railway managers to adopt every means possible for their prevention. The Royal Commission on railway accidents, in their voluminous and valuable report, refer to unpun-

Means should be adopted for their prevention.

* Including alternative lines—approximate length to be constructed, 856 miles.

Opinion of Royal Commission on railway accidents.

tuality in the departure and arrival of trains, to insufficiency of accommodation for the traffic, and want of intercommunication between passengers and railway servants, as some of the elements of danger which ought to be provided against. They also state as their decided opinion, that the time has arrived when powers should be given to the Board of Trade to require the adoption of the block system, and of arrangements for the interlocking of points and signals, in all cases where the department considers such a change necessary for safety.

English system of railways superior to Continental.

Under the instructions of the Commissioners, Mr. Langford, C.E., was despatched on a tour of inspection—similar to that undertaken by Mr. Higginbotham, at the instance of the Victorian Government—and after examining the railway systems in Belgium, France, Germany, and Switzerland, he declares as the result of his observations (and Mr. Higginbotham is much of the same opinion), that with respect to the construction of the permanent-way, of signal appliances, and brake-power, England has nothing to learn from foreign railways. He considers that the English system is in every respect superior to the Continental, and that no means for the prevention of accidents are adopted abroad which are neglected at home.

Advisable to adopt suggestions of Commissioners for prevention of accidents.

As we have wisely followed so good a model in the construction of our railways, in our permanent-way and rolling stock, and in the adoption of its gauge, I think we should show equal wisdom in carrying out the suggestions of the Commissioners in the working of our railways, and in using the means and appliances which they consider imperative for the comfort and safety of the travelling public, and of our officers and servants who are chiefly exposed to danger. Our comparatively light bill of mortality last year speaks favourably for the careful management of our officers; but no efforts should be spared on their part, and no reasonable expense on the part of the Government, to introduce such arrangements as will reduce our casualties to a minimum; for it must be evident that some improvement is still required in railway appliances, while one life is lost, or one limb maimed from preventable causes.*

18. MISCELLANEOUS.

Besides the tables referred to in the report, the following will be found in the Appendix:—

Appendix No. 42, p. 95.

1. A tabular synopsis of the cost of constructing and working our railways during 1875 and 1876, and other particulars, showing the increase or decrease on the different items in 1876.

Appendix No. 17, p. 61.

2. A detailed statement of the tonnage, and class, and value of every description of merchandise traffic on our railways during last year.

Appendix No. 18, p. 64.

3. A return of the traffic outwards and inwards at each station, the height of the stations above high water-mark at Sydney and Newcastle, their respective distances from these ports, the number of hands employed, and the number of tickets issued, at each station.

*Since this report went to press, arrangements have been made for the adoption of the Block system for working the increasing traffic on our railways.

4. A return of the number of passengers, the tonnage of goods, the earnings and working expenses, total and per train-mile, the percentage of working expenses to gross earnings, the capital invested on lines open, and the interest thereon, for each year from the opening in 1855, exhibiting at a glance a condensed view of the progress of our railways, and their financial position to the close of last year.

Appendix No. 43, p. 97.
Birds-eye view of progress of our railways from the commencement.

The progress of our railways, as exhibited in this return, has been most satisfactory. In 1855, when 14 miles were open for traffic, the number of passengers was 98,846, the tonnage of goods 140, the capital expended £515,347, the net earnings were £3,290, and the interest on capital was only .638 per cent. In the next decade (1865) 143 miles had been opened for traffic, the number of passengers had increased to 751,587, the tonnage of goods to 416,707, the capital expended to £2,746,373, the net earnings to £57,106, and the interest on capital to 2.079. Another decade brings us to 1875, when the number of miles open had increased to 437, the number of passengers to 1,288,225, the tonnage of goods to 1,171,354, the capital expended to £7,245,379, the net earnings to £318,474, and the interest on capital to 4.396 per cent., the largest percentage of net earnings to capital during any year from 1855 to 1875 inclusive.

Decennial progress of our railways to 31 Dec., 1875.

19. RECAPITULATION.

The transactions to the end of 1876 may be thus summarised. The Government expenditure for construction amounted to £8,638,362, the interest on which was £416,640, or 4.82 per cent. The capital expended on open lines was £7,990,601, and the net earnings were £353,819, or 4.43 per cent. The interest paid by Government was therefore only .39 per cent. in excess of the percentage of net earnings to capital. At the close of the year, 509 miles of railway were open, and 179½ miles under contract to be completed by the end of 1877. The rolling stock consisted of 101 locomotives, 344 passenger-carriages, and 2,217 goods-trucks. The number of railway employes amounted to 2,443, and the wages to £237,176 18s. 10d., an increase over 1875 of £34,104 8s. There were 32 vessels employed in the conveyance of railway materials, the cost of which amounted to £50,137 15s. 4d., and the freight and English charges to £3,268 3s. 3d.

Railway progress during 1876.

Appendix Nos. 48, 49, pp. 100, 104.

During last year, 29,230 passenger-trains and 23,303 goods-trains were run over 1,688,964 miles of railway, the total earnings from which amounted to £693,225, and the cost of working to £339,406, or 48.96 per cent. of the earnings. The number of passengers who travelled was 1,727,730, of whom 301,587 were first-class, and 1,426,143 second-class, or in the ratio of 17.47 per cent. of the former to 82.53 per cent. of the latter, besides 5,680 season-ticket-holders, representing an additional number of 751,216 passenger-journeys. The merchandise traffic consisted of 438,025 live stock, 120,397 bales of wool, and 1,244,131 tons of goods. The average earnings per open mile were £1,507, the average expenditure was £738, and the net earnings were £769. The average earnings per train-mile were 98.50d., the average expenses 48.22d., and the average net earnings 50.28d.

Amount of traffic.

Increase in traffic.

There was an increase of 94,472 in the number of first-class passengers, of 345,033 in the number of second-class passengers, and of 1,004 in the number of season-ticket-holders; an increase of £27,929 in the earnings from passenger traffic, of £50,648 in the earnings from goods, and of £78,578 in gross earnings. The working expenses were increased by £43,232, and the net earnings by £35,346. The interest on capital was different on the different lines. On the South and West there was an increase of .21 per cent., on the North a decrease of .45 per cent., and on all the lines combined a slight increase of .04 per cent.; and as this increase of interest was confined to those lines, on which alone there was any additional mileage, we may reasonably anticipate a further increase with further extensions of our railways, till the net earnings shall equal or exceed the annual amount of interest paid from the Consolidated Revenue Fund. The public debt for railways would then be practically extinguished, and no difficulty should be experienced in procuring the necessary funds for carrying our main trunk lines to the borders of the adjacent colonies, and connecting them by branches with the chief centres of population in the interior, where there is such a total want of water-communication, and in many parts of which the railway is the cheapest, if not the only possible road.

Interest on capital different on different lines.

Advantages of an extension of our railways.

It is by reticulating the country with such a network of railways as is indicated by the routes and surveys on the appended sketch-map, that we may hope to provide means of transit for the produce of our settlers in the pastoral districts, and be enabled to compete successfully with our energetic neighbours for the transport of the staple commodities of our own colony. But the advantages of such an extended system of railroads would not be confined to the mere increase of traffic; for, to adopt the language of His Excellency Sir Hercules Robinson, in his able speech at the opening of the line to Bathurst, "with facilities for regular and constant railway communication with our neighbours, the identity of the interests of adjoining colonies will day by day become more apparent; and petty provincial jealousies and rivalries will give place to those feelings of reciprocal sympathy, which will tend to bind these Anglo-Saxon communities in Australia still more closely to each other, and to unite them in the advancement of the glorious mission of their race—the mission of peaceful commerce and human progress."*

I have the honor to be,

Sir,

Your most obedient servant,

The Honorable James Hoskins,
Secretary for Public Works,
&c., &c., &c.

JOHN RAE.

* *Sydney Morning Herald*, 6 April 1876.

APPENDIX

TO THE

REPORT ON THE RAILWAYS OF NEW SOUTH WALES,

1876.

APPENDIX TO REPORT ON RAILWAYS, 1876.

No. 1.

The Engineer for Existing Lines to The Commissioner for Railways.

Sir,

In compliance with your request to prepare a Report upon the condition of the existing Lines and of the Locomotive Branch for the year ending 31st December 1876, I have the honor to report as follows :—

PERMANENT WAY BRANCH.

GREAT SOUTHERN LINE, INCLUDING SUBURBAN LINE.

	Miles.	chains.
<i>Sydney to Goulburn—Length—Double line</i>	13	16
<i>Single do</i>	121.	4
Total	134	20

The whole of the permanent-way and works, excepting those hereinafter particularized on this length, including the Darling Harbour, Haslem's Creek Cemetery, and Collingwood branches, are in a good average state of repair.

The greater portion of the fencing between Parramatta Junction and Campbelltown is not capable of sound repairs, owing to its decayed state and its having been partially destroyed by white ants; and it is my intention shortly to have it renewed.

The timber bridges and viaducts have all been "screwed up" and undergone the necessary repairs; the whole of the timber superstructure to the Orphan School Creek Viaduct at 19½ miles has been renewed, and several of the brick piers partially rebuilt and strengthened.

A great number of sleepers have been renewed during the year between Liverpool and Picton, and this work is still in progress.

Goulburn to Gunning—Single line—Length, 30¼ miles.

The whole of the works on this length are in good order.

Gunning to Bowning—Single line—Length, 29 miles 26 chains.

This portion of the line was opened for public traffic on the 3rd July 1876. The whole of the works are in good order.

Bowning to Binalong—Single line—Length, 14 miles 42 chains.

This portion of the line was opened for public traffic on the 1st November 1876. The whole of the works are in good order.

The following works have been completed during the year :—

- Brick piers of bridge at 10½ miles repaired.
- Store-room erected in sheeter's shed, Sydney Station.
- Weigh-bridge fixed at Darling Harbour Sidings.
- Waiting-shed erected at Five Dock Platform.
- Platform 200 feet long erected at Guildford.
- Coal stage, Goulburn, extended 70 feet.
- Kitchen erected at Marulan Station.
- 10-ton crane do. do.
- Office fixed in goods-shed, Menangle.
- Gate-house erected at 191 miles 48 chains Burrowa Road Level Crossing.
- Pit constructed in Sydney yard for fixing breaks on carriages.
- Coal stage erected at Bowning.
- Sheep-yard erected at Gunning.
- Do. do. Bowning.
- Enginemen's house, Gunning, removed and re-erected at Bowning.
- Cattle and sheep yards erected at Yass.
- Cattle yard erected at Bowral.
- Two platforms erected at Concord, between Burwood and Homebush Station.
- Goods office, Gunning, removed and refixed at Goulburn.
- Two covered platforms erected in Sydney yard.

Cabramatta Platform lengthened 100 feet.
 Temporary booking-office, waiting-shed, &c., erected at Binalong.
 Goods-shed office erected at Binalong.
 Office erected at Goulburn for Locomotive Inspector.
 Partition built in gentlemen's waiting-room, Sydney Station.
 Enginemen's house, Bowring, removed and re-erected at Binalong.
 House at Braidwood Road Crossing, near Goulburn, repaired and made suitable for a gate-keeper.
 Weighing-machine fixed in goods-shed, Binalong.

The following sidings have been laid in, and permanent-way relaid, during the year :—

<i>New Lines.</i>					
Siding, alongside Iron Wharf, Darling Harbour	...	...	...	...	1,544 feet.
Through road to do.	...	...	...	...	393 "
Line A sidings, head of Darling Harbour	...	...	...	...	2,026 "
Through road to do.	...	...	...	...	160 "
New siding at Guildford	...	...	...	...	367 "
Siding at Bowral	...	...	...	...	303 "
Siding at, 90 miles 40 chains	...	...	...	...	432 "
Siding at Manna Field	...	...	...	...	318 "
Siding at Goulburn	...	...	...	...	538 "
Total	...	...	...	...	<u>6,081 feet.</u>
<i>Line relaid.</i>					
Main "Up" line, Sydney yard	...	...	...	...	331 feet.
Main "Down" line, Sydney yard	...	...	...	...	431 "
Total	...	...	...	...	<u>762 feet.</u>

GREAT WESTERN RAILWAY.

PARRAMATTA JUNCTION TO KELSO.

Single Line—Length, 129 miles 26 chains.

The whole of the works on this length are in good repair. Between Blacktown and Penrith the renewal of sleepers is still in progress.

KELSO TO BATHURST.

Single Line—Length, 1 mile 35 chains.

This portion of the line was opened for public traffic on the 4th April 1876. The whole of the works are in good repair.

BATHURST TO BLAYNEY.

Single Line—Length, 27 miles 69 chains.

This portion of the line was opened for public traffic on the 1st November 1876. The whole of the works are in good repair.

The following works have been completed during the year :—

Waiting-shed, Kelso, removed and re-erected at Sodwall's platform.
 Stock-yard erected at Macquarie Plains Station.
 Brick-house erected at Penrith for enginemen.
 Sand furnace erected at Bathurst.
 Brick office erected at Penrith for Locomotive Inspector.
 Distance signal erected at Springwood.
 Platform at Blacktown lengthened.
 Distance signal erected at Bathurst Station.
 Ash-pit built at Bathurst Station.
 Coal stages at Bowenfels and Raglan removed and re-erected at Bathurst.
 Loading platform erected at Macquarie Plains Station.
 Brick-house erected at Bathurst for enginemen.
 New gates erected at Penrith Station yard.
 Waiting-shed erected at Lock's platform.
 New kitchen erected at Station-master's house, Rydal.
 Platform, 70 feet long, erected at 51 miles 21 chains.
 Platform and waiting-shed erected at Hartley Vale siding
 House erected at Blayney for enginemen, firemen, and cleaners.
 Office erected in goods-shed, Blayney.

The following additional sidings have been put in, and line relaid :—

<i>Sidings.</i>					
Loop Road, South Creek, extended	...	...	...	...	234 feet.
Siding at Cross Roads, near Penrith	...	...	...	...	534 "
New siding to goods-shed, Penrith	...	...	...	...	964 "
Through road to do.	...	...	...	...	171 "
Wascoe's siding extended	...	...	...	...	206 "
Through road, Bathurst station yard	...	...	...	...	209 "
Total	...	...	...	...	2,318 feet.

Line renewed between 52 and 54 miles, and relaid with steel rails 7,083 feet.

BRANCH LINE.

BLACKTOWN TO RICHMOND.

Single Line—Length, 16 miles 11 chains.

The whole of the permanent-way and works on this length are in good average repair.

The following works have been completed during the year :—

- Platform at Blacktown lengthened.
- Engine-shed, 60' × 20', erected at Richmond.
- Gate removed and re-erected at Mulgrave siding.
- Cattle-pen, Riverstone, enlarged.
- Office, Mulgrave Station, enlarged.

The following additional sidings have been put in :—

Schofield's siding extended	...	...	...	...	90 feet.
„ safety block siding	...	...	...	...	149 "
Mulgrave Loop extended...	...	...	...	...	234 "
Siding to engine-shed, Richmond	...	...	...	...	264 "
Total	...	...	...	...	737 feet.

GREAT NORTHERN RAILWAY.

NEWCASTLE TO MURBURUNDI, INCLUDING BRANCHES TO MORPETH AND BULLOCK ISLAND.

In and near the Newcastle station yard 50 tons of steel rails and 20 sets of steel switches and crossings have been laid in, to replace worn out iron ones, and on other parts of the line 700 sleepers have been renewed.

The woodwork of two over bridges between Newcastle and East Maitland, and of the bridge over Melbourne-street, East Maitland, has been entirely renewed.

At Newcastle the most important work carried out was the erection of a goods-shed for the accommodation of the Sydney and other steamers, and the laying in of the necessary sidings, &c., in connection therewith. The shed is built of hardwood framing, covered with corrugated iron. Its dimensions are 100 feet long, 45 feet wide, and 16 feet high. The other works connected with this shed comprise the laying in of 3 sets of switches, 7 crossings, 14 chains of siding, and 2 turn-tables.

The siding beneath the coal staiths, used for loading timber, has been lengthened 100 yards.

At Hamilton a public level crossing has been constructed, and a neat brick cottage, containing four rooms, erected for the gate-keeper's residence.

At Waratah a new goods-shed has been erected to accommodate the increasing traffic at that station. Its dimensions are 80 feet × 27 feet × 16 feet. It is built of brick and covered with corrugated iron. For the proper working of the above a siding 140 yards in length has been laid in.

At Wallsend junction a 3-roomed brick cottage has been erected for a residence for the pointsman.

At Woodford platform a waiting-shed, built of brick and covered with corrugated iron, measuring 12 feet square, has been erected.

At the Northumberland-street platform, Morpeth, a passenger station has been erected, consisting of a booking-office 18 feet × 12 feet, a general waiting-room, 18 feet × 18 feet, and the necessary closet and urinal accommodation. The whole is built of brick.

At Greta (Farthing's) a goods-siding, 100 yards in length, has been laid in.

At 37 miles 53 chains an over bridge has been erected. The superstructure is of ironbark supported by brick abutments. Its dimensions are, 42 feet long and 20 feet wide.

At Camberwell the station accommodation has been improved by the erection of a closet and urinal.

At Scone a residence has been erected for the station-master. It is built of brick and contains six rooms, one of which measures 14 feet × 14 feet, three 14 feet × 12 feet, and two 10 feet × 8 feet; also a detached kitchen, 14 feet × 14 feet, and other conveniences.

At Blandford the gate-keeper's house has been enlarged by the erection of two additional rooms.

At 115 miles 65 chains a level crossing has been constructed.

Important works have been carried out at Honeysuckle Point and at the Bullock Island junction for the purpose of supplying the hydraulic works on Bullock Island with water, and increasing the supply for the engines at the locomotive works.

At Bullock Island junction a tank of 20,000 gallons capacity has been erected, and a pumping-engine capable of raising and discharging into the tank 6,000 gallons per hour attached. The water will be drawn from the several swamps existing in the locality, a portion of which has been purchased by the Commissioner for the purpose, and from which source it is expected that a sufficient quantity of excellent water for all requirements will be obtained.

A similar tank has been erected at Honeysuckle Point works, which is connected with that at the junction by a cast-iron pipe, through which the water is conveyed from one tank to the other by gravitation. The distance between the tanks is about 1 mile 5 chains. Iron pipes have also been laid from the first-named tank to the hydraulic works at Bullock Island, a distance of 1¼ mile.

At 2½ miles distance from Newcastle a junction has been laid in and a complete set of signals erected for the purpose of connecting the branch line now in course of construction by the Australasia Coal Company.

At Singleton an engine-shed, capable of accommodating four engines, has been erected. Its dimensions are 107 feet long, 40 feet wide, and 18 feet high. It is built of hardwood framing, covered with corrugated iron, and shingled roof.

The Bullock Island Branch, which was commenced in 1875, has been nearly completed. The main line (double) is finished, and the whole of the sidings are laid in for the purpose of standage at the junction with the main line. The greater portion of the sidings on the dyke have also been laid in.

ACCOUNT of Permanent-way Rails turned, renewed, and broken, from the opening of the various Extensions to the 31st December 1876.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

Extensions.	Length.	Date when opened for traffic.	Time opened for Traffic up to the 31st Dec., 1876.	Rails.		
				Number turned.	Number renewed.	Number broken.
Sydney yard and up to 1st mile-post	13 16	26 Sept., 1855	yrs. mons. 21 3	808	773	3
1st mile-post to Parramatta Junction				574	88	5
Parramatta Junction to Liverpool	8 68	26 Sept., 1856	20 3	475	31	3
Liverpool to Campbelltown	11 65	17 May, 1858	18 7½	146	40	7
Campbelltown to Menangle	6 50	1 Sept., 1862	14 4	25	10	7
Menangle to Picton	12 28	1 July, 1863	13 6	153	20	—
Picton to Mittagong	23 75	1 Mar., 1867	9 10	201	13	5
Mittagong to Sutton Forest	8 62	2 Dec., 1867	9 0	19	3	2
Sutton Forest to Marulan	28 57	6 Aug., 1868	8 4	85	19	17
Marulan to Goulburn	19 73	27 May, 1869	7 7	48	12	8
Goulburn to Gunning	30 20	9 Nov., 1875	1 2	32	59	57
Gunning to Bowning	29 26	3 July, 1876	— 6	8	6	6
Bowning to Binalong	14 42	1 Nov., 1876	— 2	—	—	—
Sydney to Binalong	208 22	.....	.....	2,574	1,074	120
Parramatta Junction to Blacktown	8 24	4 July, 1860	16 6	271	109	13
Blacktown to Rooty Hill	3 66	12 Dec., 1861	15 0½	31	8	5
Rooty Hill to South Creek	3 75	1 May, 1862	14 8	21	6	1
South Creek to Penrith	4 66	7 July, 1862	14 6	293	133	1
Penrith to Weatherboard	27 70	11 July, 1867	9 5½	3,775	337	1
Weatherboard to Mount Victoria	14 70	1 May, 1868	8 8	1,113	81	4
Mount Victoria to Bowenfels	19 49	18 Oct., 1869	7 2½	648	72	8
Bowenfels to Wallerawang	7 46	1 Mar., 1870	6 10	176	23	—
Wallerawang to Rydal	6 11	1 July, 1870	6 6	91	6	3
Rydal to Locke's platform	19 11	20 April, 1872	4 8	126	8	4
Locke's platform to Macquarie Plains	5 31	1 July, 1872	4 6	41	2	—
Macquarie Plains to Raglan	5 3	4 Mar., 1873	3 10	39	1	—
Raglan to Kelso	3 —	1 May, 1875	1 8	2	—	—
Kelso to Bathurst	1 35	4 April, 1876	— 9	—	—	—
Bathurst to Blayney	27 69	1 Nov., 1876	— 2	—	2	—
Parramatta Junction to Blayney	158 66	.....	.....	6,627	788	40
Blacktown to Richmond	16 11	1 Dec., 1864	11 10	453	228	—

The following shows the number of men per mile of single line engaged in the maintenance of the Permanent-way.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

	Men per mile.
Sydney to Parramatta Junction, including Haslem's Creek Cemetery Branch, Darling Harbour Branch, and new sidings, head of Darling Harbour	1.10
Parramatta Junction to Goulburn, including Collingwood Branch	0.76
Goulburn to Binalong	1.13
Parramatta Junction to Bathurst	0.78
Bathurst to Blayney	1.04
Richmond Branch	0.98

GREAT NORTHERN RAILWAY.

Newcastle to Murrurundi, including Morpeth Branch	0.75
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LOCOMOTIVE BRANCH.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

With the exception of four old engines Nos. 1 to 4 nearly worn out, and several other old goods and passenger engines which require to have the boilers, &c., thoroughly repaired, the locomotives have been maintained in an efficient condition, and the whole of the rolling stock and machinery have been kept in thorough repair.

Considerable progress has been made with the construction of the four engines Nos. 75 to 78, intended to replace Nos. 1 to 4. The first of them, No. 75, commenced to run in August last. The others are in a forward state, and when completed will be practically new engines.

As there has been no extension of the workshops, and only a few additions to our stock of machinery; the difficulties reported as existing last year through the deficiency of locomotives and workshop accommodation have assumed a more serious character. The present want of locomotive power will, however, be shortly relieved, as the new engines ordered from England may be expected to arrive in a few months.

No further application has been made of the Westing-house continuous air breaks, as we are waiting the arrival of an improvement in the shape of an automatic appliance, shortly expected from the patentee.

The new locomotives now being imported are all fitted with the improved Westing-house continuous and automatic air breaks.

No new passenger rolling stock has been received during the year, but one second class and two composite carriages have been converted into first-class carriages. A great want of additional passenger stock has been felt, and tenders are about to be invited for an additional supply.

Considerable additions have been made to our goods rolling stock from Colonial contractors. A number of vehicles of different classes were also purchased from the New Zealand Government.

During 1876 the following vehicles were rebuilt at our workshops:—

- 3 B. waggons.
- 4 D. waggons.
- 1 Composite break-van.
- 1 C. covered goods-van.

GREAT NORTHERN RAILWAY.

The locomotives generally have been maintained in an efficient condition, and the whole of the rolling stock and machinery have been kept in thorough repair.

There has not been any addition made to the locomotives or rolling stock on this line during 1876, but four passenger and six goods engines have been ordered from Messrs. Beyer, Peacock, and Co., and are soon expected to arrive. On the 5th December the boiler of No. 22 engine burst from a defective plate, which almost entirely destroyed the engine.

Appended are returns showing the additions to the rolling stock³ and machinery and pumping engines on all the lines during 1876:—

APPENDIX TO REPORT ON RAILWAYS—1876.

SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

Particulars of the only locomotive-engine added to our stock during 1876 :—

Number of the engine—75.

Description of engine—passenger and goods, with tender.

Diameter and position of cylinders—16 inch inside.

Diameter of wheels—Leading, 5 feet 6 inches	}	coupled.
Driving, 5 „ 6 „		
Trailing, 3 „ 9 „		

Length of stroke—2 feet.

Makers—Sydney Railway Works.

Commenced to run—August, 1876.

Weight—

	Empty.			Full (in steam).		
	Tons.	cwt.	qrs.	Tons.	cwt.	qrs.
Leading	8	7	0	10	15	0
Driving	12	18	0	13	15	0
Trailing	4	9	1	5	3	0
	25	14	1	29	13	0

Statement of the number and class of Rolling Stock for Goods Traffic, showing the number manufactured by different Contractors during the year 1876.

Description.	From whom received.	When received.	How numbered.	No. of each lot.	Total number received.	Remarks.					
Break vans	Thos. Braid	1876	44 to 47	4							
C. Vans	New Zealand Government	1876	100 to 104	5		Made by Ashbury.					
D. Waggon	Kellaway & Wearne	1876	48, 151, 168, 185, 206, 216, 232, 236, 237, 257, 308, 388, 390, 420, 424, 446, 463, and 474.	18		Numbered to fill vacancies caused by D. waggons being converted to E. waggons in 1875.					
Do.							do.	1876	702 to 783	82	
Do.							do.	1876	984 to 1025	42	
Do.							Thomas Denny	1876	687 to 689	3	
Do.							do.	1876	1184 to 1205	22	
Do.							Russell & Co.	1876	690, 691, and 696 to 701	8	
Do.							do.	1876	692	1	Made of blue gum.
Do.							do.	1876	693	1	Made of black wood.
Do.							do.	1876	694	1	Made of spotted gum.
Do.							do.	1876	695	1	Made of tallow wood.
Do.							Hudson Brothers	1876	684 to 960	177	
Do.							Davy & Co.	1876	1084 to 1110	27	
Do.							John Robertson ..	1876	1234 to 1265	32	
Do.	Robert A. Ritchie ..	1876	1344 to 1382	39							
Do.	Leahy & Brodie	1876	1284 to 1293	10							
Do.	New Zealand Government	1876	1544 to 1549	6	Made by Ashbury.						
Do.	do.	1876	1550 to 1555	6	do.						
Do.	do.	1876	1556 to 1560	5	Made by New Zealand Government.						
E. Waggon	Thomas Denny	1876	43 to 67, and 194	26							
Do.	Davy & Co.	1876	68 to 92 and 193	26							
Do.	A. Wright	1876	93 to 116	24							
Ballast Waggon	New Zealand Government	1876	15 to 28	14		do.					
Do.	do.	1876	29 to 43	15		Made by Ashbury.					

RETURN of Composite and Second Class Carriages converted into First Class during the year 1876 :—

Description since conversion.	From whom received.	When received.	How numbered.	No. of each lot.	Description and number before conversion.
First class carriages	Wright & Son	1855	22	1	Second class, No. 9.
Do.	Russell & Co.	1872	23	1	Composite, No. 19.
Do.	do.	1873	25	1	Composite, No. 25.

LIST of MACHINERY in Workshops added to the stock during the year 1876:—

GREAT SOUTH AND WEST LINES.

- TURNING AND MACHINE SHOP—
 2 10-inch screw cutting lathes.
 1 bolt and nut shaping machine.
 BOILER SHOP—
 1 blast fan.
 BLACKSMITH'S SHOP—
 1 5 cwt. steam hammer.
 CARRIAGE SHOP—
 1 band saw.
 PENRITH—
 1 10-inch screw cutting lathe.
 GENERAL (at Sydney)—
 1 travelling crane.

ENGINES AND PUMPS FOR SUPPLYING WATER.

- 1 6-horse-power engine and two pairs of 7" pumps, with two tubular boilers at Sydney
 1 3½" hand-pump at Duck River.
 1 4-horse power portable engine and boiler, and pair of 5½" pumps, at Liverpool.
 1 wind-mill pump at Liverpool.
 1 6-horse-power engine and boiler and pair of 7" pumps at Menangle.
 1 4-horse-power engine and two boilers, and 7" double acting pump, at Bargo.
 1 4-horse-power (Garrett and Marshall's) pumping engine at Wingecaribee.
 1 4-horse-power engine and boiler, and 4" double acting pump, at Barber's Creek.
 1 of Tangye, Bros., and Holman's universal pumps and vertical boiler at Mulwarree Ponds.
 1 of Tangye, Bros., & Holman's special steam pumps at Yass.
 1 pair 4" hand-pump at Illalong Creek.
 1 4-horse-power (Garrett & Marshall's) pumping engine and vertical boiler at Fish River.
 1 6-horse-power portable engine and boiler, and two pairs of 3½" pumps, at Penrith.
 2 4-horse power (Garrett & Marshall's) pumping engines at Blue Mountain.
 1 4-horse-power engine and boiler, and 4" double-acting pump, at Blackheath.
 1 pair of 3" hand-pumps at Mount Victoria.
 1 2-horse-power engine, vertical boiler, and pair of 3" pumps, at Rydal.
 1 4-horse-power engine and boiler, and 4" double-acting pump, at Tarana.
 1 of Tangye Bros., and Holman's special steam pumps, at Bathurst.
 1 do. do. do. at Blayney.
 1 2-horse-power engine, vertical boiler, and pair of 4" pumps, at Mulgrave.
 1 2-horse-power engine and boiler, and pair of 3½" pumps, at Richmond.

NORTHERN LINE.

RETURNS showing additions to machinery and Pumping Engines during 1876.

MACHINERY, &c.

- 1 self-acting planing machine, 6 ft. long and 3 ft. 6 in. wide.
 1 self-acting vertical drilling machine, to drill holes 2 inches diameter in centre of work, 2 ft. 8 in. diameter.
 1 punching and shearing machine, arranged so that both operations can go on at once, to punch ¾ inch holes in ½ inch plate.
 2 travelling cranes.
 1 fan blast.
 3 crab winches.
 2 grinding stones and frames.

PUMPING ENGINES AND PUMPS.

- 1 Tangye Bros. pumping engine and boiler, at Bullock Island Junction.
 1 do. do. do. at Throsby Creek.
 1 3-horse pumping engine and boiler, at Singleton.

In conclusion I wish to draw the Commissioner's attention to the absolute necessity which exists for providing without delay some extra accommodation for locomotive workshops, engine-sheds, sidings, &c., the present arrangements being quite inadequate for carrying on properly the work of the Department, and this difficulty will be greatly increased on the arrival of the 36 new engines from England, together with the large additions that are now being made to the rolling stock.

W. MASON,
 Engineer for Existing Lines,

21st March, 1877.

No. 2.

DATES of OPENING, and the length in miles of the different sections of Railway Lines, from the commencement to 31 December 1876.

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 .....	.....	5	.....	5
7 July, 1862	Penrith .....	.....	5	.....	5
1 Sept., 1862	Menangle	6	.....	.....	6
	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
4 April, 1876	Bathurst .....	.....	2	.....	2
3 July, 1876	Bowning	29	.....	.....	29
1 Nov., 1876	Binalong	14	.....	.....	14
1 Nov., 1876	Blayney.....	.....	27	.....	27
	Total, 1876.....	210	175	124	509

No. 3.

ABSTRACT of the total Quantity and Cost of Land taken for Railway purposes, to the 31st December 1876.

Railway Lines.	Length.	Quantity taken.		Total.	Amount claimed.	Amounts paid.				Probable amounts to be paid.	Total cost.	Rate		
		Private.	Crown.			For land and buildings.	For severance.	As costs of Arbitration.	Claimants' costs on conveyances.			Per mile.	Per acre.	
	miles chns.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
GREAT WESTERN LINE.														
Parramatta Junction to Bathurst	131 30	1,315 2 34	1,595 2 2	2,911 0 37	80,311 5 4	36,738 3 6	5,697 7 8	37 16 6	1,328 13 11	703 19 11	44,506 1 6	338 15 5	15 5 9	
Bathurst to Orange.....	47 75	573 1 26	142 3 2	716 0 28	35,230 6 6	3,217 1 8	658 12 2	.....	78 3 8	8,299 17 7	12,253 15 1	255 12 4	17 2 2
Richmond Branch	16 11	122 2 29	17 1 29	140 0 19	7,357 16 8	3,005 3 9	1,744 13 1	.....	272 14 7	357 6 10	5,379 18 3	333 5 0	38 7 10
TOTAL GREAT WESTERN ...	195 36	2,011 3 10	1,755 2 34	3,767 2 4	122,899 8 6	42,960 8 11	8,100 12 11	37 16 6	1,679 12 2	9,361 4 4	62,139 14 10	317 18 5	16 9 10	
GREAT NORTHERN LINE.														
Newcastle to Murrurundi	119 44	1,466 3 8	376 3 2	1,843 2 11	162,461 5 2	53,148 4 3	8,396 11 11	690 12 9	1,770 14 0	1,429 1 11	65,435 4 10	547 6 11	35 9 10	
Murrurundi to Tamworth	62 36	508 3 14	350 2 37	859 2 11	12,109 12 10	1,519 16 3	420 11 8	.....	26 6 0	4,084 14 8	6,051 8 7	96 18 0	7 0 9
Morpeth Branch	3 35	34 3 22	1 2 28	36 2 11	32,367 4 0	18,088 0 9	1,411 16 3	605 16 2	368 7 11	60 17 11	20,534 19 0	5,962 19 2	561 10 10	
Bullock Island Branch	0 54	10 0 11	6 2 32	16 3 4	11,080 2 0	1,795 16 3	.....	149 7 6	8 0 6	3,790 4 0	5,743 8 3	8,508 15 2	342 6 8
TOTAL GREAT NORTHERN ...	186 9	2,020 2 16	735 3 20	2,756 1 37	218,018 4 0	74,551 17 6	10,228 19 10	1,445 16 5	2,173 8 5	9,364 18 6	97,765 0 8	525 5 7	35 9 4	
GREAT SOUTHERN LINE.														
Sydney to Darling Harbour	1- 11	15 3 39	.....	15 3 39	40,940 0 0	34,299 0 0	.....	.....	83 1 8	.....	34,382 1 8	30,060 16 9	2,149 14 2
Sydney to Parramatta Junction...	13 50	238 3 14	28 0 3	266 3 17	31,965 6 6	18,654 7 10	1,144 15 0	641 3 6	131 13 10	.....	20,572 0 2	1,509 17 5	77 1 9
Parramatta Junction to Goulburn	120 51	1,316 2 32	671 3 10	1,988 2 3	79,396 3 0	31,299 4 3	6,996 8 10	604 16 3	1,368 12 7	3,472 9 6	43,741 11 5	362 11 8	21 19 11	
Goulburn to Yass	54 21	552 1 22	226 3 15	779 0 37	35,566 17 6	9,446 5 2	2,266 5 3	288 5 6	403 16 5	2,816 4 6	15,220 16 10	280 10 0	19 10 7	
Yass to Cootamundra.....	64 55	433 1 12	502 0 28	935 2 0	11,751 2 6	1,336 16 3	148 2 1	.....	12 7 2	3,539 17 1	5,037 2 7	77 17 4	5 7 8
Cootamundra to Wagga Wagga...	55 35	130 2 5	612 1 35	743 0 0	.....	.....	.....	.....	.....	3,658 0 0	3,658 0 0	65 19 8	4 18 5
TOTAL GREAT SOUTHERN ...	309 63	2,687 3 5	2,041 1 11	4,729 0 16	199,619 9 6	95,035 13 6	10,555 11 2	1,534 5 3	1,999 11 8	13,486 11 1	122,611 12 8	395 15 8	25 18 6	
TOTAL ON ALL LINES TO 31ST DECEMBER, 1876	691 29	6,720 0 31	4,532 3 26	11,253 0 18	540,537 2 0	212,547 19 11	28,885 3 11	3,017 18 2	5,852 12 3	32,212 13 11	282,516 8 2	408 12 8	25 2 1	

RETURN OF PERMANENT-WAY MATERIAL IMPORTED FROM ENGLAND DURING THE YEAR 1876.

GREAT WESTERN RAILWAY—EXTENSION BATHURST TO ORANGE.

COMPLETION of 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.		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.									
13 Dec.	City of Ningpo	...	tons cwt. qrs. lbs.	44756	25 1 0 0	...	tons cwt. qrs. lbs.	...	tons cwt. qrs. lbs.	Patent Nut and Bolt Company.	£ 19 10 0	£ 488 9 6	£ 13 2 2	£ 15 14 2	£ 3 2 4	£ 520 8 2	£ 20 15 6	11 April.
13 "	"	...	...	...	...	27360	12 0 0 0	...	...	"	£ 17 10 0	£ 210 0 0	£ 5 12 8	£ 6 15 0	£ 1 6 10	£ 223 14 6	£ 18 12 10	11 "
13 "	"	...	...	...	...	...	...	78156	35 2 0 0	"	£ 24 10 0	£ 859 19 0	£ 23 1 8	£ 27 12 9	£ 5 9 11	£ 916 3 4	£ 26 2 0	11 "
24 "	Osaka	...	...	61244	34 5 2 7	...	...	...	...	"	£ 19 10 0	£ 668 8 6	£ 23 16 0	£ 21 9 5	£ 3 15 0	£ 717 8 11	£ 21 2 11	23 "
24 "	"	...	...	...	...	45828	20 2 0 0	...	...	"	£ 17 10 0	£ 351 15 0	£ 12 5 0	£ 11 5 10	£ 2 10 3	£ 377 16 11	£ 18 15 11	23 "
24 "	"	...	...	...	...	...	...	66800	30 0 0 0	"	£ 24 10 0	£ 735 0 0	£ 25 1 11	£ 23 11 10	£ 5 7 7	£ 789 1 4	£ 26 6 0	23 "
5 Jan.	Strathdon	...	...	...	...	...	...	104544	46 19 0 2	"	£ 24 10 0	£ 1150 5 11	£ 38 14 3	£ 36 18 9	£ 4 14 0	£ 1230 12 11	£ 26 4 8	26 "
5 "	"	...	...	...	...	78812	34 11 1 9	...	...	"	£ 17 10 0	£ 604 18 3	£ 20 7 1	£ 19 8 5	£ 4 6 0	£ 648 19 9	£ 18 15 6	26 "
17 Mar.	Juliet	1162	251 17 2 0	...	...	...	...	...	...	Consett Iron Co.	£ 7 7 3	£ 1854 8 8	£ 125 18 9	£ 44 2 4	£ 31 9 8	£ 2055 19 5	£ 8 3 3	30 Aug.
		1162	251 17 2 0	106000	59 6 2 7	152000	66 13 1 9	249500	112 1 0 2			£ 6923 4 10	£ 287 19 6	£ 206 18 6	£ 62 1 7	£ 7480 4 5		

No. 4 continued—RETURN of MISCELLANEOUS ARTICLES imported during the year 1876, for the G. S. and W. and R. Railways.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.	Cost each.	Invoice Cost.	Freight.	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.	1876.
1875.														
8 April	Cairnbulg	John Labron	213½ yards carriage cloth			0 7 5½	79 13 0	0 10 6	2 18 10	0 0 7	83 2 11		0 7 9½	24 Jan.
6 Oct.	Avicmore	Co-operative Iron Works Co.	1 blast fan			17 1 3	17 1 3	0 16 1	0 19 7	0 5 3	19 2 2		19 2 2	— Feb.
29 July..	Parramatta	R. Stevenson & Co.	9 pairs engine wheels and axles			174 15 11	1573 3 6	27 1 5	50 8 6	9 14 2	1660 7 7		184 9 8	1 Jan.
29 "	"	"	9 pairs tenders do.			66 8 1	597 12 8	10 5 4	19 3 8	3 13 11	630 15 7		70 1 9	1 "
29 "	"	"	2 steel crank axles			162 10 5	325 0 10	5 12 0	10 7 5	2 0 3	343 0 6		171 10 3	1 "
19 Sept..	Nineveh	Clements, Davies & Co.	4 sample lamps			1 10 4	6 1 6	0 10 6	0 11 11	0 0 6	7 4 5		1 16 1	10 "
9 "	"	J. B. Edmondson	1 ticket destroying machine			13 4 5	13 4 5	0 10 6	0 18 3	0 0 7	14 13 9		14 13 9	10 "
17 "	Thos. Stephens...	W. F. Stanley	Drawing materials				89 6 8	0 10 6	2 3 3	0 0 7	92 1 0			24 "
21 "	"	J. B. Edmondson	12 dating-presses			2 1 1	24 12 7	0 10 6	1 4 1	0 0 3	26 7 5		2 3 11	24 "
17 "	"	Tangye Bros.	16 pumps and fittings			162 2 0	972 12 3	44 4 0	31 8 0	7 4 9	1055 9 0		175 18 2	24 "
13 Aug.	Northampton ...	Patent Shaft and Axle-tree Co.	150 pairs waggon wheels and axles.			18 15 0	2812 10 0	87 2 4	90 1 5	11 5 0	3000 18 9		20 0 2	29 "
26 Oct...	Cutty Sark	Craven, Bros.	1 shaping machine				82 0 0	1 14 2	1 7 1	0 5 10	85 7 1		85 7 1	— Feb.
10 Nov...	Mabel	Ellam, Jones, & Co.	Paint, middle green	0 8 0 0	31 11 8		12 12 8	0 10 6	0 18 0	0 1 3	14 2 5		35 6 8	27 April.
10 "	"	"	purple brown	0 8 0 0	15 13 4		6 5 4	0 10 6	0 8 8	0 1 3	7 5 9		18 3 4	27 "
14 Aug...	Northampton ...	Gwynne & Co.	2,180 ft. double leather belting			0 4 8	510 1 4	1 7 9	17 15 0	0 2 11	529 7 0		0 4 10½	29 Jan.
14 "	"	"	1,200 ft. single "			0 1 6½	93 4 8	0 5 0	3 4 6	0 0 6	96 14 8		0 1 7½	29 "
14 "	"	"	360 ft. delivery hose			0 3 6½	64 2 0	0 3 6	2 4 6	0 0 5	66 10 5		0 3 9	29 "
14 "	"	"	200 ft. suction "			0 1 6½	15 11 2	0 1 0	0 11 6	0 0 1	16 3 9		0 1 7½	29 "
14 "	"	"	216 pump leathers			0 5 6½	60 2 0	0 3 3	2 1 6	0 0 4	62 7 1		0 5 9	29 "
14 "	"	"	24 sluice valves			7 8 0	177 12 10	0 9 9	6 4 0	0 0 11	184 7 6		7 13 8	29 "
14 "	"	"	36 doz. belt laces			0 10 10	19 11 0	0 1 7	0 13 10	0 0 2	20 6 7		0 11 3	29 "
26 Oct...	Black Adder	Vickers, Son, & Co.	200 C. S. tires	31 19 2 1	26 15 0		855 11 8	20 19 10	27 13 2	3 4 0	907 8 8		28 7 7	15 April.
16 Dec...	Buckinghamshire	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles.....			18 5 0	1825 0 0	77 15 4	58 12 5	37 0 6	1998 8 3		19 19 8	27 May.
16 "	"	J. Turton & Sons	800 waggon springs.....			0 13 5	536 8 4	17 7 7	17 19 6	2 12 10	574 8 3		0 14 4	27 "
16 "	"	"	800 volute springs			0 5 9	231 7 4	3 0 6	7 15 2	0 9 2	242 12 2		0 6 1	27 "
18 "	Rooparell	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6		19 19 7	26 June.
24 "	Dunkeld	Tuck & Co.	Patent packing.....	1 0 0 0	160 0 0		163 0 0	1 18 2	7 10 2	0 2 6	172 10 10		172 10 10	16 May.
10 "	Cynosure	T. Edington & Sons	Socket pipes	148 7 3 20	6 5 0		927 9 7	163 4 10	38 1 2	18 11 0	1147 6 7		7 14 8	25 "
6 "	Min Y. Don	J. Turton & Son	800 waggon springs.....			0 13 6	540 17 2	17 10 6	17 10 2	3 6 9	579 4 7		0 14 6	15 April.
6 "	"	"	800 volute springs			0 5 9	231 6 0	3 0 5	7 10 1	0 11 6	242 8 0		0 6 1	15 "
1 Nov...	"	Stoother & Pitt	12 water cranes			50 0 4	600 4 6	29 15 4	19 10 5	5 17 7	655 7 10		54 12 4	21 "
15 Dec...	Buckinghamshire	North Bristol Rubber Co.	2,400 V.I.R. springs			0 14 7	1747 0 7	14 0 10	56 1 9	0 18 1	1818 1 3		0 15 1	16 "
31 "	Butlandshire.....	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles.....			18 5 0	1825 0 0	77 3 6	58 10 0	22 1 0	1982 14 6		19 16 6	30 June.
29 "	"	Fried Krupp	96 C.S. tires			7 18 2	759 1 0	22 2 10	24 11 10	2 16 2	808 11 10		8 8 5	30 "
23 "	Parthia	Vickers, Son, & Co.	250 "			4 5 2	1064 13 6	36 11 4	34 6 6	4 19 6	1140 10 10		4 11 3	28 "
23 "	"	"	30 sets of switches			18 17 6	566 5 0	9 9 3	18 3 7	1 4 5	595 2 3		19 16 8	28 "
23 "	"	"	65 crossings			16 0 7	1042 2 6	59 8 10	33 10 2	7 13 1	1142 14 7		17 11 7	28 "
Carried forward							22292 8 10	813 13 3	731 9 7	183 2 7	24020 14 3			

No. 4 continued—RETURN of Miscellaneous Articles—continued.

APPENDIX TO REPORT ON RAILWAYS—1876.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.	Cost each.	Invoice Cost.	Freight.	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.	1876.
1876.			Brought forward.....				22292 8 10	813 13 3	731 9 7	183 2 7	24020 14 3			
— Jan.	Strathdon	Phoenix Bolt & Nut Co.	Bolts and nuts	2 5 1 13	20 0 0	.....	45 7 4	1 12 10	1 10 9	0 4 7	48 15 6	21 10 2	.....	27 May.
"	"	"	Spikes	8 11 0 12	15 10 0	.....	132 12 2	6 4 1	4 10 1	0 17 0	144 3 4	16 17 0	.....	27 "
1875.														
25 Sept...	Alexander Duthie	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6	.....	19 19 7	30 "
1876.														
15 Jan...	Strathdon	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6	.....	19 19 7	27 "
14 "	Alexander Duthie	Perkins & Sons	1,600 yards lace, &c.			0 0 2 3/4	18 6 8	0 6 6	0 17 6	0 0 8	19 11 4	.....	0 0 2 3/4	16 "
14 "	"	"	200 yards straining web			0 0 3 1/2	2 18 4	0 0 9	0 3 1	0 0 3	3 2 5	.....	0 0 3 1/2	16 "
14 "	"	"	100 gross daisy tufts			0 1 10	9 3 4	0 3 3	0 8 9	0 0 4	9 15 8	.....	0 1 11	16 "
24 "	Duke of Athol...	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6	.....	19 19 7	24 July.
31 "	Jason	"	"			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6	.....	19 19 7	27 June.
12 Feb...	Star of India	"	"			18 5 0	1825 0 0	77 3 6	58 10 0	36 15 0	1997 8 6	.....	19 19 7	26 Aug.
7 "	Devon	Head Wrightson & Co...	Cast-iron Railway chairs	81 14 1 0		4 5 0	347 5 7	53 9 1	11 8 8	10 4 3	422 7 7	.....	5 3 5	25 "
12 "	Hawkesbury	Fried Krupp	36 C. S. tires			10 15 5	387 16 3	8 19 7	23 11 0	1 15 10	422 2 8	.....	11 14 6	20 July.
14 "	"	Tangye Bros.	1 steam-pumping engine			890 13 8	890 13 8	38 12 9	18 11 0	6 7 6	954 4 11	.....	954 4 11	18 "
22 "	John O'Gaunt ...	Ransomes & Co.	25,000 elm keys			7 16 3	195 6 0	17 7 10	6 18 4	1 12 4	221 4 6	.....	8 16 11	2 Aug.
24 "	"	Vickers, Son, & Co.	6 C. S. crank axles			119 12 6	717 15 0	3 5 8	26 14 0	2 12 6	750 7 2	.....	125 1 2	16 "
20 April	Dunbar Castle ...	R. Stephenson & Co.	Loco. duplicates	0 15 2 0		985 16 1	764 0 0	8 7 9	24 17 11	0 1 6	797 7 2	1028 17 0	.....	23 "
6 May...	Thirlmere	Ransomes & Co.	24,800 elm keys			7 15 0	192 4 0	15 10 0	6 15 3	0 18 6	215 7 9	.....	8 13 8	9 Sept.
5 "	"	R. Dudgeon	3 tube expanders			3 16 4	11 9 0	0 10 0	0 17 5	.....	12 16 5	.....	4 5 6	9 "
31 "	Thunderbolt	Taylor, Bros. & Co.	150 axles			3 11 5	535 10 0	12 4 1	20 6 4	3 1 0	571 1 5	.....	3 16 1	30 Oct.
8 June..	"	Thomas Turton & Sons..	Ferrule steel	1 0 0 0	25 10 0	.....	25 10 0	0 11 4	1 8 3	0 2 10	27 12 5	.....	.....	31 "
8 "	"	"	Spring steel	12 18 3 3	24 10 0	.....	317 0 0	6 9 5	12 7 3	1 12 4	337 9 0	26 1 7	.....	31 "
16 "	La Hogue	Beyer, Peacock, & Co....	2 boilers			1100 0 0	2200 0 0	76 6 2	72 13 10	7 14 8	2356 14 8	.....	1178 7 4	30 Dec.
5 July..	"	W. H. Bailey & Co.....	2 steam gauges			2 10 6	5 1 0	0 10 0	0 11 9	0 0 1	6 2 10	.....	3 1 5	11 "
30 June..	"	Hyder, Archer, & Co. ...	Curled horsehair	0 8 0 0	12 2 1	.....	96 16 8	1 12 7	4 4 4	0 1 0	102 14 7	12 16 10	.....	19 Nov.
31 May..	"	Allan, Everett, & Sons...	200 brass boiler tubes			1 3 3	231 2 10	1 12 7	8 19 4	0 5 9	242 0 6	.....	1 4 2	14 Dec.
13 July..	Bruckley Castle...	"	300 "			1 4 2	362 9 9	2 4 5	13 16 3	0 11 1	379 1 6	.....	1 5 3	11 "
13 "	"	Vickers, Son, & Co.	12 C. S. engine axles			16 17 6	202 10 0	2 3 2	7 17 6	0 10 10	213 1 6	.....	17 15 1	11 "
24 June..	St. Osyth	Hird, Dawson, & Hardy	Rivets, Lowmoor	4 0 0 0	29 9 10	.....	117 19 6	2 3 4	5 1 5	0 8 0	125 12 3	31 8 1	.....	20 Nov.
24 "	"	"	Boiler-plate, Lowmoor			4 3 8	251 1 5	4 10 2	10 7 7	0 17 11	266 17 1	.....	4 8 11	27 "
			Total				£39477 7 4	1464 8 1	1308 17 2	406 18 4	442657 10 11			

Railway Branch.

A. RICHARDSON, Storekeeper.

No. 5.

RETURN of the Rolling Stock on the Railways of New South Wales, on 31st December 1876.

Names of Railways	Locomotives.				Passenger Stock.										Goods Stock.										Grand Total.				
	Tank Engines.	Passenger Engines.	Goods Engines.	Total Engines.	1st Class Carriages.	Composite Carriages.	Composite Smoking do.	Composite Brake Vans.	2nd Class Carriages.	Mail Vans.	Prison Vans.	Hearses.	Horse-boxes.	Carriage Trucks.	Brake-vans.	Total Passenger.	Brake-vans.	A—Low-sided Waggons.	B—High-sided Waggons.	C—Covered Waggons.	D—Medium-sided.	E—Timber Trucks.	Sheep Vans.	Cattle Vans.		Meat Vans.	Ballast Waggons.	Powder Vans.	Total Goods.
1876.																													
Southern and Western	14	35	26	75	21	27	6	20	68	5	1	2	51	26	15	242	28	72	105	104	1,149	118	44	61	10	43	...	1,734	2,051
Northern	4	7	15	26	13	...	...	...	49	3	...	...	19	12	6	102	15	40	40	39*	247	12	28	23	...	37	2	483	611
Total, 31st December, 1876.....	18	42	41	101	34	27	6	20	117	8	1	2	70	38	21	344	43	112	145	143	1,396	130	72	84	10	80	2	2,217	2,662
1875.																													
Southern and Western	14	34	26	74	21	27	6	20	68	5	1	2	51	26	15	242	24	72	105	99	668	42	44	61	10	14	...	1,139	1,455
Northern	4	7	15	26	13	...	...	...	49	3	...	...	19	12	6	102	15	40	40	41*	247	12	28	23	...	25	...	471	599
Total, 31st December, 1875.....	18	41	41	100	34	27	6	20	117	8	1	2	70	38	21	344	39	112	145	140	915	54	72	84	10	39	...	1,610	2,054
Total Increase in 1876.....	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	3	481	76	...	...	...	41	2	607	608

* Two C. Vans were converted into Powder Vans in 1876.

No. 6.

PUBLIC DEBT FOR RAILWAYS.

STATEMENT showing the amounts appropriated for Railway Services to 31st December, 1876; 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.
16 VICTORIA, No. 39.				
217,500 0 0	Loan to the Sydney Railway Company	217,500 0 0	.....	.....
18 VICTORIA, No. 40.				
400,000 0 0	Construction of Railways.....	400,000 0 0	.....	.....
224,733 18 8	Purchase of the properties of the Sydney Railway and of the Hunter River Railway Companies.....	224,733 18 8	.....	.....
624,733 18 8		624,733 18 8	.....	.....
19 VICTORIA, Nos. 38 & 40.				
62,500 0 0	Railway, Sydney to Liverpool; and Railway, Newcastle to Maitland	62,499 10 0	0 10 0	.....
50,000 0 0	Surveys, experiments, and preparations for the extension of Railways	49,997 19 7	2 0 5	.....
112,500 0 0		112,497 9 7	2 10 5	.....
20 VICTORIA, No. 1.				
200,000 0 0	Railway Works	200,000 0 0	.....	.....
20 VICTORIA, No. 34.				
300,000 0 0	Railway Works	299,927 9 4	72 10 8	.....
22 VICTORIA, No. 22.				
712,000 0 0	Extension of existing Railways	711,999 18 0	.....	0 2 0
8,000 0 0	Railway Trial Surveys	8,000 0 0	.....	.....
720,000 0 0		719,999 18 0	.....	0 2 0
23 VICTORIA, No. 10.				
1,300 0 0	Valuation of Land.....	1,296 0 0	.....	4 0 0
9,021 0 0	Works in progress—Authorized Extensions	8,645 2 8	.....	375 17 4
23,949 0 0	Trial Surveys	23,941 1 8	.....	7 18 4
54,100 0 0	New Works	54,100 0 0	.....	.....
88,370 0 0		87,982 4 4	.....	387 15 8
24 VICTORIA, No. 24.				
1,300 0 0	Valuation of Land	1,300 0 0	.....	.....
7,020 0 0	Works in progress—Authorized Extensions	6,718 9 5	.....	301 10 7
8,320 0 0		8,018 9 5	.....	301 10 7
25 VICTORIA, No. 19.				
675 0 0	Valuation of Land.....	671 1 8	.....	3 18 4
9,184 0 0	Works in progress—Authorized Extensions	8,168 13 2	.....	1,015 6 10
20,000 0 0	Northern Line to Terminus at Morpeth	20,000 0 0	.....	.....
5,000 0 0	Carriage-shed and Machine-shop, and fixing Engine Turn-table, &c., Northern Line.....	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 Railway to Goulburn	16,200 0 0	.....	.....
20,000 0 0	Engines for Southern Extensions	20,000 0 0	.....	.....
7,000 0 0	Trial Surveys.....	7,000 0 0	.....	.....
30,000 0 0	Great Western Line to the Nepean	30,000 0 0	.....	.....
250,000 0 0	Great Western Line from Penrith towards Bathurst	250,000 0 0	.....	.....
250,000 0 0	Great Northern Line towards Armidale	250,000 0 0	.....	.....
60,000 0 0	Horse Railway Line from Blacktown to Windsor and Richmond.....	60,000 0 0	.....	.....
10,000 0 0	Additions and Alterations to Workshops and Stations	9,998 7 6	1 12 6	.....
1,476,059 0 0		1,474,562 4 5	477 10 5	1,019 5 2
3,747,482 18 8	Carried forward.....	3,745,221 13 9	532 11 6	1,708 13 5

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
3,747,482 18 8	Brought forward	3,745,221 13 9.	552 11 6	1,708 13 5
	26 VICTORIA, No. 14.			
700 0 0	Valuation of Land.....	596 0 0	.....	4 0 0
11,182 0 0	Works in progress—Authorized Extensions	10,523 3 5	.....	658 16 7
1,000 0 0	Bridge over the Railway, near Newcastle	1,000 0 0	.....	.....
16,000 0 0	Additional Line from Newcastle to Wallsend Junction	14,684 8 6	1,315 11 6	.....
350 0 0	Additional Telegraph Wire for Railway purposes from Parramatta to Penrith	336 5 6	.....	13 14 6
675 0 0	Additional Telegraph Wire for Railway purposes from Campbelltown to Picton	514 16 8	160 3 4	.....
29,907 0 0		27,754 14 1	1,475 14 10	676 11 1
	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		546,532 7 0	5,574 13 0	.....
	29 VICTORIA, No. 9.			
650 0 0	Station at Riverstone.....	650 0 0	.....	.....
650 0 0	Station at Mulgrave	650 0 0	.....	.....
9,000 0 0	Additional Ballast and Goods Trucks.....	9,000 0 0	.....	.....
10,000 0 0	Windsor and Richmond Line	10,000 0 0	.....	.....
850 0 0	Land at Newtown for Siding	820 17 8	29 2 4	.....
10,000 0 0	Additional Rolling Stock	10,000 0 0	.....	.....
20,000 0 0	Additional Goods accommodation, Sydney Station	19,999 18 0	.....	0 2 0
12,000 0 0	Railway-sheds	12,000 0 0	.....	.....
5,000 0 0	Additional accommodation Stations	5,000 0 0	.....	.....
6,000 0 0	Claims for Land on the Penrith, Picton, and Singleton Extensions	1,918 0 6	4,081 19 6	.....
650 0 0	Station at Douglas Park	640 14 3	9 5 9	.....
20,000 0 0	Extension of Great Northern Line to Terminus at Morpeth	19,995 2 11	4 17 1	.....
94,800 0 0		90,674 13 4	4,125 4 8	0 2 0
	29 VICTORIA, No. 23.			
200,000 0 0	Extension of the Great Western Line	200,000 0 0	.....	.....
400,000 0 0	Extension of the Great Northern Line	395,909 18 4	4,090 1 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		678,578 18 9	8,921 1 3	.....
	30 VICTORIA, No. 23.			
3,000 0 0	Engine-shed, Windsor and Richmond Line	1,048 1 9	1,951 18 3	.....
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		31,048 1 9	1,951 18 3	.....
5,144,796 18 8	Carried forward.....	5,119,810 8 8	22,601 3 6	2,385 6 6

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
5,144,796 18 8	Brought forward.....	5,119,810 8 8	22,601 3 6	2,385 6 6
	31 VICTORIA, NO. 11.			
1,000,000 0 0	Railway Works—Extension to Bathurst and Goulburn	999,893 12 5	106 7 7	.....
	31 VICTORIA, NO. 27.			
3,412 0 0	Half the Cost of 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		6,922 2 10	208 17 2	.....
	32 VICTORIA, NO. 13.			
60,000 0 0	Towards cost of additional Rolling Stock for Railway purposes	60,000 0 0	.....	.....
10,000 0 0	Compensation for Land taken at Honeysuckle Point	9,852 7 2	147 12 10	.....
70,000 0 0		69,852 7 2	147 12 10	.....
	34 VICTORIA, NO. 2.			
13,000 0 0	New Machine-shop, running shed, erecting shop and stores at Newcastle, including roads connected therewith	11,125 7 6	1,874 12 6	.....
2,000 0 0	Additional Machinery	1,490 19 4	509 0 8	.....
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	4,170 9 2	829 10 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		161,748 10 11	17,251 9 1	.....
	35 VICTORIA, NO. 5.			
124 0 0	Construction of Railway-sheds	122 9 5	1 10 7	.....
230,000 0 0	Completion of Lines already sanctioned	229,941 15 8	58 4 4	.....
70,000 0 0	Construction of Rolling Stock manufactured in the Colony	65,580 13 9	4,419 6 3	.....
300,124 0 0		295,644 18 10	4,479 1 2	.....
	36 VICTORIA, NO. 2.			
60,000 0 0	Rolling Stock manufactured in the Colony	58,871 2 4	1,128 17 8	.....
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		136,004 12 6	1,252 7 6	.....
	36 VICTORIA, NO. 17.			
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	959,565 7 3	171,434 12 9	.....
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	227,618 8 7	51,381 11 5	.....
361,500 0 0	Construction of a Line—Murrurundi to Tamworth...	208,092 8 11	153,407 11 1	.....
1,901,500 0 0		1,525,247 4 5	376,252 15 7	.....
8,739,808 18 8	Carried forward	£ 8,315,123 17 9	422,299 14 5	2,385 6 6

APPENDIX TO REPORT ON RAILWAYS—1876.

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Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
8,739,808 18 8	Brought forward	8,315,123 17 9	422,299 14 5	2,385 6 6
	38 VICTORIA, No. 2.			
20,000 0 0	Trial Surveys	19,988 3 4	11 16 8	.....
100,000 0 0	Rolling Stock	99,992 12 10	7 7 2	.....
25,000 0 0	Towards purchasing Land, laying Sidings, and erecting Sheds, Darling Harbour wharf	19,622 10 5	5,377 9 7	.....
10,000 0 0	Engine-sheds	4,708 16 2	5,291 3 10	.....
8,000 0 0	Enlarging Machine-shop, Sydney	2,813 7 6	5,186 12 6	.....
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.	44,975 0 9	24 19 3	.....
1,000 0 0	Unadjusted Land Claims	106 0 0	894 0 0	.....
50,000 0 0	To connect Great Northern Railway with the New Wharfage Accommodation at Bullock Island	30,561 8 2	19,438 11 10	.....
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		230,151 5 1	86,848 14 11	.....
	39 VICTORIA, No. 18.			
20,000 0 0	Trial Surveys	18,696 7 2	1,303 12 10	.....
50,000 0 0	Rolling Stock	49,599 17 2	400 2 10	.....
5,000 0 0	Additional Machinery	2,227 4 6	2,772 15 6	.....
75,000 0 0		70,523 8 10	4,476 11 2	.....
	40 VICTORIA, No. 12.			
350,000 0 0	Orange to Wellington	927 13 11	349,072 6 1	.....
260,000 0 0	Wellington to Dubbo .....	.....	260,000 0 0	.....
384,000 0 0	Junee to Narandera .....	.....	384,000 0 0	.....
600,000 0 0	Tamworth to Armidale .....	.....	600,000 0 0	.....
220,000 0 0	Were's Creek to Gunnedah	476 1 7	219,523 18 5	.....
25,000 0 0	Trial Surveys .....	.....	25,000 0 0	.....
150,000 0 0	Additional Rolling Stock	21,159 10 2	128,840 9 10	.....
10,000 0 0	For strengthening the Bridge, and improving the gradients on the Windsor and Richmond Line .....	.....	10,000 0 0	.....
1,999,000 0 0		22,563 5 8	1,976,436 14 4	.....
11,130,808 18 8	TOTAL	£ 8,638,361 17 4	2,490,061 14 10	2,385 6 6

The Treasury, New South Wales,
19 March, 1877.

JAMES PEARSON,
Accountant.

No. 7.

STATEMENT showing the Amount authorized to be raised by LOAN for RAILWAY PURPOSES; the Amount of DEBENTURES sold, and the INTEREST to 31st December, 1876, on LOANS already negotiated.

Act.	Amount authorized to be raised.	Debentures sold. Amount.	Short-issued.	Over-issued and to raise amounts short-raised.	Interest.			Remarks.
					Rate.	Annual Interest on authorized Loans.	Interest to 31st December, 1876, on Loans already negotiated.	
16 Victoria No. 39	£ 217,500 0 0	£ 217,500 0 0			5 per cent.	£ 10,875 0 0	£ 242,391 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.
18 " No. 40	624,733 18 8	666,800 0 0		42,066 1 4	"	33,340 0 0	707,082 6 5†	
19 " Nos. 38 & 40	112,500 0 0	112,500 0 0			"	5,625 0 0	104,062 10 0	
20 " No. 1	200,000 0 0	203,000 0 0		3,000 0 0	"	10,150 0 0	197,925 0 0	
20 " No. 34	300,000 0 0	299,000 0 0	1,000 0 0		"	14,950 0 0	275,725 0 0	
22 " No. 22	720,000 0 0	720,000 0 0			"	36,000 0 0	648,000 0 0	
23 " No. 10	88,370 0 0	88,300 0 0	70 0 0		"	4,415 0 0	72,847 10 0	
24 " No. 24	8,320 0 0	8,300 0 0	20 0 0		"	415 0 0	6,432 10 0	
25 " No. 19	1,476,059 0 0	1,476,000 0 0	59 0 0		"	73,800 0 0	1,107,000 0 0	
26 " No. 14	29,907 0 0	29,900 0 0	7 0 0		"	1,495 0 0	17,940 0 0	
27 " No. 14	552,107 0 0	552,100 0 0	7 0 0		"	27,605 0 0	331,260 0 0	
29 " No. 9	94,800 0 0	94,800 0 0			"	4,740 0 0	45,030 0 0	
29 " No. 23	687,500 0 0	687,500 0 0			"	34,375 0 0	360,937 10 0	
30 " No. 23	33,000 0 0	33,000 0 0			"	1,650 0 0	16,500 0 0	
31 " No. 11	1,000,000 0 0	1,000,000 0 0			"	50,000 0 0	443,800 0 0†	
31 " No. 27	7,131 0 0	7,100 0 0	31 0 0		"	355 0 0	3,017 10 0	
32 " No. 13	70,000 0 0	70,000 0 0			"	3,500 0 0	28,000 0 0	
34 " No. 2	179,000 0 0	179,000 0 0			"	8,950 0 0	55,937 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	74,327 10 0	
35 Victoria No. 5	300,124 0 0	300,100 0 0	24 0 0		"	15,005 0 0	82,527 10 0	
36 " No. 2	137,257 0 0	137,200 0 0	57 0 0		"	6,860 0 0	30,870 0 0	
36 " No. 17	1,901,500 0 0	1,901,500 0 0			4 per cent.	76,060 0 0	116,060 0 0	
38 " No. 2	317,000 0 0				"	12,680 0 0		
39 " No. 18	75,000 0 0	75,000 0 0			"	3,000 0 0	3,000 0 0	
40 " No. 12	1,999,000 0 0				"	79,960 0 0		
Total.....	£ 11,130,808 18 8	9,037,300 0 0	1,275 0 0	273,766 1 4		527,240 0 0	4,970,673 11 2	† 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 31 " 1875 23,200 Amounting to £86,200

The total amount of the Debentures issued to 31st December, 1876, was	£9,087,300 0 0
Add the Debentures authorized but not then issued, amounting to	2,316,000 0 0
Making a total of	£11,403,300 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
	272,491 1 4
	£11,130,808 18 8

The Treasury, New South Wales,
9th April, 1877.

JAMES PEARSON,
Accountant.

No. 8.

RETURN showing the CAPITAL EXPENDITURE on the Railways of New South Wales to 31st December, 1875, and subsequent Expenditure to 31st December, 1876.

	Total expenditure to 31 December, 1875.	Amount expended in 1876.	Total expenditure to 31 December, 1876.
	£ s. d.	£ s. d.	£ s. d.
Great Trunk Line (Suburban).			
Darling Harbour Branch	86,351 19 6	4,872 4 5	91,224 3 11
Sydney to Parramatta.....	742,298 9 7	12,723 7 2	755,021 16 9
Tramway	4,878 7 1	.....	4,878 7 1
Total, Trunk Line	833,528 16 2	17,595 11 7	851,124 7 9
Great Southern Line.			
Parramatta to Liverpool.....	126,484 12 6	863 3 5	127,347 15 11
Liverpool to Campbelltown.....	132,824 2 4	.....	132,824 2 4
Campbelltown to Menangle	81,046 14 5	.....	81,046 14 5
Menangle to Picton.....	329,264 11 3	322 6 11	329,586 18 2
Picton to Goulburn.....	1,026,548 1 4	1,986 14 9	1,028,534 16 1
Goulburn to Yass.....	334,126 5 8	90,961 5 1	425,087 10 9
Yass to Cootamundra	127,961 12 11	176,976 4 5	304,937 17 4
Cootamundra to Wagga	25,427 11 0	33,826 12 3	59,254 3 3
Junee to Narrandera .....	.....	50 18 10	50 18 10
Total, Southern.....	2,183,683 11 5	304,987 5 8	2,488,670 17 1
Great Western Line.			
Parramatta to Penrith.....	310,787 19 4	1,953 1 7	312,741 0 11
Blacktown to Richmond.....	84,177 4 10	1,091 17 11	85,269 2 9
Penrith to Bathurst.....	1,856,467 2 4	22,280 1 11	1,878,747 4 3
Bathurst to Orange.....	88,850 4 11	181,732 15 6	270,583 0 5
Orange to Wellington.....	.....	945 4 0	945 4 0
Total, Western.....	2,340,282 11 5	208,003 0 11	2,548,285 12 4
Great Northern Line.			
Newcastle to West Maitland	443,938 5 2	22,789 6 3	466,727 11 5
West Maitland to Singleton	336,052 2 7	1,330 11 2	337,382 13 9
Morpeth Branch	54,778 10 4	459 2 4	55,237 12 8
Singleton to Murrurundi	724,264 0 4	525 9 1	724,789 9 5
Murrurundi to Tamworth	108,718 3 11	75,867 9 9	184,585 13 8
Werris Creek to Gunnedah.....	.....	485 1 2	485 1 2
Total, Northern	1,667,751 2 4	101,456 19 9	1,769,208 2 1
Total Cost of Construction.....	7,025,246 1 4	632,042 17 11	7,657,288 19 3
Rolling Stock.			
South and West	544,755 17 10	88,874 9 5	633,630 7 3
Richmond Branch	5,226 1 1	.....	5,226 1 1
North.....	184,194 13 2	2,274 10 0	186,469 3 2
Tramway	1,712 12 3	.....	1,712 12 3
Total, Rolling Stock.....	735,889 4 4	91,148 19 5	827,038 3 9
Machinery.			
South and West	20,277 17 6	787 12 6	21,065 10 0
North.....	7,549 17 8	.....	7,549 17 8
Total, Machinery.....	27,827 15 2	787 12 6	28,615 7 8
Trial Surveys	42,824 14 8	14,292 15 5	57,117 10 1
GROSS EXPENDITURE	7,831,787 15 6	738,272 5 3	8,570,060 0 9

Railway Branch.

F. J. WICKHAM, Accountant.

No. 9.

STATEMENT showing the COST OF CONSTRUCTION and COST PER MILE on different Sections to the 31st December, 1876.

Lines open for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
		£	£
Darling Harbour Branch	1	91,224	91,224
Haslem's Creek Branch	$\frac{1}{2}$	5,757	11,514
Sydney to Parramatta Junction.....	13	749,265	57,636
Parramatta Junction to Binalong.....	195 $\frac{1}{2}$	2,260,928	11,565
Parramatta Junction to Blayney	159	2,353,488	14,802
Blacktown to Richmond.....	16	85,269	5,329
Newcastle to Murrurundi	120	1,528,900	12,741
East Maitland to Morpeth	4	55,238	13,809
Average cost, construction of miles open	509	7,130,069	14,008
Pitt-street Tramway .....	...	4,878	
Rolling Stock .....	...	827,038	
Machinery .....	...	28,616	
Average cost per mile, including all charges	509	7,990,601	15,699

No. 10.

TABLE showing the number of MILES OPENED per annum, and the annual and average daily MILEAGE of TRAINS, from the commencement in 1855 to 31st December, 1876.

Year.	Opened per annum.	Total opened.	Total Train mileage.	Average Daily mileage.
1855	14	14	14,107	147
1856	9	23	68,371	187
1857	17	40	107,822	295
1858	15	55	141,495	388
1859	Nil	55	147,618	404
1860	15	70	179,249	491
1861	3	73	214,881	589
1862	24	97	274,565	752
1863	27	124	315,177	863
1864	19	143	415,422	1,138
1865	Nil	143	483,446	1,324
1866	Nil	143	490,475	1,344
1867	61	204	600,751	1,646
1868	43	247	768,529	2,106
1869	71	318	893,552	2,448
1870	21	339	901,139	2,469
1871	19	358	931,333	2,552
1872	40	398	1,036,255	2,839
1873	5	403	1,109,879	3,041
1874	Nil	403	1,249,233	3,423
1875	34	437	1,472,204	4,033
1876	72	509	1,688,964	4,627

An average length of 23 $\frac{1}{4}$ miles opened per annum.

No. 11.

RETURN of the traffic in Passengers and Goods, the number of trains run, and the number of miles travelled by trains, 1876.

Year, and name of Railway.	Miles open for traffic.	Coaching Traffic.							Goods Traffic.						Number of Trains.			Number of miles travelled by Trains.				
		Passengers.				Carriages	Horses	Dogs.	Cattle.	Sheep.	Pigs.	Minerals.	Wool.	General Merchandise.	Passenger.	Goods.	Total.	Passenger.	Goods.	Total Train miles.	Shunting, Ballasting, &c.	Total.
		First Class.	Second Class.	Total, 1st and 2nd.	Season Tickets.																	
1876.		No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No.	No.	No.	No.	No.	No.	No.	No.	
South and West..	385	249,447	1,082,749	1,332,196	5,430	2,180	4,675	3,679	20,206	246,659	8,312	102,852	81,283	233,100	22,127	12,470	34,597	679,020	574,649	1,253,669	243,661	1,497,330
North	124	52,140	343,394	395,534	250	872	1,900	1,674	1,705	154,708	6,435	825,109	39,114	83,070	7,103	10,833	17,936	182,057	253,238	435,295	228,259	663,554
Total	509	301,587	1,426,143	1,727,730	5,680	3,052	6,575	5,353	21,911	401,367	14,747	927,961	120,397	316,170	29,230	23,303	52,533	861,077	827,887	1,688,964	471,920	2,160,884
1875.																						
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	171,563	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
Increase	72	94,472	345,033	439,505	1,004	171	...	249	10,424	54,203	...	50,688	1,582	22,089	3,294	2,471	5,765	78,565	138,195	216,760	44,278	261,038
Decrease .....	...	.....	.....	.....	...	...	641	...	...	.....	1,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

F. J. WICKHAM, Accountant.

No. 12.

RETURN of the EARNINGS from Traffic in Passengers and Goods during the year 1876.

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, and Dogs.	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.										
1876.		£ 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.
Southand West	385	144,950 0 2	6,447 2 0	151,397 2 2	17,495 7 9	3,839 1 8	3,008 16 0	175,740 7 7	14,223 2 0	29,643 3 8	27,300 4 6	262,925 14 8	334,092 4 10	509,832 12 5
North	124	46,591 0 11	302 10 8	46,893 11 7	7,468 5 1	1,426 0 0	2,341 15 7	58,129 12 3	5,609 5 0	45,391 16 2	12,952 17 3	61,309 5 2	125,263 3 7	183,392 15 10
Total, 1876	509	191,541 1 1	6,749 12 8	198,290 13 9	24,963 12 10	5,265 1 8	5,350 11 7	233,869 19 10	19,832 7 0	75,034 19 10	40,253 1 9	324,234 19 10	459,355 8 5	693,225 8 3
1875.														
Southand 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	1,369 18 1	52,704 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, 1875	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
Increase, 1876	72	22,624 2 8	808 5 2	23,432 7 10	3,915 5 6	570 9 4	11 5 3	27,929 7 11	6,244 16 3	5,103 18 10	2,093 1 10	37,206 13 2	50,648 10 1	78,577 18 0

Railway Branch.

F. J. WICKHAM, Accountant.

No. 13.

RETURN of WORKING EXPENSES and ROLLING STOCK during the year 1876.

Year and Name of Railway.	Length of Line open.	Locomotive Power.	Repairs of Carriages and Waggons.	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 Proportion of Genl. Establishment.	Total Working Expenditure.	Total Earnings.	Net Earnings.	Proportion per cent. of Expenditure to Total Earnings.	Rolling Stock on 31st December				
													Locomotives.	Passenger Stock.	Goods Stock.	Total Vehicles.	
1876.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
South, and West	385	92,289 11 0	17,137 18 7	55,479 9 8	69,994 19 10	502 2 0	517 15 5	10,714 3 2	246,635 19 8	509,832 12 5	263,196 12 9	48.38	75	242	1,734	2,051	
Northern	124	33,825 13 5	6,404 11 6	17,952 6 5	31,077 7 1	12 3 6	169 3 4	3,328 13 10	92,769 19 1	183,392 15 10	90,622 16 9	50.58	26	102	483	611	
Total, 1876	509	126,115 4 5	23,542 10 1	73,431 16 1	101,072 6 11	514 5 6	686 18 9	14,042 17 0	339,405 18 9	693,225 8 3	353,819 9 6	48.96	101	344	2,217	2,662	
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	74	242	1,139	1,455	
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	26	102	471	599	
Total, 1875	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	344	1,610	2,054	
Increase, 1876	72	19,395 15 2	3,882 6 7	6,889 13 2	12,888 17 9	427 4 4	829 11 2	43,231 19 2	78,577 18 0	35,345 18 10	0.78	1	...	607	608	
Decrease, 1876	1,081 9 0	

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Railway Branch.

F. J. WICKHAM, Accountant.

APPENDIX TO REPORT ON RAILWAYS—1876.

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No. 14.

STATEMENT of the number and class of ROLLING STOCK for Goods Traffic manufactured by different Contractors during the year 1876.

Lines of Railway.	Brake-vans.	A Waggon.	B Waggon.	C Waggon.	D Waggon.	E Waggon.	Sheep-vans.	Cattle-vans.	Meat-vans.	Ballast-waggon.	Total.
SOUTHERN AND WESTERN.											
Thomas Braid	4	...	...	...	...	...	...	...	...	...	4
Kellaway and Wearne .....	...	...	...	...	142	...	...	...	...	...	142
Thomas Denny.....	...	...	...	...	25	26	...	...	...	...	51
P. N. Russell & Co.....	...	...	...	...	12	...	...	...	...	...	12
Hudson Brothers.....	...	...	...	...	177	...	...	...	...	...	177
Davy and Company.....	...	...	...	...	27	26	...	...	...	...	53
John Robertson .....	...	...	...	...	32	...	...	...	...	...	32
Robert A. Ritchie .....	...	...	...	...	39	...	...	...	...	...	39
Leahy and Brodie .....	...	...	...	...	10	...	...	...	...	...	10
Archibald Wright .....	...	...	...	...	...	24	...	...	...	...	24
Ashbury (from New Zealand Government)	...	...	...	5	12	...	...	...	...	15	32
New Zealand Government .....	...	...	...	...	5	...	...	...	...	14	19
Total, Southern and Western	4	...	...	5	481	76	...	...	...	29	595
NORTHERN.											
Rogers and Company .....	...	...	...	...	...	...	...	...	...	12	12
Total, all Lines during 1876.....	4	...	...	5	481	76	...	...	...	41	607
Total, 31 Dec., 1875, South and West	24	72	105	99	668	42	44	61	10	14	1,139
„ „ North	15	40	40	*41	247	12	28	23	...	25	471
Total, 31 Dec., 1875	39	112	145	140	915	54	72	84	10	39	1,610
„ 31 Dec., 1876	43	112	145	145	1,396	130	72	84	10	80	2,217

* Two C. vans converted into Powder vans in 1876.

No. 15.

WORKING EXPENSES.

SCHEDULES of Expenditure in Revenue Account, for the twelve months ending 31st December, 1876.

Schedules.	Great Northern Line.	Southern, Western, and Richmond.	Total.
	£ s. d.	£ s. d.	£ s. d.
LOCOMOTIVE POWER.			
Cost of supervision	862 3 6	2,168 9 3	3,030 12 9
Holidays	516 16 10	1,323 7 3	1,840 4 1
Half pay	44 18 0	104 10 1	149 8 1
Wages of enginemen and firemen	7,770 10 7	20,905 14 11	28,676 5 6
Wages of engine-cleaners and out-door labourers	2,053 16 3	7,620 10 9	9,674 7 0
Cost of fuel for engines and wages of fuelmen	7,008 1 1	19,093 19 7	26,102 0 8
Water and repairs of engines for pumping	1,173 6 4	3,948 9 2	5,121 15 6
Oil, tallow, waste, and sundry stores	1,571 13 11	7,024 3 10	8,595 17 9
REPAIRING ENGINES.			
Cost of supervision	24 0 0	818 11 6	842 11 6
Wages for repairs and renewals of engines	6,051 15 3	15,333 1 3	21,384 16 6
Materials for do. do.	5,552 8 10	9,252 8 5	14,804 17 3
Repairs of machinery and workshops	730 19 8	1,473 17 10	2,204 17 6
Tools and implements	403 12 4	1,870 9 7	2,274 1 11
General charges	44 6 9	53 10 2	97 16 11
Fuel and lighting	12 9 2	989 0 4	1,001 9 6
Casualties	4 14 11	130 12 5	135 7 4
Additions and improvements to locomotive engines		178 14 8	178 14 8
	33,825 13 5	92,289 11 0	126,115 4 5
CARRIAGE REPAIRS.			
Cost of supervision	365 0 11	432 3 2	797 4 1
Holidays	177 11 4	281 19 2	459 10 6
Half-pay	2 16 0	20 4 0	23 0 0
Wages for repairs and renewals of carriages	1,763 14 4	4,943 19 4	6,707 13 8
Materials for do. do.	730 1 8	2,814 6 11	3,544 8 7
Casualties		33 11 0	33 11 0
WAGGON REPAIRS.			
Wages for repairs of waggons	1,837 17 0	4,822 9 11	6,660 6 11
Materials for do.	1,429 3 4	3,658 14 6	5,087 17 10
Casualties	98 6 11	130 10 7	228 17 6
	6,404 11 6	17,137 18 7	23,542 10 1
MAINTENANCE OF WAY.			
Cost of supervision	1,446 1 4	2,690 11 7	4,136 12 11
Holidays	462 10 9	1,510 2 7	1,972 13 4
Half-pay	14 16 6	46 11 0	61 7 6
Repairs of permanent way	10,120 5 2	34,160 18 11	44,281 4 1
Tools and implements	675 16 7	1,527 17 6	2,203 14 1
Ballasting	617 15 0	905 9 6	1,523 4 6
Slips	173 3 1	300 9 6	473 12 7
Repairs of tunnels, viaducts, bridges, &c.	1,612 8 7	2,973 18 8	4,586 7 3
Repairs of sidings, turntables, &c.	3 12 3	164 17 5	168 9 8
Repairs of gates, fences, &c.	730 7 1	949 6 7	1,679 13 8
Relaying line	253 5 11	7,495 11 6	7,748 17 5
Repairs of stations, platforms, and buildings	1,595 6 10	1,389 10 7	2,984 17 5
Repairs of signals, cranes, weighing-machines, &c.	131 11 3	341 1 4	472 12 7
Repairs of approach roads	88 3 10	754 14 4	842 18 2
Casualties	27 2 3	253 11 2	280 13 5
General charges		14 17 6	14 17 6
	17,952 6 5	55,479 9 8	73,431 16 1
TRAFFIC CHARGES—COACHING.			
Wages, clerks, inspectors, guards, &c.	10,391 13 6	37,021 17 7	47,413 11 1
Advertising		20 13 6	20 13 6
Stationery	1 13 10		1 13 10
Fuel and stores	1,273 3 3	2,163 10 2	3,436 13 5
Clothing	231 0 0	591 8 6	822 8 6
General charges	11 13 4	49 19 4	61 12 8
Repairing station furniture, fittings, and implements	97 3 1	303 8 4	400 11 5
Making and repairing lamps	48 16 9	333 3 0	381 19 9
Mortuary		286 14 6	286 14 6
	12,055 3 9	40,770 14 11	52,825 18 8

No. 15—continued.

Schedules.	Great Northern Line.			Southern, Western, and Richmond.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
TRAFFIC CHARGES—continued.									
GOODS.									
Wages of clerks, inspectors, &c.....	12,121	0	7	19,929	17	1	32,050	17	8
Horse-hire.....	316	19	1	1,938	18	3	2,255	17	4
Travelling expenses.....				28	10	0	28	10	0
Fuel and stores.....	11	10	0	2,012	8	8	2,023	18	8
Sheet repairs.....	1,099	0	11	3,540	15	7	4,639	16	6
Greasing waggons				1,771	16	7	1,771	16	7
General charges	1	3	0	1	18	9	3	1	9
Steam cranes, north.....	5,472	9	9				5,472	9	9
	19,022	3	4	29,224	4	11	48,246	8	3
Total Traffic	31,077	7	1	69,994	19	10	101,072	6	11
GENERAL CHARGES.									
Proportion of general establishment	1,043	3	9	2,086	7	4	3,129	11	1
Auditing	937	0	10	2,114	16	7	3,051	17	5
Advertising				0	7	8	0	7	8
Stationery.....				5	15	10	5	15	10
Travelling expenses.....	24	4	6	279	14	6	303	19	0
Office expenses and contingencies	307	7	3	2,461	5	11	2,768	13	2
Repairs of store fittings	22	8	0	18	6	4	40	14	4
Store wages	994	9	6	2,439	4	6	3,433	14	0
Telegraphs				1,308	4	6	1,308	4	6
Compensation—Personal and Goods	181	6	10	1,019	17	5	1,201	4	3
	3,510	0	8	11,734	0	7	15,244	1	3
Total Working Expenditure	92,769	19	1	246,635	19	8	339,405	18	9

Railway Branch.

F. J. WICKHAM, Accountant.

No. 16.

ABSTRACT of the Amount of WORKING EXPENSES on the different Lines, during 1875 and 1876, showing the Increase and Decrease in 1876.

	1875.			1876.			Increase.			Decrease.		
	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.
	£	£	£	£	£	£	£	£	£	£	£	£
Locomotive	78,836	27,884	106,720	92,289	33,826	126,115	13,453	5,942	19,395	...	...	...
Repairs to carriages ...	14,316	5,345	19,661	17,138	6,405	23,543	2,822	1,060	3,882	...	...	...
Maintenance	47,233	19,309	66,542	55,480	17,952	73,432	8,247	...	6,890	...	1,357	...
Traffic charges	59,822	28,361	88,183	69,995	31,077	101,072	10,173	2,716	12,889	...	...	...
Compensation, personal	405	1,191	1,596	502	12	514	97	...	.....	...	1,179	1,082
Compensation, goods ...	206	53	259	518	169	687	312	116	428	...	...	...
Miscellaneous	9,765	3,448	13,213	10,714	3,329	14,043	949	...	830	...	119	...
Total	210,583	85,591	296,174	246,636	92,770	339,406	36,053	9,834	44,314	...	2,655	1,082

No. 17.

RETURN showing descriptions and quantities of GOODS, LIVE STOCK, &c., carried on Great Southern, Western, and Northern Railways, for the year 1876.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
CLASS A.				
Bark	1,834	778 12 8	134	49 2 6
Bones	322	248 1 10	66	36 14 1
Bran	903	563 11 11	680	179 12 0
Bricks	1,685	512 12 7	1,286	228 6 8
Coke, loose	6	1 4 0	7,455	535 16 10
Colonial wine (up)	78	66 3 5	296	128 6 8
Flour	5,699	2,803 12 9	5,329	2,180 19 9
Fruit	3,151	1,575 0 1	176	130 1 1
Garden produce	1,002	576 9 3	665	311 19 4
Grain	17,561	13,711 8 2	1,992	741 14 11
Green fodder	160	59 2 1	771	159 9 11
Hay, by weight	4,155	3,731 3 6	3,790	1,284 5 10
Iron, pig and scrap (up)	2,512	1,089 12 2	170	44 9 8
Maize ... ..	.....	.....	4,200	2,661 16 3
Meal ... ..	.....	.....	56	69 4 11
Millet seed ... ..	.....	.....	4	3 1 7
Ores and crude regulus	2,840	1,124 7 9	6,925	178 19 1
Palings (over 40 miles)	56	64 19 1	71	20 0 10
Paper material	875	179 14 0	.....	.....
Pollard	331	181 18 0	.....	.....
Posts (over 40 miles)	1,838	1,004 13 1	225	44 4 2
Potatoes	4,303	2,826 11 7	2,879	1,107 10 5
Preserved meat (up) ... ..	.....	0 2 0	.....	.....
Salt rock ... ..	.....	.....	102	95 8 10
Sand ... ..	.....	.....	841	111 16 5
Sawdust	9	3 5 0	.....	.....
Spokes, stocks, felloes, &c. (over 40 miles)	479	418 11 5	150	112 12 11
Tobacco leaf	15	18 2 7	25	13 5 8
Goods re-booked ... ..	.....	5 14 6	.....	.....
Total	49,814	31,544 13 5	38,288	10,429 0 4
CLASS B.				
Bones, horns, loose ... ..	.....	.....	45	14 16 0
Bottles, empty in cases	163	257 19 10	112	97 4 1
Cases and casks, empty	90	67 5 11	162	95 16 1
Clay	168	71 10 3	12	2 3 4
Hides	1,467	705 7 1	.....	.....
Iron, bar and plate (up)	5	2 7 0	.....	0 1 0
Lime	2,878	2,928 2 9	547	258 1 11
Manure (loose)	63	11 9 4	32	5 15 6
Marble, undressed	183	209 3 0	.....	.....
Palings (under 40 miles)	722	210 9 8	.....	.....
Paper	287	79 5 0	.....	.....
Posts (under 40 miles)	2,330	629 15 5	.....	.....
Potteryware	883	967 14 4	138	88 14 10
Sand	289	64 15 11	.....	.....
Shingles and laths	403	178 18 3	80	40 7 11
Stocks (under 40 miles)	785	256 15 10	.....	.....
Stone, undressed	2,190	1,468 1 10	21,698	741 19 8
Goods re-booked ... ..	.....	2 14 3	.....	.....
Total	12,906	8,111 15 8	22,826	1,345 0 4
CLASS C.				
Artificial manure	204	95 7 1	14	6 7 3
Chaff	1,109	790 16 6	699	584 16 5
Charcoal and coke, in bags	58	78 17 2	5	4 14 0
Coke, Government trucks ... ..	.....	.....	438	97 6 11
Glue pieces	70	44 7 3	.....	.....
Lead, ingots (up)	13	20 1 4	.....	.....
Oilcake	23	15 2 8	.....	.....
Regulus	252	378 2 3	.....	.....
Salt rock	1,144	1,415 3 11	431	412 16 3
Sheepskins	915	1,014 16 1	315	421 3 3
Sleepers	12,582	10,636 12 4	2,407	2,783 10 8
Timber, in log	2,332	1,517 6 0	385	138 10 9
Timber, undressed	5,447	4,237 0 1	1,198	660 4 11
Tin ore ... ..	.....	.....	2,182	2,800 16 2
Whiting	135	218 19 10	81	82 3 9
Goods re-booked ... ..	.....	2 8 4	.....	.....
Total	24,284	20,465 0 10	8,155	7,992 10 4

No. 17—continued.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
1ST CLASS.				
Cement	969	£ 1,857 0 5	625	£ 1,041 9 1
Copper ingots	1,047	2,047 6 4	870	196 8 10
Iron, pig and scrap (down)	77	143 1 7	26	8 10 4
Kerosene oil (up) ... ..	.....	.....	16	8 6 7
Leather (up)	1,042	1,176 13 10	1	1 3 5
Measurement goods	298	656 19 1	.....	.....
Salt, dairy	2,345	5,141 18 7	1,247	1,837 14 3
Seed, lucerne	12	23 10 4	13	15 4 5
Sheepskins, loose ... ..	.....	.....	1	1 1 11
Slates	262	277 1 3	24	16 19 11
Soda caustic	208	185 17 0	21	39 8 9
Do. crystals	183	423 18 5	72	102 15 2
Stone, cut	83	107 16 2	15	21 3 9
Tar and pitch	102	283 18 11	73	117 15 5
Tin, smelted ... ..	.....	.....	.....	0 12 3
*Woolpacks	103	257 0 6	80	162 3 2
Goods re-booked ... ..	.....	3 10 4	.....	.....
Total	6,731	12,645 12 9	3,084	3,570 17 3
2ND CLASS.				
Boats	34	25 14 8	14	29 4 5
Boilers	53	117 12 4	84	62 1 1
Guttering	59	144 19 11	.....	.....
Hides	946	2,139 8 6	582	802 1 8
Iron, bar, rod, &c.	1,514	3,612 17 3	783	942 1 5
Do. boiler-plate	40	93 14 4	40	25 7 6
Do. castings	572	1,435 8 4	338	224 2 9
Do. corrugated, in cases	1,348	3,814 4 1	634	1,086 4 1
Do. girders	18	31 8 6	1	4 2 11
Do. tanks	161	321 1 6	291	403 12 7
Do. wire (in bundles)	2,336	6,550 19 5	1,743	3,495 10 3
Do. wheels, &c. (railway)	49	141 17 0	304	153 2 2
Lead, pig and sheet	117	288 12 3	24	28 2 3
Malt	364	850 15 1	33	8 19 3
Paper	167	307 2 7	40	50 11 6
Railway material	14,441	36,389 12 8	2,535	2,064 10 9
Resin	86	198 8 10	10	15 7 3
Sugar	6,617	17,344 19 11	2,465	4,086 2 9
Stone, carved	76	99 3 4	27	45 11 0
Tallow	385	760 7 11	401	462 2 4
Timber, dressed	3,405	6,218 3 6	1,758	1,143 0 0
Zinc and tin plates	76	124 12 10	23	29 6 10
Goods re-booked ... ..	.....	20 2 8	.....	.....
Total	32,864	81,031 7 5	12,129	15,161 4 9
3RD CLASS.				
Ale and beer	3,478	9,109 4 1	1,857	3,310 9 8
Bags, by weight ... ..	.....	.....	229	608 17 3
Boots and shoes	293	1,015 7 10	118	289 2 9
Brushware	26	95 5 7	21	44 5 1
Butter, bacon, and eggs	670	1,765 8 2	49	65 5 11
Carpentry and joinery	423	1,464 10 0	102	117 0 11
Cheese	104	294 13 6	47	92 6 11
Colonial wine (down)	22	82 3 2	125	236 4 9
Confectionery	406	1,524 12 10	196	439 19 9
Cordials	191	598 18 1	.....	.....
Drapery	2,242	8,166 16 8	512	1,236 7 11
Drugs	164	533 14 6	55	147 3 0
Flax ... ..	.....	.....	2	1 17 4
Furniture, in cases	398	1,535 10 4	115	376 2 9
Glass and earthenware	574	1,961 19 1	203	448 6 1
Grease, anti-friction ... ..	.....	.....	19	15 10 4
Groceries	4,979	17,858 18 9	1,635	3,666 2 11
Hair	38	98 13 2	13	33 9 1
Hides, loose ... ..	.....	.....	38	102 0 10
Iron, corrugated, loose	147	356 12 4	73	92 10 9
Ironmongery	2,134	7,701 6 11	1,189	2,075 11 0
Kerosene oil (down)	552	1,972 13 0	.....	.....
Leather (down)	76	245 14 8	53	127 11 11
Machinery	741	2,290 5 0	304	487 8 1
Meat, fresh	87	172 10 9	12	8 2 1
Meat, salt	65	81 10 8	.....	.....
Miscellaneous	3,259	10,270 14 1	2,203	5,013 7 3
Oils and colours	379	1,104 10 2	434	876 16 6
Pigs and poultry, in coops	314	622 15 7	6	5 7 5
Plants	61	138 3 11	5	9 11 4
Preserved meat (down) ... ..	.....	.....	1	1 9 0
Rice	942	3,573 8 10	315	806 19 4
Rope	107	386 10 8	50	108 16 4
Saddlery	90	337 7 5	40	107 4 3
Skip waggons ... ..	.....	.....	2	1 11 5
Soap	435	1,310 13 7	365	641 19 5

* Woolpacks charged 3rd class from January to August.

APPENDIX TO REPORT ON RAILWAYS—1876.

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No. 17—continued.

Description of Goods.	Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.
3RD CLASS—continued.				
Stationery and books	55	£ s. d. 207 1 3	19	£ s. d. 43 18 11
Tea	876	3,255 11 2	402	945 16 0
Tobacconists' goods	276	1,101 9 11	175	436 19 7
Upholstery ... ..	.....	.....	33	59 19 2
Wines and spirits	2,866	10,915 1 7	1,355	8,256 9 4
*Woolpacks	410	1,581 13 8	.....	.....
Goods re-booked ... ..	.....	32 17 1	.....	.....
Total	27,879	93,854 8 0	12,372	26,238 2 4
4TH CLASS.				
Acids	65	276 5 7	17	67 1 11
Ammunition	12	54 12 5	5	10 5 10
Fireworks	10	48 2 11	2	4 18 9
Furniture, loose	349	930 11 4	177	272 15 9
Hats	1	2 11 9	.....	0 15 5
Millinery ... ..	.....	0 1 0	.....	0 0 8
Musical instruments	96	377 3 6	53	131 11 8
Not described	132	616 14 9	.....	.....
Paintings and engravings... ..	4	19 12 11	1	4 10 8
Perambulators	3	13 2 2	2	5 18 3
Picture frames ... ..	.....	0 10 9	.....	.....
Pier glasses	4	21 13 8	1	2 17 3
Plate glass	12	77 1 9	.....	.....
Sewing-machines	40	173 17 9	14	45 14 11
Quicksilver... ..	3	15 3 0	.....	0 5 3
Goods re-booked ... ..	.....	0 13 1	.....	.....
Total	731	2,627 18 4	272	546 17 7
MISCELLANEOUS.				
Coal	45,839	16,290 8 0	22,130	1,562 4 7
Coal, owners' trucks	1,470	455 4 11	782,323	39,756 8 5
Contractors' plant... ..	53	37 12 11	125	80 11 9
Empty returns	8	53 1 0 8	4	244 19 6
Firewood	80,680	13,054 18 0	329	34 10 8
Fish, fresh, or shell	13	28 8 0	17	15 4 8
Gunpowder	100	767 15 0	43	140 12 4
Haulage of stone ... ..	.....	9 15 0	.....	.....
Limestone	3,604	1,312 2 11	.....	0 7 2
Road metal	9,139	1,457 2 2	14	1 8 7
Shale	16,435	5,697 12 11	.....	.....
Slate, stone... ..	80	38 1 3	.....	.....
Meat, fresh, per carcass	11	13 6 8	.....	.....
Milk (50 cwt. each truck) Mort & Co.	180	182 11 2	.....	.....
Mining props... ..	.....	.....	2,173	255 12 1
Trucks of hay (50 cwt. each truck)	7,165	3,613 11 0	.....	.....
Wool, by bales (average 6 bales to ton)... ..	13,444	27,098 15 11	6,502	12,903 3 6
Do. by weight	104	201 8 7	17	49 13 9
Wagons on wheels ... ..	.....	.....	.....	3 0 0
Goods re-booked ... ..	.....	3 17 5	.....	.....
Total	178,325	70,793 12 6	813,677	55,047 17 0
SUMMARY.				
A Class	49,814	31,544 13 5	38,288	10,429 0 4
B Class	12,906	8,111 15 8	22,826	1,345 0 4
C Class	24,284	20,465 0 10	8,155	7,992 10 4
1st Class	6,731	12,645 12 9	3,084	3,570 17 3
2nd Class	32,864	81,031 7 5	12,129	15,161 4 9
3rd Class	27,879	93,854 8 0	12,372	26,238 2 4
4th Class	731	2,627 18 4	272	546 17 7
Miscellaneous	178,325	70,793 12 6	813,677	55,047 17 0
Less differences between over and under charges and credits	333,534	321,074 8 11	910,803	120,331 9 11
.....	.....	1,670 9 9	.....	1,632 2 4
.....	.....	319,403 19 2	.....	118,699 7 7
†Live stock	11,197	14,223 2 0	4,126	5,609 5 0
Demurrage and storage ... ..	.....	139 8 3	.....	265 17 5
Miscellaneous (weighing, unloading, use of locomotive, &c.)... ..	.....	325 15 5	.....	688 13 7
Total	344,731	334,092 4 10	914,929	125,263 3 7
†Departmental.				
Coal	20,395	5,964 18 9	2,209	755 9 11
General... ..	2,926	2,194 7 8	1,687	615 15 11
Grand Total	368,052	342,251 11 3	918,825	126,634 9 5

* Woolpacks charged 1st class from September to December.

† Great Southern and Western—20,206 cattle, 246,659 sheep, 8,312 pigs. Great Northern—1,705 cattle, 154,708 sheep, 6,435 pigs. Weight estimated—cattle at 600 lbs. per head, sheep at 50 lbs. each, and pigs at 75 lbs. each.

‡ This freight is not shown in revenue earnings.

No. 18.

REVENUE AND EXPENDITURE of each Station, with other particulars, for the year ending 31st December, 1876.
SUBURBAN RAILWAY, INCLUDING SYDNEY STATION.

Stations.	Height above P.W.-M., Sydney.	Distance.	No. of hours Station-master is employed.	No. of hands employed including Station-master.	Total Expenditure.		No. of Tickets issued.		Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Earnings from Goods Traffic.		Total Earnings.	
					£	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.		
Sydney	64	—	10	143	16,508	12 6	337,287	62,663	4 7	86,741	16,808	9,763	7,528	315	25,446	26	2,797	4,859	74,995	96,009	2 0	158,672	6 7	
Darling Harbour.....	...	...	...	5	628	13 0	.....	.....	.....	.....	68,975	.....	435	.....	459	.....	.....	.....	.....	12,693	17 4	12,693	17 4
Newtown	96	2	12	6	713	11 1	90,428	2,891	6 8	708	10,000	2	8,413	2	1,645	.....	.....	239	89	4,238	8 5	7,129	15 1
Petersham	100	3	12	5	478	5 8	42,995	2,107	14 4	39	1,756	179	3,514	.....	120	.....	1	.....	.....	1,318	19 10	3,426	14 2
Ashfield	86	5	12	5	502	7 11	55,188	3,640	13 0	302	1,326	.....	966	.....	650	.....	3	.....	.....	822	15 0	4,463	8 0
Croydon	86	6	12	2	185	12 10	5,378	607	8 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	607	8 4
Burwood	68	7	12	5	592	9 8	48,254	4,291	4 1	123	1,224	6	384	6	19	.....	2	.....	.....	335	19 0	4,627	3 1
Homebush	32	8	12	4	442	8 11	10,337	1,097	1 7	34	93	.....	21	.....	.....	.....	.....	.....	.....	9,153	9 7	10,250	11 2
Rookwood	55	10	12	2	243	12 3	10,964	640	2 10	74	874	.....	3	.....	3	.....	.....	.....	.....	250	7 3	890	10 1
Parramatta Junction	32	13	13½	10	1,436	15 0	10,849	1,748	9 9	714	782	.....	743	680	831	.....	1	834	663	2,176	3 4	3,924	13 1
Total .....	...	...	...	187	21,732	8 10	611,680	79,687	5 2	88,735	101,838	9,950	22,007	1,003	29,173	29	2,801	5,932	75,747	126,999	1 9	206,686	6 11
GREAT SOUTHERN RAILWAY.																								
Fairfield	30	18	10½	2	177	1 2	2,321	348	16 10	4,678	391	6	12	.....	4	.....	3	.....	.....	142	2 10	490	19 8
Cabramatta.....	52	20	13	1	125	19 0	814	148	10 10	3,925	298	5	8	9	35	9 2	184	0 0
Liverpool and Plat- forms.	50	22	12	7	671	6 7	10,580	2,340	1 11	16,370	3,627	.....	3,480	.....	52	154	.....	4,268	4,594	3,123	19 8	5,464	1 7
Campbelltown and Platforms.	210	34	13	8	854	18 5	10,803	3,538	7 1	665	3,115	1	55	1	40	657	.....	95	.....	1,785	18 0	5,324	5 1
Menangle	270	40	14	2	268	12 2	1,581	444	13 3	185	460	.....	6	.....	6	225	.....	.....	.....	278	7 11	723	1 2
Douglass Park	396	45	14	1	133	17 5	982	354	17 2	20	256	.....	.....	.....	1	23	2	21	.....	151	12 6	506	9 8
Picton	549	53	12	7	733	14 7	2,207	1,122	7 9	685	885	.....	.....	3	5	129	1	89	.....	737	15 1	1,860	2 10
Mittagong	2,069	77	14	6	616	11 0	2,538	1,852	7 8	3,670	1,200	.....	9,477	459	1,871	.....	.....	60	.....	5,072	1 5	6,924	9 1
Bowral	2,171	80	12	2	235	7 6	1,368	788	10 1	509	780	.....	.....	.....	13	.....	.....	9	.....	763	4 5	1,551	14 6
Moss Vale and Plat- forms.	2,205	86	9	5	484	5 10	2,810	2,213	18 6	8,064	1,658	.....	10	1	62	.....	.....	57	.....	2,025	9 0	4,239	7 6
Marulan and Plat- forms.	2,105	114	14	5	488	19 11	2,180	1,268	6 2	2,478	974	.....	5	3,964	2	.....	.....	258	.....	998	8 10	2,266	15 0
Goulburn	2,071	134	12	19	2,118	16 10	10,105	13,099	0 2	7,639	13,081	41	261	1,290	1	.....	.....	7,535	107	21,259	11 1	34,358	11 3
Gunning and Plat- forms.	1,893	165	13	11	1,272	7 4	4,283	5,199	5 0	981	12,613	48	515	7	25	.....	.....	4,037	.....	21,131	8 2	26,330	13 2
Yass	1,657	187	14	5	240	4 8	2,246	1,676	0 2	236	1,142	.....	.....	1	13	.....	.....	1,176	1	2,274	4 2	3,950	4 4
Bowring	1,804	194	14	14	848	10 0	2,721	3,361	0 3	776	10,138	22	214	69	9	.....	.....	4,139	.....	20,663	7 0	24,024	7 3
Binalong	1,568	208	12	14	283	14 2	895	1,185	13 5	138	4,523	.....	.....	21	.....	.....	.....	7,626	.....	8,751	19 2	9,937	12 7
Total .....	...	...	...	109	9,563	6 7	58,434	38,941	16 3	51,019	55,141	118	14,035	5,816	2,108	1,196	6	29,379	4,702	89,194	18 5	128,136	14 8

No. 18—continued.

GREAT WESTERN RAILWAY.

Stations.	Height above H. W. M., Sydney.	Distance.	No. of hours Station-master is employed.	No. of hands employed including Station-master.	Total Expenditure.			No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Earnings from Goods Traffic.			Total Earnings.				
					£	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	13½	9	1,125	12	10	65,316	9,244	9	3	3,164	5,114	.....	1,113	689	561	11	44	177	155	2,211	6	2	11,455	15	5
Seven Hills	113	20	12	1	127	14	5	2,563	359	16	5	2,384	173	.....	2	830	1	54	.....	.....	.....	110	9	1	470	5	6
Blacktown and Platforms.	183	22	12	6	660	8	0	4,140	989	17	11	5,443	283	.....	4	.....	6	12	4	3	.....	184	18	2	1,174	16	1
Rooty Hill	131	25	13	1	140	7	0	2,516	438	6	4	12,472	784	.....	.....	.....	15	8	1	3	.....	322	1	10	760	8	2
South Creek	113	29	14	4	442	9	0	4,343	975	14	1	15,285	2,409	.....	21	1	247	83	4	19	.....	1,449	18	5	2,425	12	6
Penrith	88	34	12	9	1,008	18	6	7,849	2,639	17	11	10,782	1,791	.....	260	.....	18	246	1	46	57	1,101	16	9	3,741	14	8
Emu Plains	87	36	13	1	130	0	0	1,410	417	2	5	1,046	279	.....	224	7,329	3	20	.....	25	1	197	13	1	614	15	6
Blue Mountains	2,399	58	13	1	140	0	0	431	163	3	1	657	498	.....	6	.....	7	.....	.....	.....	37	17	5	201	0	6	
Mount Victoria and Platforms.	3,422	77	14	4	533	9	10	3,319	2,255	17	2	136	925	566	15,970	22	56	908	14	1	3,164	11	3
Bowenfels and Platforms.	2,972	97	14	6	624	10	10	2,857	1,472	5	6	5,534	2,074	37,029	10	16	2,866	.....	.....	484	2	3,568	6	3	5,040	11	9
Wallerawang	2,928	105	14	14	1,708	4	11	4,464	4,894	3	11	2,108	8,331	28	56	856	.....	.....	.....	8,790	.....	15,672	11	8	20,566	15	7
Rydal	3,117	111	13	4	293	8	10	1,420	604	7	5	1,933	395	26	101	4	12	492	4	1	1,096	11	6
Tarana	2,561	120	14	3	295	1	2	943	490	11	4	499	231	.....	.....	158	1	.....	.....	245	.....	302	9	4	793	0	8
Macquarie Plains	2,476	135	12	4	365	17	11	1,546	513	12	8	1,608	376	.....	112	1,077	7	.....	.....	187	.....	842	12	9	1,356	5	5
Raglan	2,436	140	12	10	1,185	9	10	537	452	3	1	791	6,051	.....	82	110	.....	.....	.....	4,830	.....	16,738	12	0	17,190	15	1
Kelso	2,154	143	10	11	1,235	18	3	4,355	6,557	11	10	1,917	11,891	109	4,093	637	12	.....	.....	1,430	1	17,775	12	0	24,333	3	10
Bathurst and Platforms.	2,153	145	14	35	2,716	2	4	9,599	14,298	5	11	2,879	24,121	74	4,214	397	12	.....	.....	18,306	.....	47,599	7	7	61,897	13	6
Blayney and Platforms.	2,841	172	14	16	289	17	8	1,150	826	14	7	119	2,926	.....	388	159	.....	.....	.....	10,688	.....	5,795	3	8	6,621	18	3
Total .....	.....	.....	.....	139	13,023	11	4	118,758	47,594	0	10	68,757	68,652	37,240	11,177	28,330	3,782	434	54	45,301	216	115,311	14	4	162,905	15	2
WINDSOR AND RICHMOND RAILWAY.																												
Riverstone and Platforms.	78	28	12	1	130	0	0	1,562	267	13	1	10,506	198	.....	.....	.....	5	74	.....	.....	.....	85	0	10	352	13	11
Mulgrave	42	33	12	1	130	0	0	1,316	277	1	1	4,935	119	.....	.....	.....	2	379	.....	24	.....	69	12	3	346	13	4
Windsor	41	34	14	4	476	16	6	9,626	2,380	4	11	4,708	2,737	.....	72	.....	64	573	2	28	.....	1,867	13	10	4,247	18	9
Richmond	61	38	14	3	375	8	8	5,740	1,971	15	1	1,617	1,592	17	15	181	3	1	1,013	8	6	2,985	3	7	
Total	9	1,112	5	2	18,244	4,896	14	2	21,766	4,646	89	86	1,207	5	53	3,035	15	5	7,932	9	7	

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APPENDIX TO REPORT ON RAILWAYS—1876.

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No. 18—continued.

GREAT NORTHERN RAILWAY.

Stations.	Height above H.W.M., Sydney.	Distance.	No. of hours Station-master is employed.	No. of hands employed including Station-master.	Total Expenditure.		No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Earnings from Goods Traffic.		Total Earnings.		
					£	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.
Newcastle	2	...	14	59	7,998	2 2	56,540	11,911	11 8	25,800	26,878	612	795,837	7,439	1,408	.....	.....	.....	8,344½	48,118	4 2	60,029	15 10	
Honeysuckle Point...	2	1	12	7	888	6 7	15,172	1,669	19 2	1,403	1,246	.....	483	4	.....	.....	.....	.....	.....	661	13 7	2,331	12 9	
Hamilton	14	2	12	3	447	6 10	6,577	393	17 7	.....	.....	788,964	.....	.....	.....	.....	.....	.....	.....	.....	.....	393	17 7	
Waratah	13	4	12	9	1,141	1 11	39,247	2,854	19 10	22,274	6,366	12,341	4,712	884	7,000	.....	.....	.....	.....	.....	1,450	7 11	4,305	7 9
Hexham	2	10	11	2	279	17 1	10,387	932	8 1	624	1,231	106	11	.....	7	.....	.....	.....	.....	.....	206	15 3	1,139	3 4
East Maitland	34	18	11	3	526	7 5	23,983	2,484	5 1	4,864	656	110	29	1	23	.....	.....	.....	.....	.....	436	5 3	2,920	10 4
High-street	24	19	11	2	211	8 1	14,332	2,529	7 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,529	7 7
West Maitland	18	20	11	10	1,336	14 10	16,469	4,084	2 4	9,021	4,953	13	921	20	115	.....	.....	103	172	6,103	19 8	10,188	2 0	
Wollombi Road.....	44	22	11	1	130	0 0	1,465	177	3 2	204	7	.....	16	.....	.....	.....	.....	.....	.....	.....	62	6 2	239	9 4
Lochinvar	210	26	11	2	306	5 2	3,714	663	18 11	367	243	.....	38	1	7	.....	.....	.....	.....	.....	549	16 0	1,213	14 11
Farthings	166	32	11	1	149	8 1	5,914	1,170	14 7	72	1,194	10,184	58	.....	23	.....	.....	.....	.....	.....	441	9 8	1,612	4 3
Branxton	136	35	11	2	296	2 6	4,932	1,145	2 7	781	968	.....	42	.....	9	.....	.....	57	.....	.....	559	10 6	1,704	13 1
Singleton.....	135	49	11	11	1,174	9 1	8,772	4,309	5 1	1,799	2,866	15	193	1	46	.....	.....	333	8	2,630	16 2	6,940	1 3	
Camberwell	245	62	10	2	187	0 6	888	342	10 1	118	217	.....	.....	.....	1	.....	.....	188	.....	.....	104	10 2	447	0 3
Muswellbrook	475	80	10	9	1,023	18 4	4,871	3,315	1 0	810	3,309	1	153	1	17	.....	.....	4,336½	13	4,831	5 7	8,146	6 7	
Aberdeen	610	87	9	2	141	7 0	908	342	0 10	281	196	.....	1	.....	5	.....	.....	38	.....	.....	272	8 3	614	9 1
Scone	680	96	9	3	411	16 9	3,645	2,166	9 3	1,189	1,461	.....	37	3	2	.....	.....	1,195	.....	.....	2,464	16 10	4,631	6 1
Murrurundi	1,546	120	10	32	3,493	9 9	8,136	11,379	2 0	842	21,730	4	707	2,184	24	.....	.....	32,761½	20	46,221	12 2	57,600	14 2	
Morpeth	19	22	12	10	1,438	10 5	12,692	1,323	12 6	10,589	1,358	.....	9,114	3	1,685	.....	.....	.....	30,454½	9,304	18 3	10,628	10 9	
Wallsend.....	2	8	10	3	369	19 6	23,988	1,905	15 9	377	6,534	1	.....	.....	167	.....	.....	.....	.....	.....	1,830	18 7	3,736	14 4
Total .....	.....	.....	.....	173	21,951	12 0	262,632	55,101	7 1	81,413	81,413	812,350	812,350	10,538	10,538	.....	.....	39,012½	39,012½	126,251	14 2	181,353	1 3	

APPENDIX TO REPORT ON RAILWAYS—1876.

SUMMARY.

REVENUE and EXPENDITURE at Stations, with other particulars, for the Year ending 31st December, 1876.

Lines.	No. of hands employed in-cluding Station-masters.	Total Expenditure.			No. of Tickets issued.		Revenue from Tickets and Coaching Traffic.		Goods.		Coal.		Minerals.		Hay.		Wool.		Earnings from Goods Traffic.		Total Earnings.				
		£	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	187	21,732	8	10	611,680	79,687	5	2	88,735	101,838	9,950	22,007	1,003	29,173	29	2,801	5,932	75,747	126,999	1	9	206,686	6	11	
Southern	109	9,563	6	7	58,434	38,941	16	3	51,019	55,141	118	14,035	5,816	2,108	1,196	6	29,379	4,702	89,194	18	5	128,136	14	8	
Western	139	13,023	11	4	118,758	47,594	0	10	68,757	68,652	37,240	11,177	28,330	3,782	434	54	45,301	216	115,311	14	4	162,905	15	2	
Windsor and Richmond	9	1,112	5	2	18,244	4,896	14	2	21,766	4,646	.....	89	.....	86	1,207	5	53	.....	3,035	15	5	7,932	9	7
Great Northern	444	45,431	11	11	807,116	171,119	16	5	230,277	230,277	47,308	47,308	35,149	35,149	2,866	2,866	80,665	80,665	334,541	9	11	505,661	6	4	
Great Northern	173	21,951	12	0	262,632	55,101	7	1	81,413	81,413	812,350	812,350	10,538	10,538	.....	.....	39,012½	39,012½	126,251	14	2	181,353	1	3
Total	617	67,383	3	11	*1,069,748	226,221	3	6	311,690	311,690	859,658	859,658	45,687	45,687	2,866	2,866	119,677½	119,677½	460,793	4	1	687,014	7	7	
Add Mails, Advertising, Sale of Old Material, Fines, Rents, &c., £8,211 11s. 8d. Less Credits, £2,000 11s.																						6,211	0	8	
Gross earnings																						£	693,225	8	3

* Exclusive of Season Tickets—South and West, 5,430; North, 250; total, 5,680 = 751,216 passenger journeys.

No. 19.

ESTIMATE of the number of SHEEP in the Border Districts of New South Wales, the Clip of which was transported to the neighbouring Colonies in 1875.

District.	Total number of Sheep.	Proportion Clip for New South Wales.	Proportion to neighbouring Colonies.
Albury.....	108,904	.....	108,904
Balranald	828,590	.....	828,590
Bourke	900,532	300,177	600,355
Brewarrina	287,876	191,917	95,959
Corowa	204,236	.....	204,236
Deniliquin	795,230	.....	795,230
Euston	114,796	.....	114,796
Hay	4,118,175	.....	4,118,175
Howlong.....	57,428	.....	57,428
Jerilderie.....	256,075	.....	256,075
Menindie.....	784,326	.....	784,326
Moama	83,896	.....	83,896
Moulamein	67,112	.....	67,112
Mulwala	107,626	.....	107,626
Ten-mile Creek	365,499	.....	365,499
Tocumwall	204,017	.....	204,017
Tumberumba	40,150	.....	40,150
Urana	632,836	.....	632,836
Wagga Wagga	1,350,705	450,235	900,470
Wentworth.....	502,690	.....	502,690
Wilcannia	400,418	.....	400,418
Total.....	12,211,117	942,329	11,268,788

No. 20.

RETURN of the quantity of Wool carried on the Railways of New South Wales, and the amount of Freight received therefrom, in 1875 and 1876.

MONTH.	1875.			1876.			Freight, 1875.			Freight, 1876.		
	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.
	bales.	bales.	bales.	bales.	bales.	bales.	£	£	£	£	£	£
January	10,568	4,064	14,632	10,101	3,646	13,747	3,307	1,216	4,523	3,500	1,409	4,909
February.....	4,743	1,993	6,736	4,370	3,376	7,746	1,331	634	1,965	1,282	779	2,061
March	3,187	2,480½	5,667½	2,791	1,939	4,730	775	734	1,509	556	647	1,203
April	2,108	994	3,102	1,392	1,198	2,590	389	296	685	244	404	648
May.....	1,245	420	1,665	846	423	1,269	194	128	322	121	144	265
June.....	853	202	1,055	507	259	766	156	60	216	86	90	176
July.....	612	128	740	439	264	703	94	34	128	112	88	200
August.....	412	87	499	520	315	835	72	25	97	122	110	232
September	752	2,244	2,996	1,854	3,716	5,570	164	700	864	584	1,281	1,865
October	7,623	7,455	15,078	9,671	6,685	16,356	2,525	2,295	4,820	3,305	2,272	5,577
November	21,860	10,875	32,735	23,509	9,935	33,444	7,807	3,159	10,966	8,374	3,286	11,660
December	25,517	8,392½	33,909½	25,283	7,358	32,646	9,326	2,739	12,065	9,014	2,443	11,457
Total.....	79,480	39,335	118,815	81,283	39,114	120,397	26,140	12,020	38,160	27,300	12,953	40,253
Increase in 1876 .....	.....	.....	.....	1,803	.....	1,582	.....	.....	.....	1,160	933	2,093
Decrease in 1876 .....	.....	.....	.....	.....	221	.....	.....	.....	.....	.....	.....	.....

No. 21.

Wool Rates.

INCLUDING CARTAGE IN SYDNEY.

Previous to 18th September 1876.

Wool will be carried at per bale on the following scale:—	Up journey, at per bale, not exceeding 5 cwt. each; over 5 cwt. each, 6d. per bale additional.	Wool rates— <i>continued</i> .	Up journey, at per bale, not exceeding 5 cwt. each; over 5 cwt. each, 6d. per bale additional.
	s. d.		s. d.
185 miles	9 0	80 miles	5 3
165 "	8 6	66 "	5 0
140 "	7 9	53 "	4 3
130 "	7 3	40 "	3 3
115 "	6 9	30 "	2 6
100 "	6 3	20 "	1 9
90 "	6 0	15 "	1 6

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.

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.

From 18th September 1876.

GREAT SOUTHERN RAILWAY.

	To Sydney.		To Sydney.
	Per bale not over 4 cwt.		Per bale not over 4 cwt.
	s. d.		s. d.
From *Binalong	7 9	From Moss Vale	5 6
Bowning	7 6	Mittagong	5 0
Yass	7 6	Picton	4 0
Gunning	7 4	Menangle	3 0
Goulburn	7 0	Campbelltown	2 6
Marulan	6 6		

GREAT WESTERN RAILWAY.

	To Sydney.		To Sydney.
	Per bale not over 4 cwt.		Per bale not over 4 cwt.
	s. d.		s. d.
From *Blayney	7 6	From Wallerawang	6 6
Bathurst	7 3	Bowenfels	6 3
Raglan	7 3	Penrith	2 6
Macquarie Plains	7 0	Richmond	2 6
Tarana	7 0		

GREAT NORTHERN RAILWAY.

	To Newcastle.	To Morpeth.		To Newcastle.	To Morpeth.
	Per bale not over 4 cwt.	Per bale not over 4 cwt.		Per bale not over 4 cwt.	Per bale not over 4 cwt.
	s. d.	s. d.		s. d.	s. d.
From *Quirindi	7 3	6 9	From Muswellbrook	5 0	4 9
Murrurundi	7 0	6 6	Camberwell	4 6	4 0
Blandford	6 9	6 3	Singleton	4 0	3 6
Scone	6 3	5 9	Braaxton	3 6	2 6
Aberdeen	6 0	5 9	Maitland	2 6	1 6

* NOTE:—The carriage of wool from these Stations is conditional upon their being open for traffic during the wool season.

Bales over 4 cwt. to be charged 15 per cent. per cwt. in excess of above charges.

DUMPED WOOL.

An allowance of 15 per cent. will be made on above rates for all wool properly dumped and hooped with iron.

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.

No. 22.

STATEMENT of the Value of LIVE STOCK and quantity and value of WOOL and other Exports across the Border, during the year 1876.

Stations.	Value of Live Stock.					Quantity and value of Wool.			Other Exports.	Total.
	Horses.	Cattle.	Sheep.	Pigs.	Total.	Bales—370 lbs. to bale.	Ibs.	Value.	Value.	Value.
1876.	£	£	£	£	£	No.	No.	£	£	£
Albury	12,820	85,271	9,802	736	108,629	21,169	7,832,545	387,580	15,138	511,347
Corowa	3,778	89,875	40,080	101	133,834	9,574	3,542,579	178,946	4,540	317,320
Moama	6,819	174,852	391,821	555	574,047	29,744	11,005,125	474,019	14,490	1,062,556
Swan Hill	1,662	56,538	28,626	.....	86,826	48,632	17,993,832	952,745	5,094	1,044,665
Euston {	717	15,958	5,106	.....	21,781	735	271,886	17,722	341	64,854
Victoria .....	.....	.....	.....	.....	.....	1,089	402,800	25,010		
Euston ..... {	.....	.....	.....	.....	.....	.....	.....	.....	30,154	716,658
South Australia .....	.....	.....	.....	.....	.....	.....	.....	.....
Wentworth {	.....	.....	.....	.....	.....	7,392	2,735,164	162,172	30,154	716,658
Victoria .....	.....	.....	.....	.....	.....	21,093	7,804,599	447,930		
Wentworth {	3,599	40,543	32,260	.....	76,402	.....	.....	.....	321	133,602
South Australia .....	.....	.....	.....	.....	.....	.....	.....	.....
Tocumwal	1,500	36,333	12,000	.....	49,833	4,354	1,611,172	83,448	321	133,602
Howlong	1,418	16,628	750	.....	18,796	195	72,278	2,705	259	21,760
Maryland (Queensland Border).....	.....	.....	.....	.....	.....	406	150,000	11,250	61,925	73,175
Bogabilla (do ) .....	.....	.....	.....	.....	.....	822	304,000	11,343	700	12,043
Total 1876	32,313	515,998	520,445	1,392	1,070,148	145,205	53,725,780	2,754,870	132,962	3,957,980
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
Increase in 1876	2,789	2,793	.....	.....	.....	16,298	6,030,402	.....	86,990	.....
Decrease in 1876 .....	.....	.....	29,514	418	24,350	.....	.....	224,720	.....	162,080

No. 23.

RETURN of the quantity of COAL exported from Newcastle to Intercolonial and Foreign Ports in 1875 and 1876, showing the increase and decrease in each.

Countries.	1875.	1876.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	232,656	249,460	16,804	.....
Tasmania	14,449	22,280	7,831	.....
New Zealand	140,520	146,928	6,408	.....
Queensland.....	5,664	6,064	400	.....
South Australia.....	98,185	87,686	.....	10,499
Western Australia.....	500	.....	.....	500
Fiji .....	.....	260	260	.....
TOTAL, Intercolonial	491,974	512,678	31,703	10,999
Foreign—				
New Caledonia	3,968	4,183	215	.....
India	20,672	21,778	1,106	.....
United States	1,178	2,223	1,045	.....
San Francisco	96,336	88,522	.....	7,814
Hongkong	58,122	35,273	.....	22,849
China	13,658	11,704	.....	1,954
Mauritius	6,030	4,311	.....	1,719
Japan	7,495	3,656	.....	3,839
Manilla	19,866	4,166	.....	15,700
Callao	2,126	.....	.....	2,126
Valparaiso	1,970	480	.....	1,490
Honolulu	1,496	2,868	1,372	.....
Tahiti	395	.....	.....	395
Java	20,190	7,204	.....	12,986
Padang	3,938	3,465	.....	473
Bankok .....	.....	509	509	.....
Guam	8,971	5,859	.....	3,112
Petropaulovski	12,758	10,171	.....	2,587
Total, Foreign	279,169	206,372	4,247	77,044
Grand Total.....	771,143	719,050	35,950	88,043

No. 24.

PORT OF NEWCASTLE.
Foreign and Intercolonial Trade.

	1875.		1876.		Decrease.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Inwards	1,162	510,902	1,023	433,423	139	77,479
Outwards	1,341	573,826	1,309	535,738	32	38,088

Number of Tons and Value of COAL Exported.
Foreign and Intercolonial.

1875.		1876.		Decrease.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
No. 771,143	£ 527,949	No. 719,050	£ 495,502	No. 52,093	£ 32,447

Coastwise.

	1875.		1876.		Decrease.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Inwards	1,963	392,146	1,594	370,702	369	21,444
Outwards	1,907	336,710	1,811	324,881	96	11,829

COAL Shipped Coastwise.

1875.	1876.	Decrease.
304,948 tons.	246,110 tons.	58,838 tons.

No. 25.

GREAT NORTHERN RAILWAY.

MONTHLY Return of COAL and COKE hauled for the Year 1876.

Month.	A. A. Company.		Waratah.		New Lambton.		Lambton.		Co-operative.		Wallsend.	
	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.
	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.
January ..	2219 3 3	92 9 5	1437 0 3	59 17 8	11992 0 2	486 8 10	11779 3 0	490 16 2	14083 4 3	729 3 10	14535 1 3	726 15 2
February ..	4177 19 3	177 5 7	3390 1 0	147 12 1	9147 14 0	355 8 3	16061 19 1	609 5 1	13597 6 2	734 0 5	12756 10 1	639 19 3
March ..	4765 5 1	201 1 3	1865 4 2	77 14 10	6886 6 0	261 10 8	15728 0 0	655 6 8	15405 5 1	804 0 2	18316 17 0	917 7 5
April	5230 8 0	217 18 9	2430 16 3	101 10 1	4550 0 1	169 8 11	12336 18 2	516 2 6	15989 7 3	862 6 0	15585 4 0	776 15 2
May	4959 16 3	206 13 3	2002 1 0	84 0 11	7459 12 2	296 16 9	12437 5 3	518 4 6	15989 7 1	833 18 7	20870 0 0	1049 18 6
June	4862 7 1	204 5 5	1601 0 2	66 18 3	7564 12 2	309 14 8	15773 11 2	657 4 9	15539 19 3	827 13 3	18064 18 2	902 3 2
July	3943 4 1	165 4 5	406 18 1	17 13 1	5022 12 0	215 17 2	12459 17 2	519 3 5	13487 16 0	724 18 10	15258 7 3	764 18 4
August	8580 0 3	357 10 2	1972 6 1	83 1 7	8874 10 3	336 2 0	17132 2 2	715 18 6	16468 12 0	859 8 3	12701 9 3	635 1 7
September ..	5758 1 2	239 18 6	2315 1 2	96 9 5	4494 10 1	171 10 0	11572 13 1	482 4 0	15220 11 3	795 9 9	10413 0 2	523 6 8
October ..	5639 13 3	234 19 11	1741 6 2	73 12 6	3837 6 2	135 6 8	12945 8 1	539 7 11	15170 13 3	788 8 11	12890 13 1	644 10 8
November ..	5385 19 1	224 8 6	1815 15 1	75 13 5	4585 15 0	157 3 2	9209 10 0	333 14 8	16987 4 1	899 3 1	9813 4 1	490 13 4
December ..	3681 11 2	153 8 2	1128 18 3	47 0 11	4074 3 2	140 18 3	12493 18 3	520 11 8	14309 16 0	759 7 4	6576 14 1	328 16 10
Total	59203 11 3	2475 3 4	22106 11 0	931 4 9	78489 3 3	3036 5 4	160030 8 1	6667 19 10	182249 5 0	9617 18 5	167732 1 1	8400 11 1
	Anvil Creek.		Greta.		Minmi.		Woodford.		Total.			
	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	Tonnage.	Freight.	[Tonnage.	Freight.
	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.
January ..	2817 16 0	299 9 11	.....	.....	4091 6 3	207 9 7	677 5 0	44 10 11	63632 2 1	3137 1 6	.....	.....
February ..	4223 13 0	466 8 11	.....	.....	4173 6 3	208 13 6	481 5 0	32 12 4	68009 15 2	3431 5 5	.....	.....
March	3830 9 1	413 15 7	.....	.....	6116 19 1	306 19 5	659 19 0	43 8 7	73574 5 2	3681 4 7	.....	.....
April	2279 10 3	240 0 7	117 0 0	13 13 0	5809 1 1	291 18 7	763 13 2	47 14 7	65092 0 3	3237 8 2	.....	.....
May	3076 19 1	333 0 11	2386 8 1	336 15 0	9236 1 0	465 8 11	782 18 1	50 3 3	79700 10 0	4175 0 7	.....	.....
June	3592 2 3	376 14 2	3539 11 2	412 19 2	9525 12 1	477 13 2	981 14 1	62 19 0	81045 10 3	4298 10 0	.....	.....
July	3382 10 1	370 6 10	2467 6 2	237 17 2	6669 18 1	328 9 4	6 18 0	0 6 11	63105 8 3	3394 15 6	.....	.....
August	4625 15 0	504 16 10	5125 12 0	597 19 10	6456 9 1	322 16 7	962 5 2	61 6 11	82949 3 3	4474 2 3	.....	.....
September ..	3211 10 1	343 3 5	2594 9 2	302 13 10	2910 17 2	145 11 0	118 6 1	8 11 3	58609 2 1	3108 17 10	.....	.....
October ..	3636 14 0	392 11 3	3626 13 0	423 7 1	7496 11 3	372 2 6	55 16 0	5 18 6	67040 16 3	3610 5 11	.....	.....
November ..	2416 19 1	251 6 11	80 8 0	9 7 7	6680 16 2	331 5 6	49 9 0	6 19 9	57025 0 3	2829 15 11	.....	.....
December ..	2076 12 1	212 2 0	38 10 3	4 9 11	8159 15 3	406 17 6	26 2 2	4 10 6	52566 4 0	2578 3 1	.....	.....
Total	39170 12 0	4203 17 4	20475 19 2	2389 2 7	77326 16 1	3865 5 7	5565 12 1	369 2 6	812350 1 0	41956 10 9	.....	.....

No. 26.

MONTHLY RETURN of COAL forwarded from WESTERN COLLIERIES during 1876.

Month.	Vale of Clwydd.		Eskbank.		Lithgow Valley Company.		Bowenfels Company.		Wallerawang.		Total.	
	tons.	£ s. d.	tons.	£ s. d.	tons.	£ s. d.	tons.	£ s. d.	tons.	£ s. d.	tons.	£ s. d.
January	1,199	459 9 3	886	344 5 1	1,323	344 17 9	500	175 9 8	25	3 5 0	3,933	1,327 6 9
February	761	295 5 7	815	318 0 9	550	164 12 0	497	173 16 5	.....	.....	2,623	951 14 9
March	452	170 4 0	780	299 3 1	532	213 4 3	325	111 11 9	.....	.....	2,089	794 3 1
April.....	527	194 17 4	939	322 0 7	580	189 5 9	376	134 12 4	.....	.....	2,422	840 16 0
May	671	254 7 1	1,046	371 8 11	643	222 11 2	494	169 14 10	.....	.....	2,854	1,018 2 0
June.....	756	283 13 8	1,277	475 13 3	753	250 15 2	667	227 17 6	.....	.....	3,453	1,237 19 7
July	832	317 15 7	943	342 0 8	831	292 3 1	1,006	350 14 6	.....	.....	3,612	1,302 13 10
August	890	375 12 2	892	314 10 10	1,066	431 9 0	883	309 11 4	3	0 14 7	3,734	1,431 17 11
September	1,201	500 15 0	1,034	391 4 6	1,388	552 2 9	570	189 0 10	.....	.....	4,193	1,633 3 1
October.....	868	333 17 4	832	309 0 1	797	288 19 0	441	149 16 3	.....	.....	2,938	1,081 12 8
November.....	817	321 6 3	926	299 9 4	750	285 15 7	417	144 18 4	.....	.....	2,910	1,051 9 6
December.....	642	242 17 8	666	222 3 8	580	188 17 10	408	151 1 6	.....	.....	2,296	805 0 8
Total	9,616	3,750 0 11	11,036	4,009 0 9	9,793	3,424 13 4	6,584	2,288 5 3	28	3 19 7	37,057	13,475 19 10

No. 27.

MONTHLY RETURN of SHALE carried on the Great Southern and Western Lines during the year 1876.

Month.	Hartley Vale and Mount Victoria.		Mittagong.		Total.	
	Tons. cwt. qrs.	£ s. d.	Tons. cwt. qrs.	£ s. d.	Tons. cwt. qrs.	£ s. d.
January	1,313 4 3	452 0 0	46 2 0	22 0 0	1,359 6 3	474 0 0
February	1,288 17 2	452 0 0	34 3 0	12 0 0	1,323 0 2	464 0 0
March	1,516 14 0	522 7 0	55 5 0	20 0 0	1,571 19 0	542 7 0
April	1,169 6 2	402 0 0	56 3 0	20 0 0	1,225 9 2	422 0 0
May	1,037 2 3	356 0 0	43 11 1	16 0 0	1,080 14 0	372 0 0
June	1,426 18 1	491 11 1	.....	.....	1,426 18 1	491 11 1
July	1,173 8 3	404 3 0	50 2 1	18 0 0	1,223 11 0	422 3 0
August	1,189 17 2	407 11 10	17 9 0	6 0 0	1,207 6 2	413 11 10
September	1,495 13 0	514 0 0	43 2 2	16 0 0	1,538 15 2	530 0 0
October.....	1,562 16 2	542 0 0	27 15 2	10 0 0	1,590 12 0	552 0 0
November.....	1,444 17 3	506 0 0	53 19 0	20 0 0	1,498 16 3	526 0 0
December.....	1,356 19 1	476 0 0	31 16 1	12 0 0	1,388 15 2	488 0 0
Total	15,975 16 2	5,525 12 11	459 8 3	172 0 0	16,435 5 1	5,697 12 11

No. 28.

ABSTRACT of the Tonnage and Amount received for the carriage of COAL shipped at the Government Cranes, Newcastle, in 1875, 1876.

Companies.	1875.		1876.		Increase, 1876.		Decrease, 1876.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
	No.	£	No.	£	No.	£	No.	£
A. A. Company	24,870	1,038	59,204	2,475	34,334	1,437	.....	.....
Waratah	16,826	663	22,106	931	5,280	268	.....	.....
New Lambton.....	116,616	4,740	78,489	3,036	.....	.....	38,127	1,704
Lambton	148,553	6,190	160,030	6,668	11,477	478	.....	.....
Co-operative	177,035	9,038	182,249	9,618	5,214	580	.....	.....
Wallsend.....	222,319	11,147	167,732	8,401	.....	.....	54,587	2,746
Anvil Creek.....	29,162	3,413	39,171	4,204	10,009	791	.....	.....
Greta	36,589	4,264	20,476	2,389	.....	.....	16,113	1,875
Minmi	14,018	711	77,327	3,865	63,309	3,154	.....	.....
Woodford	3,389	211	5,566	369	2,177	158	.....	.....
Stony Creek	8	2	.....	.....	.....	.....	8	2
Burwood	188	24	.....	.....	.....	.....	188	24
Total	789,573	41,441	812,350	41,956	131,800	6,866	109,023	6,351

APPENDIX TO REPORT ON RAILWAYS—1876.

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No. 29.

ABSTRACT of the TONNAGE, and the amount received for the carriage of COAL and SHALE on the Great Western and Southern Railways in 1875 and 1876.

Names of Mines.	1875.		1876.		Increase, 1876.		Decrease, 1876.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
Lithgow Valley—	No.	£	No.	£	No.	£	No.	£
Eskbank	9,537	4,114	11,036	4,009	1,499	.....	.....	105
Lithgow Valley	13,720	4,334	9,793	3,425	.....	.....	3,927	909
Bowenfels	5,234	2,189	6,584	2,288	1,350	99	.....	.....
Vale of Clwydd	6,799	3,114	9,616	3,750	2,817	636	.....	.....
Wallerawang—								
Buckley's	702	145	28	4	.....	.....	674	141
Sutton Forest—								
Rock-roof	105	25	459	172	354	147	.....	.....
Hartley Vale—								
Shale Company	9,776	4,320	15,976	5,525	6,200	1,205	.....	.....
Total.....	45,873	18,241	53,492	19,173	12,220	2,087	4,601	1,155

No. 30.

ABSTRACT of the total quantity of COAL and SHALE carried on our Railways during 1875 and 1876, and the amount of Freight received therefrom.

	1875.		1876.		Increase in 1876.		Decrease in 1876.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
COAL.	No.	£	No.	£	No.	£	No.	£
Great Northern Railway— Newcastle Mines	789,573	41,441	812,350	41,956	22,777	515	.....	.....
Great Southern Railway— Rockroof, Sutton Forest	105	25	459	172	354	147	.....	.....
Great Western Railway— Lithgow Valley Mines... ..	35,290	13,751	37,029	13,472	1,739	.....	.....	279
Wallerawang (Buckley's)	702	145	28	4	.....	.....	674	141
SHALE.								
Hartley Vale Company	9,776	4,320	15,976	5,525	6,200	1,205	.....	.....
Total.....	835,446	59,682	865,842	61,129	31,070	1,867	674	420

No. 31.

RETURN of the number and per-centage proportion of FIRST and SECOND CLASS PASSENGERS on the Southern and Western and the Northern Lines, and the amount received from that source during 1876.

	First Class.	Second Class.	Total.
Number—			
South and West	249,447	1,082,749	1,332,196
North.....	52,140	343,394	395,534
All Lines	301,587	1,426,143	1,727,730
Amount received—			
South and West	£ 53,722	£ 91,228	£ 144,950
North.....	13,896	32,695	46,591
All Lines	67,618	123,923	191,541
Per-centage Number—			
South and West	18·72	81·28	100·00
North	13·18	86·82	100·00
All Lines	17·47	82·53	100·00
Percentage Amount received—			
South and West	37·06	62·94	100·00
North.....	29·83	70·17	100·00
All Lines	35·30	64·70	100·00

No. 32.

DETAILED Statement of MILEAGE for the year ending 31st December 1876.

Train Miles.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	447,967	182,217	21,820	175,485	827,489
Passenger Special.....	7,629	5,021	778	6,572	20,000
Funeral.....	13,588	.....	.....	.....	13,588
Goods	264,073	290,904	10,245	141,614	706,836
Goods Special	5,602	1,379	2,446	10,902	20,329
Fuel .....	.....	.....	.....	100,722	100,722
Total Train Miles	738,859	479,521	35,289	435,295	1,688,964
OTHER MILEAGE.					
Ballasting	9,874	8,160	730	18,722	37,486
Shunting	151,717	49,827	5,466	197,256	404,266
Empty	2,519	1,954	78	12,281	16,832
Fuel	13,336	.....	.....	.....	13,336
Total other Mileage	177,446	59,941	6,274	228,259	471,920
Total Mileage, including shunting, &c.	916,305	539,462	41,563	663,554	2,160,884

No. 33.

DETAIL of MILEAGE of each Engine, for the year ending 31st December 1876.

No. and class of Engine.		Total Mileage of each Engine.	No. and class of Engine.		Total Mileage of each Engine.
GREAT SOUTHERN AND WESTERN.			GREAT SOUTHERN AND WESTERN.		
				Brought forward	689,573
1	Passenger and Goods	6,411	40	Goods	20,792
2	"	20,059	41	"	30,042
3	"	22,404	42	"	22,119
4	"	8,565	43	"	20,699
5	Passenger	12,530	44	"	19,981
6	"	Nil.	45	"	18,554
7	"	230	46	"	23,303
8	"	Nil.	47	"	20,493
9	"	3,130	48	"	27,507
10	"	30,397	49	"	27,605
11	"	10,738	50	"	20,904
12	"	198	51	"	26,695
13	"	13,563	52	"	29,148
14	"	12,387	53	"	24,824
15	"	24,585	54	"	26,150
16	"	21,953	55	"	22,030
17	Goods	23,895	56	"	22,014
18	"	13,645	57	"	23,741
19	"	21,624	58	"	28,532
20	"	27,551	59	"	24,891
21	"	Nil.	60	Passenger and Goods	18,469
22	"	15,957	61	"	23,311
23	Passenger	8,398	62	"	33,852
24	"	20,883	63	"	26,449
25	"	28,177	64	"	22,908
26	"	34,529	65	"	16,690
27	"	33,236	66	Passenger	11,303
28	"	17,260	67	"	23,668
29	"	14,759	68	"	17,760
30	"	16,824	69	"	24,047
31	"	14,142	70	"	28,949
32	"	23,471	71	"	22,879
33	"	27,074	72	"	14,915
34	"	25,823	73	"	19,776
35	"	29,571	74	"	8,847
36	Passenger and Goods	31,970	75	"	13,268
37	"	18,548	...	" Westward, Ho!"	143
38	"	28,975	...	Amos & Co.	499
39	"	26,111	...		
...	Forward	689,573	...	Total	1,497,330
GREAT NORTHERN.			GREAT NORTHERN.		
				Brought forward	322,734
1	Passenger and Goods	27,019	14	Passenger	23,954
2	"	30,713	15	"	20,318
3	"	33,638	16	"	27,262
4	"	19,419	17	"	29,777
5	Passenger	38,454	18	Goods	20,538
6	Goods	22,262	19	"	29,701
7	"	10,703	20	"	25,671
8	Passenger	24,424	21	"	22,147
9	"	18,573	22	"	22,509
10	Goods	19,744	23	"	28,888
11	"	33,882	24	"	27,285
12	"	20,120	25	"	28,737
13	"	23,783	26	"	34,033
...	Forward	322,734	...	Total	663,554

Total South and West..... 1,497,330

Total North 663,554

TOTAL ALL LINES 2,160,884

No. 34.

STATEMENT of MILEAGE, Passenger and Goods Trains, for the years 1875 and 1876.

Lines and Trains.	1875.	1876.
Great Southern, Western, and Richmond—Passenger... ..	610,949	679,020
Northern—Passenger	171,563	182,057
Great Southern, Western, and Richmond—Goods	456,863	574,649
Northern—Goods	232,829	253,238
Total	1,472,204	1,688,964
OTHER MILEAGE.		
Great Southern, Western, and Richmond—Ballasting, Shunting, Empty and Fuel	208,853	243,661
Northern—Ballasting, Shunting, and Empty	218,789	228,259
Total	427,642	471,920
Grand Totals... ..	1,899,846	2,160,884

No. 35.

ANNUAL and DAILY MILEAGE of Trains, including Sundays, 1875—1876.

	1875.		1876.	
	Annual.	Daily.	Annual.	Daily.
TRAIN MILES.				
Southern	589,777	1,616	738,859	2,024
Western	441,524	1,209	479,521	1,314
Richmond	36,511	100	35,289	97
Northern	404,392	1,108	435,295	1,192
Total Train Miles.....	1,472,204	4,033	1,688,964	4,627
CLASS OF ENGINE.				
Passenger	782,512	2,144	861,077	2,359
Goods	689,692	1,889	827,887	2,268
Total.....	1,472,204	4,033	1,688,964	4,627
OTHER MILEAGE.				
Southern	146,410	401	177,446	486
Western	55,503	152	59,941	164
Richmond	6,940	19	6,274	17
Northern	218,789	600	228,259	626
Total.....	427,642	1,172	471,920	1,293
CLASS OF WORK.				
Ballasting	39,717	109	37,486	103
Shunting	357,262	979	404,266	1,108
Empty	16,355	45	16,832	46
Fuel	14,308	39	13,336	36
Total.....	427,642	1,172	471,920	1,293
Total with shunting, &c.....	1,899,846	5,205	2,160,884	5,920
Average daily work per engine		40'33		45'82
Do., including shunting.....		52'05		58'62
Number of Engines	100		101	

No. 36.

TABULAR ANALYSIS, showing WORKING EXPENSES, GROSS EARNINGS, and NET EARNINGS, per Mile open, Train Mile, and Mile Run, 1876.

Mileage.	Miles open— Average.	Train miles.	Miles run, including shunting, &c.	
South and West	336	1,253,669	1,497,330	
North	124	435,295	663,554	
Total	460	1,688,964	2,160,884	
Heads of Expenditure.	Amount.	Per mile open.	Per train mile.	Per mile run, shunting, &c.
	£	£	d.	d.
Locomotive Power and Rep. of Engines—				
South and West	92,289	274·67	17·66	14·79
North	33,826	272·79	18·65	12·24
Total	126,115	274·16	17·92	14·01
Carriage and Waggon Repairs—				
South and West	17,138	51·00	3·28	2·75
North	6,405	51·65	3·53	2·32
Total	23,543	51·18	3·35	2·61
Maintenance—				
South and West	55,480	165·12	10·62	8·89
North	17,952	144·77	9·90	6·49
Total	73,432	159·64	10·43	8·15
Traffic Charges—				
South and West	69,995	208·32	13·40	11·23
North	31,077	250·62	17·13	11·24
Total	101,072	219·72	14·36	11·22
Compensation Personal—				
South and West	502	1·49	0·10	0·08
North	12	0·10	0·01	0·005
Total	514	1·12	0·07	0·06
Compensation Goods—				
South and West	518	1·54	0·10	0·08
North	169	1·36	0·09	0·06
Total	687	1·49	0·10	0·08
General Charges—				
South and West	10,714	31·89	2·05	1·71
North	3,329	26·85	1·83	1·20
Total	14,043	30·53	1·99	1·56
Gross Expenditure—				
South and West	246,636	734·03	47·21	39·53
North	92,770	748·14	51·14	33·55
Total	339,406	737·84	48·22	37·69
Gross Earnings—				
South and West	509,832	1,517·35	97·60	81·72
North	183,393	1,478·97	101·11	66·33
Total	693,225	1,507·01	98·50	76·99
Net Earnings—				
South and West	263,196	783·32	50·39	42·19
North	90,623	730·83	49·97	32·78
Total	353,819	769·17	50·28	39·30

No. 37.

TABULAR SYNOPSIS of the TOTAL EARNINGS under the different Heads of Traffic, per mile open, per train mile, and total miles run, including shunting, &c., for 1876.

Mileage.	Train miles.		Total miles run, including shunting, &c.		
	Passenger.	Goods.			
South and West	679,020	574,649	1,497,330		
North	182,057	253,238	663,554		
All lines	861,077	827,887	2,160,884		
Heads of Traffic.	Miles open for traffic— average.	Earnings.	Per mile open.	Per train mile.	Per mile run, shunting, &c.
COACHING.					
Passengers, 1st and 2nd class—					
South and West	336	144,950	431'40	27'75	23'23
North	124	46,591	375'74	25'69	16'85
All lines	460	191,541	416'39	27'22	21'27
Season Ticket-holders—					
South and West	336	6,447	19'19	1'23	1'03
North	124	303	2'44	0'17	0'11
All lines	460	6,750	14'67	0'95	0'75
Horses, Carriages, and Miscellaneous—					
South and West	336	20,504	61'02	3'92	3'29
North	124	9,810	79'11	5'40	3'55
All lines	460	30,314	65'90	4'31	3'37
Mails—					
South and West	336	3,839	11'42	0'74	0'62
North	124	1,426	11'50	0'79	0'51
All lines	460	5,265	11'45	0'75	0'58
Total Coaching—					
South and West	336	175,740	523'03	33'64	28'17
North	124	58,130	468'79	32'05	21'02
All lines	460	233,870	508'41	33'23	25'97
GOODS.					
Live Stock—					
South and West	336	14,223	42'33	2'72	2'28
North	124	5,609	45'23	3'09	2'03
All lines	460	19,832	43'11	2'82	2'20
Minerals—					
South and West	336	29,643	88'22	5'68	4'75
North	124	45,392	366'06	25'03	16'42
All lines	460	75,035	163'12	10'66	8'34
Wool—					
South and West	336	27,300	81'25	5'23	4'38
North	124	12,953	104'46	7'14	4'69
All lines	460	40,253	87'51	5'72	4'47
General Merchandise—					
South and West	336	262,926	782'52	50'33	42'14
North	124	61,309	494'43	33'80	22'17
All lines	460	324,235	704'86	46'07	36'01
Total Goods—					
South and West	336	334,092	994'32	63'96	53'55
North	124	125,263	1,010'18	69'06	45'31
All lines	460	459,355	998'60	65'27	51'02
Gross Earnings—					
South and West	336	509,832	1,517'35	97'60	81'72
North	124	183,393	1,478'97	101'11	66'33
All lines	460	693,225	1,507'01	98'50	76'99

No. 38.

COMPARATIVE Statement of the EARNINGS and WORKING EXPENSES on all lines per train mile, in 1875 and 1876.

	1875.			1876.			Increase.			Decrease.		
	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.
Passengers, 1st and 2nd.....	d. 28'26	d. 25'62	d. 27'54	d. 27'75	d. 25'69	d. 27'22	d.	d. 0'07	d.	d. 0'51	d.	d. 0'32
Season tickets	1'27	0'16	0'97	1'23	0'17	0'95	.....	0'01	.....	0'04	.....	0'02
Horses, carriages, &c.....	4'17	4'65	4'30	3'92	5'40	4'31	.....	0'75	0'01	0'25	.....	.....
Mails	0'73	0'85	0'77	0'74	0'79	0'75	0'01	.....	.....	.....	0'06	0'02
Total, coaching	34'43	31'28	33'58	33'64	32'05	33'23	.....	0'77	.....	0'79	.....	0'35
Live stock	2'11	2'48	2'21	2'72	3'09	2'82	0'61	0'61	0'61	.....	.....	.....
Minerals	5'50	26'99	11'40	5'68	25'03	10'66	0'18	.....	.....	.....	1'96	0'74
Wool.....	5'88	7'13	6'22	5'23	7'14	5'72	.....	0'01	.....	0'65	.....	0'50
General merchandise	49'17	40'51	46'79	50'33	33'80	46'07	1'16	.....	.....	.....	6'71	0'72
Total, goods	62'66	77'11	66'62	63'96	69'06	65'27	1'30	.....	.....	.....	8'05	1'35
Gross earnings	97'09	108'39	100'20	97'60	101'11	98'50	0'51	.....	.....	.....	7'28	1'70
WORKING EXPENSES.												
Locomotive	17'72	16'55	17'40	17'66	18'65	17'92	.....	2'10	0'52	0'06	.....	.....
Carriage repairs, &c.	3'22	3'17	3'20	3'28	3'53	3'35	0'06	0'36	0'15	.....	.....	.....
Maintenance.	10'62	11'46	10'85	10'62	9'90	10'43	.....	.....	.....	.....	1'56	0'42
Traffic	13'44	16'83	14'38	13'40	17'13	14'36	.....	0'30	.....	0'04	.....	0'02
Compensation—Person	0'09	0'70	0'26	0'10	0'01	0'07	0'01	.....	.....	.....	0'69	0'19
" Goods	0'05	0'03	0'04	0'10	0'09	0'10	0'05	0'06	0'06	.....	.....	.....
General charges	2'19	2'05	2'15	2'05	1'83	1'99	.....	.....	.....	0'14	0'22	0'16
Gross expenditure.....	47'33	50'79	48'28	47'21	51'14	48'22	.....	0'35	.....	0'12	.....	0'06
Gross earnings	97'09	108'39	100'20	97'60	101'11	98'50	0'51	.....	.....	.....	7'28	1'70
Net earnings	49'76	57'60	51'92	50'39	49'97	50'28	0'63	.....	.....	.....	7'63	1'64

No. 39.

RETURN of the MILEAGE and WEIGHT of PASSENGERS and tons of GOODS carried during 1876, and the AVERAGE RECEIPTS per mile.

		South and West.	North.	Total.
PASSENGER TRAFFIC.				
Number of 1st and 2nd class passengers	No.	1,332,196	395,534	1,727,730
Number of season ticket holders' journeys	"	717,724	33,492	751,216
Total passenger journeys	"	2,049,920	429,026	2,478,946
Total number of miles travelled	Miles.	24,660,364	6,290,871	30,951,235
Average mileage per passenger	"	12'03	14'66	12'49
Gross amount received from passengers	£	151,397	46,893	198,290
Average receipts per mile per passenger	d.	1'47	1'78	1'54
Tonnage of passengers carried	Tons.	137,272	28,730	166,002
Do. horses, carriages, and dogs	"	2,937	1,189	4,126
Do. mails, parcels, &c.	"	2,609	2,096	4,705
*Total tonnage of Passenger traffic	"	142,818	32,015	174,833
Total mileage of tons	Miles.	2,082,286	605,213	2,687,499
Average mileage per ton	"	14'58	18'90	15'38
Gross amount received for coaching traffic	£	175,740	58,130	233,870
Average receipts per ton per mile	d.	20'26	23'05	20'89
GOODS TRAFFIC.				
Total tonnage of goods	Tons.	356,855	914,699	1,271,554
Total tonnage of live stock	"	11,179	4,126	15,323
*Total tonnage of Goods traffic	"	368,052	918,825	1,286,877
Total mileage of tons	Miles.	26,094,887	11,369,794	37,464,681
Average mileage per ton	"	70'90	12'37	29'11
Gross amount received from goods	£	334,092	†105,263	439,355
Average receipts per ton per mile	d.	3'07	2'22	2'82

* See foot-note (1), page 92.

† £20,000 deducted. See foot-note to No. 40, page 93.

WEIGHT of Locomotive Engines and Tenders empty and loaded, 31st December, 1876.

Numbers Engines.	No. of Engines. of same weight.	Engines.								Tenders.							
		Empty.				In Steam.				Empty.				Full.			
		Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	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.	
SOUTHERN AND WESTERN—																	
1 to 4	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	1	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 to 7	2	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 & 12	2	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	1	7 12 1	6 9 2	4 0 0	18 1 3	7 19 2	9 2 2	4 6 3	21 8 3	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 0
10	1	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	1	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
13	1	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 to 16	3	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 to 22	6	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 to 28	6	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 to 31	3	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 to 35	4	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
36 to 39	4	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 to 43	4	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 to 47	4	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 to 59	12	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 14 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2
60 to 65	6	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	1	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 to 74	8	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
75	1	8 7 0	12 18 0	4 9 1	25 14 1	10 15 0	13 15 0	5 3 0	29 13 0	4 5 0	2 17 0	4 5 0	11 7 0	8 6 0	5 12 0	8 8 0	22 6 0
NORTHERN—																	
1 to 3	3	9 1 0	9 0 0	4 11 0	22 12 0	10 5 0	10 10 0	4 15 0	25 10 0	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
4	1	8 0 0	5 17 0	2 10 0	16 7 0	9 10 0	6 3 0	4 2 0	19 15 0	3 15 0	.....	3 9 0	7 4 0	6 15 0	.....	6 3 2	12 18 2
5 & 17	2	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 0
6 & 7	2	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	1	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	1	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	1	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, 12, 13, 18, } 19, 21, & 22 }	7	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 2
14 to 16	3	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
20	1	10 0 0	10 0 0	10 0 0	30 0 0	10 10 0	12 6 0	12 4 0	35 0 0	.....	.....	.....	.....	.....	.....	.....	.....
23 to 26	4	9 14 0	9 1 0	9 13 0	28 8 0	10 5 0	10 7 2	10 8 2	31 1 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
Total number ...	101																

No. 40—continued.

WEIGHT of Locomotive Engines and Tenders and Tonnage carried on Great Southern and Western Lines during 1876.

No. of Engine.	Weight of Engine and Tender for whole journey.	Mileage of each Engine and Tender.	Total Tons carried.
	t. c. q.		
1	43 5 2	6,411	277,436
2	43 5 2	20,059	868,033
3	43 5 2	22,404	969,533
4	43 5 2	8,565	370,650
5	28 13 2	12,530	359,298
6	36 8 2	Nil.	Nil.
7	36 8 2	230	8,378
8	28 1 1	Nil.	Nil.
9	32 10 1	3,130	101,764
10	52 15 2	30,397	1,604,202
11	32 7 0	10,738	347,374
12	28 1 1	198	5,556
13	38 18 0	13,563	527,601
14	42 14 3	12,387	529,390
15	42 14 3	24,585	1,050,701
16	42 14 3	21,953	938,216
17	47 13 2	23,895	1,139,194
18	47 13 2	13,645	650,525
19	47 13 2	21,624	1,030,924
20	47 13 2	27,551	1,313,494
21	47 13 2	Nil.	Nil.
22	47 13 2	15,957	760,750
23	48 5 0	8,398	405,203
24	48 5 0	20,883	1,007,605
25	48 5 0	28,177	1,359,540
26	48 5 0	34,529	1,666,024
27	48 5 0	33,236	1,603,637
28	48 5 0	17,260	832,795
29	18 0 3	14,759	266,215
30	18 0 3	16,824	303,463
31	18 0 3	14,142	255,086
32	51 2 0	23,471	1,199,368
33	51 2 0	27,074	1,383,481
34	51 2 0	25,823	1,319,555
35	51 2 0	29,571	1,511,078
36	48 2 1	31,970	1,538,157
37	48 2 1	18,548	892,391
38	48 2 1	28,975	1,394,060
39	48 2 1	26,111	1,256,265
40	48 4 0	20,792	1,002,174
41	48 4 0	30,042	1,448,024
42	48 4 0	22,119	1,066,136
43	48 4 0	20,699	997,692
44	49 14 1	19,981	993,305
45	49 14 1	18,554	922,366
46	49 14 1	23,303	1,158,450
47	49 14 1	20,493	1,018,758
48	56 13 0	27,507	1,558,271
49	56 13 0	27,605	1,563,823
50	56 13 0	20,904	1,184,211
51	56 13 0	26,695	1,512,272
52	56 13 0	29,148	1,651,234
53	56 13 0	24,824	1,406,279
54	56 13 0	26,150	1,481,397
55	56 13 0	22,030	1,247,999
56	56 13 0	22,014	1,247,093
57	56 13 0	23,741	1,344,928
58	56 13 0	28,532	1,616,338
59	56 13 0	24,891	1,410,075
60	58 17 1	18,469	1,087,131
61	58 17 1	23,311	1,372,144
62	58 17 1	33,852	1,992,613
63	58 17 1	26,449	1,556,854
64	58 17 1	22,908	1,348,422
65	58 17 1	16,690	982,415
66	17 16 3	11,303	201,617
67	25 18 3	23,668	613,888
68	25 18 3	17,760	460,650
69	25 18 3	24,047	623,719
70	25 18 3	28,949	750,865
71	25 18 3	22,879	593,424
72	25 18 3	14,915	386,858
73	25 18 3	19,776	512,940
74	25 18 3	8,847	229,469
75	48 6 0	13,268	640,844
75	3,340 5 2	* 1,496,688	70,231,640
Average...	44 11 0	† 20,789	† 975,439

* The "Westward Ho!" and Amos & Co's. ballast engines are not included. Mileage = 642.

† The averages of 72 engines only, as Nos. 6, 8, and 21 did not run.

No. 40—continued.

TONNAGE of Engines and Tenders, Great Northern Railway, 1876.

No. of Engine.	Weight of Engine and Tender whole Journey.	Mileage of each Engine and Tender.	Total Tonnage carried.
	t. c. q.		
1	42 14 1	27,019	1,154,049
2	42 14 1	30,713	1,311,829
3	42 14 1	33,638	1,436,763
4	30 15 1	19,419	597,377
5	31 14 0	38,454	1,218,992
6	33 10 2	22,262	746,334
7	33 10 2	10,703	358,818
8	33 19 2	24,424	829,805
9	15 13 2	18,573	291,132
10	38 18 0	19,744	768,042
11	47 13 1	33,882	1,614,901
12	47 13 1	20,120	958,969
13	47 13 1	23,783	1,133,557
14	47 0 1	23,954	1,126,137
15	47 0 1	20,318	955,200
16	47 0 1	27,262	1,281,655
17	31 14 0	29,777	943,931
18	47 13 1	20,538	978,892
19	47 13 1	29,701	1,415,624
20	33 6 2	25,671	855,486
21	47 13 1	22,147	1,055,581
22	47 13 1	22,509	1,072,835
23	48 6 1	28,888	1,395,651
24	48 6 1	27,285	1,318,207
25	48 6 1	28,737	1,388,356
26	48 6 1	34,033	1,644,219
	1,079 3 0	663,554	27,852,342
Average...	41 10 0	25,521	1,071,244

ABSTRACT of Total and Average Weight of Rolling Stock Empty.

	South and West.			North.		
	No. of each class.	Total Weight, Empty.	Average Weight.	No. of each class.	Total Weight, Empty.	Average Weight.
PASSENGER STOCK.						
Carriages, First Class	24	t. c. q. 244 19 0	t. c. q. 10 4 1½	13	t. c. q. 86 13 0	t. c. q. 6 12 5
Do. Composite	25	163 1 2	6 10 1¾	...	...	...
Do. do. Smoking ...	6	38 8 0	6 8 0	...	...	...
Brake-vans, Composite	20	214 18 2	10 14 1¾	...	...	...
Carriages, Second Class	67	387 12 0	5 15 2¾	49	287 6 0	5 17 1
Mail-vans	5	28 1 0	5 12 0¾	3	17 5 0	5 15 0
Hearse	2	7 18 6	3 19 3	...	...	...
Carriage-trucks	26	105 4 0	4 0 3¼	12	48 2 2	4 0 1
Horse-boxes	51	273 9 2	5 7 1	19	98 14 0	5 3 3½
Prison-vans	1	5 14 2	5 14 2	...	...	...
Brake-vans, Passenger	15	97 18 0	6 10 2	6	33 18 0	5 13 0
Total	242	1,567 5 2	6 9 2½	102	571 18 2	5 12 0½
GOODS STOCK.						
Brake-vans	28	339 6 0	12 2 2	15	105 2 0	7 0 0½
A Waggon	72	290 6 0	4 2 3½	40	161 4 0	4 0 2½
B Waggon	105	483 0 3	4 12 0	40	190 10 0	4 15 1
C Waggon	98	474 4 0	4 16 3	41	234 11 0	5 14 1½
D Waggon	1,149	5,013 16 3	4 7 1	247	1,057 19 2	4 5 2½
E Waggon	118	480 7 2	4 1 1½	...	...	...
Powder-vans	6	29 11 0	4 18 2	...	...	...
Sheep-vans	44	253 9 0	5 15 0¾	28	182 15 0	6 10 2
Cattle-vans	61	335 12 0	5 10 0	22	123 10 0	5 12 1
Meat-vans	10	57 6 0	5 14 2½	1	5 10 0	5 10 0
Ballast-waggon	43	143 0 0	3 6 2	37	149 5 0	4 0 2½
Timber-trucks .....	...	...	...	12	45 18 0	3 16 2
Total	1,734	7,899 19 0	4 11 0½	483	2,256 4 2	4 13 1¼
Total Vehicles, all Lines ...	1,976	9,467 4 2	4 15 3½	585	2,828 3 0	4 16 3

No. 40—*continued*—RETURN showing the Weight of ROLLING STOCK.

SOUTHERN AND WESTERN LINES.

Description.	Nos.	Total of Class.	Weight, Empty,	Gross weight, empty.	Average weight
			each Class.		of each class.
PASSENGER STOCK.			Tons. cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.
1st Class Carriages	4		15 5 0	61 0 0	
	6		15 3 0	90 18 0	
	1		12 0 0	12 0 0	
	1		11 9 0	11 9 0	
	2		6 18 0	13 16 0	
	1		5 13 2	5 13 2	
	6		5 12 3	33 16 2	
	1		5 10 0	5 10 0	
	2		5 8 0	10 16 0	
		24		244 19 0	10 4 1 $\frac{1}{2}$
Composite Carriages	8		6 18 0	55 4 0	
	10		6 10 0	65 0 0	
	1		6 9 2	6 9 2	
	4		6 7 0	25 8 0	
	2		5 10 0	11 0 0	
		25		163 1 2	6 10 1 $\frac{3}{4}$
Composite Smoking.....	.....	6	6 8 0	38 8 0	6 8 0
„ Brake-vans	12		13 6 0	159 12 0	
	2		11 14 1	23 8 2	
	1		6 10 0	6 10 0	
	1		5 14 2	5 14 2	
	1		5 5 0	5 5 0	
	1		5 4 2	5 4 2	
	2		4 12 0	9 4 0	
		20		214 18 2	10 14 1 $\frac{3}{4}$
2nd Class Carriages	1		10 0 2	10 0 2	
	1		6 10 0	6 10 0	
	24		6 8 0	153 12 0	
	1		6 5 2	6 5 2	
	29		5 10 0	159 10 0	
	11		4 14 0	51 14 0	
		67		387 12 0	5 15 2 $\frac{3}{4}$
Mail-vans	1		6 1 0	6 1 0	
	4		5 10 0	22 0 0	
		5		28 1 0	5 12 0 $\frac{3}{4}$
Hearses .....	.....	2	3 19 3	7 18 6	3 19 3
Carriage-trucks.....	8		4 4 0	33 12 0	
	14		4 0 0	56 0 0	
	2		3 19 0	7 18 0	
	2		3 17 0	7 14 0	
		26		105 4 0	4 0 3 $\frac{3}{4}$
Horse-boxes	28		5 11 3	156 9 0	
	5		5 8 2	27 2 2	
	14		5 1 0	70 14 0	
	4		4 16 0	19 4 0	
		51		273 9 2	5 7 1
Prison-van.....	.....	1	5 14 2	5 14 2	5 14 2
Passenger Brake-vans	2		7 16 2	15 13 0	
	4		7 0 0	28 0 0	
	4		6 13 1	26 13 0	
	4		5 15 0	23 0 0	
	1		4 12 0	4 12 0	
		15		97 18 0	6 10 2
Total, Passenger Stock .....	.....	242		1,567 5 2	6 9 2 $\frac{1}{4}$

APPENDIX TO REPORT ON RAILWAYS—1876.

No. 40—continued—RETURN showing the Weight of ROLLING STOCK.

SOUTHERN AND WESTERN LINES.

Description.	Nos.	Total each class.	Weight, Empty, each Class.		Gross Weight, Empty.		Average weight of each Class.
			Tons. cwt. qrs.	Tons. cwt. qrs.	Tons. cwt. qrs.	Tons. cwt. qrs.	
GOODS STOCK.							
Break-van	6	28	13 0 0	78 0 0	12 2 2		
	4		12 4 2	48 18 0			
	18		11 16 0	212 8 0			
A Waggon	26	72	4 3 0	107 18 0	4 2 3½		
	4		4 2 2	16 10 0			
	28		4 1 0	113 8 0			
	4		4 0 0	16 0 0			
	10		3 13 0	36 10 0			
B Waggon	37	105	4 17 3	180 16 3	4 12 0		
	40		4 14 0	188 0 0			
	8		4 5 2	34 4 0			
	20		4 0 0	80 0 0			
C Vans	8	98	5 16 0	46 8 0	4 16 3		
	7		5 7 0	37 9 0			
	5		4 15 0	23 15 0			
	78		4 14 0	366 12 0			
Powder-vans	3	6	5 2 0	15 6 0	4 18 2		
	3		4 15 0	14 5 0			
D Waggon	10	1,149	4 17 0	48 10 0	4 7 1		
	27		4 15 0	128 5 0			
	42		4 14 2	198 9 0			
	177		4 14 0	831 18 0			
	32		4 13 2	149 12 0			
	22		4 13 0	102 6 0			
	321		4 12 0	1,476 12 0			
	55		4 9 0	244 15 0			
	81		4 7 0	352 7 0			
	1		4 6 3	4 6 3			
	34		4 6 2	147 1 0			
	5		4 5 0	21 5 0			
	6		4 3 0	24 18 0			
	20		4 2 2	82 10 0			
	6		4 2 0	24 12 0			
	1		4 1 2	4 1 2			
	75		4 0 0	300 0 0			
	1		3 17 0	3 17 0			
	103		3 16 2	393 19 2			
	108		3 13 1	395 11 0			
	21	3 12 0	75 12 0				
	1	3 9 0	3 9 0				
E Waggon	26	118	4 7 1	5,013 16 3	4 1 1½		
	24		4 6 0	113 8 2			
	26		4 5 0	103 4 0			
	26		3 16 2	99 9 0			
	8		3 10 2	28 4 0			
Sheep-vans	6	44	3 4 0	25 12 0	5 15 0½		
	37		5 18 2	480 7 2			
	1		5 15 0	35 11 0			
	1	5 3 0	212 15 0				
	1	5 3 0	5 3 0				
Cattle-vans	47	61	253 9 0	272 12 0	5 10 0		
	14		4 10 0	63 0 0			
Meat-vans	8	10	335 12 0	46 0 0	5 14 2½		
	2		5 15 0	11 6 0			
	2	5 13 0	46 0 0				
Ballast-waggon	4	43	57 6 0	16 12 0	3 6 2		
	10		4 3 0	36 10 0			
	29		3 13 0	89 18 0			
	29	3 2 0	36 10 0				
	29	3 2 0	89 18 0				
Total Goods Stock		1,734		7,899 19 0	4 11 0½		
Average running during year.....		1,307		5,955 0 0	4 11 3		

No. 40 (continued)—WEIGHT of Rolling Stock.

GREAT NORTHERN LINE.

Description and Class.	No. of each Class.		Weight, Empty, each Class.	Gross weight, empty.	Average weight, each Class.
			tons cwt. qrs.	tons cwt. qrs.	Tons cwt. qrs.
PASSENGER STOCK.					
1st Class Carriage	1	13	5 13 0	5 13 0	6 12 5
	5		6 8 0	32 0 0	
	7		7 0 0	49 0 0	
				86 13 0	
2nd Class Carriage	17	49	6 8 0	108 16 0	5 17 1
	9		4 14 0	42 6 0	
	12		5 12 0	67 4 0	
	8		6 6 0	50 8 0	
	3		6 4 0	18 12 0	
				287 6 0	
Mail-vans		3	5 15 0	17 5 0	5 15 0
Carriage-trucks	7	12	3 15 0	26 5 0	4 0 1
	5		4 7 2	21 17 2	
				48 2 2	
Horse-boxes	2	19	5 2 0	10 4 0	5 3 3½
	2		4 18 3	9 17 2	
	5		4 19 0	24 15 0	
	10		5 7 3	53 17 2	
				98 14 0	
Brake-vans	2	6	5 4 0	10 8 0	5 13 0
	2		5 10 0	11 0 0	
	2		6 5 0	12 10 0	
				33 18 0	
Total, Passenger.....		102		571 18 2	5 12 0½
GOODS STOCK.					
Brake-vans	2	15	5 3 0	10 6 0	7 0 0½
	1		5 15 0	5 15 0	
	2		7 0 0	14 0 0	
	1		4 17 0	4 17 0	
	9		7 16 0	70 4 0	
				105 2 0	
A Waggon	32	40	4 0 0	128 0 0	4 0 2¼
	8		4 3 0	33 4 0	
				161 4 0	
B Waggon	10	40	4 10 0	45 0 0	4 15 1
	30		4 17 0	145 10 0	
				190 10 0	
C Waggon	7	41	4 17 0	33 19 0	5 14 1½
	4		5 3 0	20 12 0	
	30		6 0 0	180 0 0	
				234 11 0	

No. 40 (continued)—WEIGHT of Rolling Stock.

GREAT NORTHERN LINE.

Description and Class.	No. of each Class.		Weight, empty, each Class.	Gross Weight, empty.	Average Weight, each Class.
			tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.
D Waggons	6		3 13 2	22 1 0	
	2		4 3 0	8 6 0	
	36		4 5 0	153 0 0	
	20		4 0 0	80 0 0	
	20		4 9 0	89 0 0	
	77		4 11 0	350 7 0	
	4		4 4 0	16 16 0	
	13		4 10 0	58 10 0	
	6		4 16 0	28 16 0	
	4		4 15 0	19 0 0	
	1		4 7 0	4 7 0	
	2		4 13 0	9 6 0	
	9		4 12 0	41 8 0	
	1		4 8 1	4 8 1	
	1		4 8 2	4 8 2	
	1		4 10 3	4 10 3	
	27		3 14 0	99 18 0	
	2		3 14 2	7 9 0	
	3		3 15 1	11 5 3	
	3		3 15 2	11 6 2	
8		3 15 0	30 0 0		
1		3 15 3	3 15 3		
		247		1,057 19 2	4 5 2½
Cattle-vans	7		5 9 0	38 3 0	
	3		5 15 0	17 5 0	
	1		5 17 0	5 17 0	
	5		5 14 0	28 10 0	
	3		5 13 0	16 19 0	
	3		5 12 0	16 16 0	
		22		123 10 0	5 12 1
Meat-van .....	.....	1	5 10 0	5 10 0	5 10 0
Sheep-vans	6		6 0 0	36 0 0	
	2		7 14 0	15 8 0	
	1		7 11 0	7 11 0	
	1		7 10 0	7 10 0	
	2		7 9 0	14 18 0	
	3		7 13 0	22 19 0	
	1		7 12 0	7 12 0	
	11		5 18 0	64 18 0	
	1		5 19 0	5 19 0	
		28		182 15 0	6 10 2
Ballast-waggon	25		4 1 0	101 5 0	
	12		4 0 0	48 0 0	
		37		149 5 0	4 0 2½
Timber-trucks	6				
	6				
		12		45 18 0	3 16 2
Total .....	.....	483	.....	2,256 4 2	4 13 1½
Coal-waggon .....	.....	1,674	.....	7,922 0 2	4 14 2½
Total goods .....	.....	2,157	.....	10,178 5 0	4 14 1½
Average running during year .....	.....	1,891	.....	8,919 0 0	4 3 8¼

No. 40—continued.

FROM the figures in the foregoing tables the following results are derived.

		South and West.	North.	Total.
LOCOMOTIVES.				
*Number of engines and tenders—				
Passenger	No.	42	9	51
Goods	"	33	17	50
Total	"	75	26	101
Mileage of engines and tenders—				
Passenger	miles	755,366	238,156½	993,522½
Goods	"	741,322	425,397½	1,166,719½
Total	"	1,496,688	663,554	2,160,242
Gross weight of engines and tenders—				
Passenger	tons.	1,623	333	1,956
Goods	"	1,717	746	2,463
Total	"	3,340	1,079	4,419
Gross tonnage—				
Passenger	"	31,552,866	8,896,861	40,449,727
Goods	"	38,678,774	18,955,481	57,634,255
Total	"	70,231,640	27,852,342	98,083,982
PASSENGER AND GOODS STOCK.				
Number of vehicles running during the year—				
Passenger	No.	242	102	344
†Goods	"	1,307	1,891	3,198
Total	"	1,549	1,993	3,542
Weight of Do.—				
Passenger	tons	1,567	572	2,139
†Goods	"	5,955	8,919	14,874
Total	"	7,522	9,491	17,013
†Total mileage of vehicles—				
Passenger	miles	4,567,429	1,098,991	5,666,420
Goods	"	11,023,428	4,174,717	15,198,145
Total	"	15,590,857	5,273,708	20,864,565
Gross dead weight of vehicles—				
Passenger	tons	29,575,558	6,162,728	35,738,286
Goods	"	50,230,425	19,693,152	69,923,577
Total	"	79,805,983	25,855,880	105,661,863
†Tonnage of load carried in vehicles—				
Passenger	"	142,818	32,015	174,833
Goods	"	368,052	918,825	1,286,877
Total	"	510,870	950,840	1,461,710

* Of the engines used for goods and passengers, half their number is added to the passenger and half to the goods engines.

† The mileage does not include ballast waggons but merely vehicles used for traffic purposes; and as many of them were in use for only a part of the year, their average number and weight are taken as the factors in the above calculations.

‡ Fifteen passengers are reckoned equivalent to one ton; carriages are estimated at 15 cwt.; horses and horned cattle at 600 lbs.; pigs at 75 lbs.; sheep at 50 lbs.; and dogs at 30 lbs. each.

No. 40—*continued.*

		South and West.	North.	Totals.
<i>PASSENGER AND GOODS STOCK—continued.</i>				
Total ton-mileage of load—				
Passenger	No.	2,082,286	605,213	2,687,499
Goods	"	26,094,887	11,369,794	37,464,681
Total	"	28,177,173	11,975,007	40,152,180
Total tonnage of vehicles empty and loaded—				
Passenger	tons	31,657,844	6,767,941	38,425,785
Goods	"	76,325,312	31,062,946	107,388,258
Total	"	107,983,156	37,830,887	145,814,043
Total tonnage of engines and vehicles loaded—				
Passenger	"	63,210,710	15,664,802	78,875,512
Goods	"	115,004,086	50,018,427	165,022,513
Total	"	178,214,796	65,683,229	243,898,025
Gross earnings—				
Passenger and Coaching	£	175,740	58,130	233,870
Goods	"	334,092	*105,263	439,355
Total	"	509,832	163,393	673,225
Total working expenses	"	246,636	92,770	339,406
Net earnings	"	263,196	70,623	333,819
RESULTS.				
AVERAGE EARNINGS PER TON PER MILE—				
PASSENGER	d.	·667	·891	·711
GOODS	"	·697	·505	·639
ALL TRAFFIC	"	·686	·597	·662
WORKING EXPENSES PER TON PER MILE	"	·332	·339	·334
NET EARNINGS PER TON PER MILE	"	·354	·258	·328

*As the cost of shipment by cranes and the haulage on the Coal Companies lines are included in the goods earnings on the Northern Line, a deduction of £20,000 has been made from the total amount of £125,263 in No. 12 of the Appendix, p. 56.

No. 41.

RETURN of the number and nature of the ACCIDENTS, and the INJURIES to LIFE and LIMB, which have occurred on the Great Southern, Western, and Northern Lines, from 1st January to 31st December 1876.

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.		From their own want of caution.		
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	
1876												
21 Jan. ...	Southern .....	...	...	...	...	...	2	...	...	...	...	Two platelayers run over by train and killed, near Haslem's Creek.
26 „ ...	Western .....	...	...	...	...	...	1	...	...	...	...	Porter killed at Tarana; leaping on train while in motion.
6 Feb. ...	Northern.....	...	...	...	...	...	...	...	...	1	...	Boy knocked down by train, near Muswellbrook; slightly injured.
9 Mar. ...	Southern .....	...	...	...	...	...	...	...	...	1	...	Woman's arm broken; tripped over signal-wire at Ashfield.
10 „ ...	Western .....	...	...	...	...	...	1	...	...	...	...	Platlayer run over between Wallerawang and Rydal, and killed.
11 „ ...	Southern .....	...	...	...	...	...	1	...	...	...	...	Porter severely injured while unloading waggon of timber at Gunning.
7 April ..	„ .....	...	...	...	...	...	...	...	...	1	...	Man killed by train between Sydney and Newtown.
1 May ...	„ .....	...	...	...	...	...	1	...	...	...	...	Porter's ankle broken; fell off platform, Parramatta.
12 „ ...	Northern.....	...	...	...	...	...	...	...	...	1	...	Shunter's toes crushed at Newcastle.
24 „ ...	Southern.....	...	...	...	1	...	...	...	...	...	...	Passenger hurt at Ashfield when getting out of train when in motion.
28 July ...	„ .....	...	...	...	1	...	...	...	...	...	...	Passenger fell from platform at Moss Vale Station, across the rails, in front of train; rescued by porter.
30 Aug. ...	„ .....	...	...	...	...	...	1	...	...	...	...	Foreman painter; jammed between trains, Redfern, and killed.
16 Sept. ...	„ .....	...	...	...	...	...	...	...	...	1	...	Man run over by train at Redfern and killed.
5 Nov. ...	„ .....	...	...	...	...	...	...	...	...	1	...	Telegraph Operator's fingers cut off trying to get on train in motion at Bowring.
26 „ ...	„ .....	...	...	...	...	...	...	...	...	1	...	Man killed; fell through skeleton bridge at Burwood.
5 Dec. ...	Northern.....	...	...	...	...	2	...	...	...	...	...	Driver and fireman injured through bursting of boiler of Locomotive, Wallsend Line.
19 „ ...	Southern .....	...	...	...	1	...	...	...	...	...	...	Passenger injured at Ashfield by leaping out of train in motion.
23 „ ...	Western .....	...	...	...	...	1	...	...	...	...	...	Guard killed; accidentally knocked between platform and train at Blackheath by a passenger.
	Total... ..	...	...	...	3	1	4	5	2	3	2	

No. 42.

TABULAE Synopsis of the cost of CONSTRUCTION and WORKING the Railways of New South Wales, 1875 and 1876, showing the Increase and Decrease on the different items in 1876.

		1875.	1876.	Increase.	Decrease.
MILEAGE.					
Miles open—average	miles	410	460	50	.....
Total open 31 December	"	437	509	72	.....
Train miles—Passenger	"	782,512	861,077	78,565	.....
Goods	"	689,692	827,887	138,195	.....
Total train miles run	"	1,472,204	1,688,964	216,760	.....
Shunting, &c.	"	427,642	471,920	44,278	.....
Total, including shunting, &c.	"	1,899,846	2,160,884	261,038	.....
Mileage of passengers	"	22,765,915	30,951,235	8,185,320	.....
Mileage of tons of goods	"	28,137,766	37,464,681	9,326,915	.....
ROLLING STOCK.					
Locomotives	"	100	101	1	.....
Passenger stock	"	344	344	.....	.....
Goods stock	"	1,610	2,217	607	.....
Total engines and vehicles	"	2,054	2,662	608	.....
NUMBER OF TRAINS.					
Passenger	"	25,936	29,230	3,294	.....
Goods	"	20,832	23,303	2,471	.....
Total	"	46,768	52,533	5,765	.....
COACHING TRAFFIC.					
First-class passengers	"	207,115	301,587	94,472	.....
Second-class	"	1,081,110	1,426,143	345,033	.....
Total, first and second	"	1,288,225	1,727,730	439,505	.....
Season ticket-holders	"	4,676	5,680	1,004	.....
Horses	"	7,216	6,575	.....	641
Carriages	"	2,881	3,052	171	.....
Dogs	"	5,104	5,353	249	.....
GOODS TRAFFIC.					
Cattle	"	11,487	21,911	10,424	.....
Sheep	"	347,164	401,367	54,203	.....
Pigs	"	16,213	14,747	.....	1,466
Minerals, coal, &c.	tons	877,273	927,961	50,688	.....
General merchandise	"	294,081	316,170	22,089	.....
Total tonnage goods	"	1,171,354	1,244,131	72,777	.....
Wool	bales	118,815	120,397	1,582	.....
EARNINGS.					
Passengers, 1st and 2nd	£	168,917	191,541	22,624	.....
Season tickets	"	5,941	6,750	809	.....
Total from passengers	"	174,858	198,291	23,433	.....
Excess luggage, miscellaneous, &c.	"	26,388	30,314	3,926	.....
Mails	"	4,695	5,265	570	.....
Total coaching	"	205,941	233,870	27,929	.....

No. 42—*continued.*Tabular Synopsis, &c.—*continued.*

		1875.	1876.	Increase.	Decrease.
Live stock	£	13,588	19,832	6,244	.....
Minerals	"	69,931	75,035	5,104	.....
Wool	"	38,160	40,253	2,093	.....
General merchandise	"	287,028	324,235	37,207	.....
Total from goods	"	408,707	459,355	50,648	.....
Gross earnings	"	614,647	693,225	78,578	.....
Net earnings	"	318,473	353,819	35,346	.....
EXPENDITURE.					
Total working expenses	£	296,174	339,406	43,232	.....
CAPITAL.					
Total on lines open	£	7,245,379	7,990,601	745,222	.....
Total expended	"	7,831,788	8,570,060	738,272	.....
PERCENTAGE.					
Expenditure to gross earnings	%	48·18	48·96	·78	.....
First-class passengers—Number	"	16·08	17·47	1·39	.....
Second-class do.	"	83·92	82·53	.....	1·39
Earnings from coaching	"	33·50	33·74	·24	.....
Do. goods	"	66·50	66·26	.....	·24
Net earnings to capital—					
South and West	"	4·03	4·24	·21	.....
North	"	5·54	5·09	.....	·45
All lines	"	4·39	4·43	·04	.....
PER TRAIN MILE.					
Gross earnings	d.	100·20	98·50	.....	1·70
Working expenses	"	48·28	48·22	.....	·06
Net earnings	"	51·92	50·28	.....	1·64
PER MILE OPEN.					
Cost of construction, including rolling stock	£	16,579	15,699	.....	880
Gross earnings	"	1,499	1,507	8	.....
Working expenses	"	722	738	16	.....
Net earnings	"	777	769	.....	8
Average receipts per mile per passenger, exclusive of weight of vehicles	d.	1·75	1·54	.....	·21
Average receipts per ton per mile, exclusive of weight of vehicles	"	3·07	2·82	.....	·25
Average earnings per ton per mile, including weight of vehicles—					
South and West	d.	Not given.	·686	.....	.....
North	"	"	·597	.....	.....
All lines	"	"	·662	.....	.....

No. 43.

RETURN of the Number of Passengers, Tonnage of Goods, Earnings and Working Expenses, Total and per Train Mile, Per centage of Working Expenses to Gross Earnings, Net Earnings, Capital Invested on Lines Open, and Interest on Capital each Year, from 1855 to 1876 inclusive.

345-N

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.	Per centage of Working Expenses to Gross Earnings.	Net Earnings.	Capital invested on Lines open.	Interest on Capital.
	Miles.	No.	Tons.	£	£	£	£	d.	d.	Ψ cent.	£	£	Ψ 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	1,536,032	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
1876	509	1,727,730	1,244,131	233,870	459,355	693,225	339,406	98'50	48'22	48'96	353,819	7,990,601	4'428

APPENDIX TO REPORT ON RAILWAYS—1876.

No. 44.

COMPARATIVE SYNOPSIS of the cost of constructing and working the Railways in the United Kingdom and the Australian Colonies.

PARTICULARS OF COMPARISON.		United Kingdom. 1875.	N. S. Wales. 1875.	Victoria. 30 June, 1876.	South Australia. 1875.	Queensland. 1875.
Area in square miles	No...	122,520	325,000	88,198	914,730	678,600
Proportion per cent.	%...	5'75	15'26	4'14	42'97	31'88
Population	No...	32,006,576	595,465	815,034	206,476	172,402
Proportion per cent.	%...	94'71	1'76	2'41	0'61	0'51
Miles open	No...	16,658	*437	†620	193‡	263
Capital expended	£ ...	630,223,494	7,831,788	13,239,405	1,642,129	2,796,640
Average cost per mile	" ...	37,883	16,579	21,354	8,486	10,633
Total train-miles run	No...	209,528,186	1,472,204	2,280,092	521,433	403,754
Locomotives	No...	12,439	100	121	31	32
Passenger stock	" ...	36,349	344	205	†74	99
Goods stock	" ...	357,450	1,610	2,129	†803	347
Passengers, all classes	No...	506,975,234	1,288,225	2,978,139	1,071,135	137,890
Season Ticket-holders	" ...	597,257	4,676	§.....	§.....	§.....
Tons of goods	" ..	200,069,651	1,171,354	903,465	331,910	50,785
Earnings—						
Coaching	£ ...	25,714,681	205,941	386,354	64,697	48,079
Goods (and miscellaneous)	" ...	33,268,072	408,707	608,413	111,395	88,190
Gross earnings	£ ...	58,982,753	614,648	994,767	176,092	136,269
Working expenses	" ...	32,198,196	296,174	499,407	132,508	92,085
Net earnings	£ ...	26,784,557	318,474	495,360	43,584	44,184
Per mile open—						
Total earnings	£ ...	3,540	1,499	1,636	910	518
Working expenses	" ...	1,933	722	822	684	350
Net earnings	£ ...	1,607	777	814	226	168
Per train-mile—						
Total earnings	d ...	67'56	100'20	104'71	81'05	81'00
Working expenses	" ...	36'88	48'28	52'57	60'99	54'73
Net earnings	d ...	30'68	51'92	52'14	20'06	26'27
Per cent.						
Earnings from Passengers	% ...	44'00	33'50	38'84	36'74	35'28
" Goods	" ...	56'00	66'50	61'16	63'26	64'72
Gross expenses to earnings	" ...	54'60	48'18	50'20	75'25	67'57
Net earnings to capital	" ...	4'25	4'39	3'74	2'65	1'58

* Exclusive of 45 miles private company—Moama and Deniliquin. † Exclusive of 19 miles private company—Melbourne and Hobson's Bay United. ‡ Including 17 passenger and 176 goods stock on horse tramways. § Not given but included in number of passengers. In New South Wales the season tickets represent 751,216 passenger-journeys.

No. 45.

STATEMENT of the number of MILES of RAILWAY opened and working in the British Empire at the end of 1875, from Captain Tyler's Report for 1875 :—

United Kingdom			16,658
British Possessions—			
Australasia—			
New South Wales	437		
Victoria	618		
South Australia	258		
Queensland	263		
Total Australia		1,576	
New Zealand	542		
Tasmania	167		
Total Australasia		709	
Total Australasia		2,285	
Other Possessions,—			
British Guiana	21		
Cape of Good Hope	149		
Ceylon	91½		
Dominion of Canada	4,443		
India	6,461		
Jamaica	25½		
Mauritius	66		
Natal	5½		
Total in British Possessions		11,262½	
Total in British Empire			13,547½
Total in British Empire			30,205½

No. 46.

STATEMENT of the number of MILES of RAILWAY open in all Countries on 31st December 1875, from two recognised authorities.

	From Poor's Manual, 1876-7 miles open.	From Statesman's Year Book 1877 miles open.
Europe	88,007	83,864
America	83,910	82,335
Africa	1,538	1,057
Asia	7,087	6,822
Australasia	2,148	2,285
Total number of Miles open	182,690	176,963

As the mileage on railways is constantly changing, such discrepancies are not surprising.

No. 47.

STATEMENT of the number of MILES of RAILWAY open, under contract, and approved, and of surveys completed, but not approved by Parliament, in each of the Australian Colonies, on 31 December 1876.

	New South Wales.	Victoria.	South Australia.	Queensland.
Government Railways—				
Opened for traffic	miles. 509	miles. 762	miles. 304	miles. 298
In course of construction	179½	198	110	156
Money voted, or approved by Parliament...	688½ 266	960 none.	414 311	454 none.
Total open, and approved by Parliament	954½	960	725	454
Surveys completed but not approved	*1,469	900	442	287
Private lines	45	19	23	none.

* Including 613 miles of alternative lines.

No. 48.

STATEMENT of the number and classification of persons employed on the Railways of New South Wales during 1876.

No.	Position.	Rates of Pay—lowest and highest.
HEAD OFFICE.		
1	Commissioner—Duties performed by Under Secretary.....	Without pay.
1	Secretary	£600 per annum.
2	Land Valuers	£400 to £600 per annum.
1	Accountant	£450 per annum.
1	Cashier	£350 "
1	Bookkeeper	£250 "
13	Clerks	£50 to £275 per annum.
2	Messengers	6s. 6d. per day and £75 per ann.
3	Housekeepers	£50 to £52 per annum.
25	Total.	
AUDIT OFFICE.		
1	Traffic Auditor	£400 per annum.
1	Assistant do.	£250 "
16	Clerks (10 Audit, 6 Statistical)	£52 to £208 per annum.
18	Total.	
STORE.		
1	Storekeeper	£350 per annum.
1	Assistant do.	£275 "
2	Foremen	10s. per day and £165 per ann.
8	Clerks	30s. per week to £200 "
3	Messengers and Watchmen	6s. to 7s. per day.
9	Labourers	7s. to 9s. "
24	Total.	
67	Total Head Office.	
ENGINEER-IN-CHIEF'S BRANCH.		
<i>Office-Staff.</i>		
1	Engineer-in-Chief	£1,800 per annum.
1	Assistant Engineer	£600 "
10	Draftsmen	30s. per week to £425 per annum.
1	Chief Clerk	£450 per annum.
5	Clerks	£75 to £175 per annum.
9	Cadets	£52 per annum to 7s. per day, in
1	Custodian of Plans	£85 per annum. [field.
1	Messenger	£75 "
29	Total.	
FIELD-STAFF.		
7	Assistant Engineers	£350 to £700 per annum.
19	Surveyors	£250 to £400 "
14	Inspectors	12s. to 18s. per day.
98	Chainmen	6s. to 7s. "
138	Total.	
167	Total Engineer-in-Chief's Branch.	
ENGINEER FOR EXISTING LINES BRANCH.		
<i>Office-Staff.</i>		
1	Engineer	£700 per annum.
1	Chief Clerk	£275 "
1	Draftsman	12s. per diem.
7	Clerks	£50 to £210 per annum.
1	Messenger	£75 per annum.
1	Housekeeper	£25 "
12	Total.	

No. 48—continued.

PERMANENT WAY AND WORKS.

Rate.	Superintendent.	Clerks.	Inspectors.	Gaugers.	Labourers.	Foreman.	Carpenters.	Blacksmiths.	Strikers.	Bricklayers.	Masons.	Plasterer.	Plumbers.	Painters.	Gatekeeper.	Guard.	Fencer.	Boys.	Messenger.	Total Number.
£450 per annum	I																			I
£300 "			I																	I
£275 "			I																	I
£260 "						I														I
£5 per week			2																	2
2/6 per day		I																		I
3/6 "																		I		3
4/- "																		I		4
5/- "																		4		4
6/- "									2					I				2		4
6/6 "									I											3
6/8 "		I																		4
7/- "					43I		2		3	2		I	I		I					2
7/6 "									2							I				44I
8/- "							8	I	I	I				2						7
8/6 "									I					2				I		14
9/- "					135									2						137
9/4 "					3		9	I			2		I	2						18
9/6 "								2												2
10/- "							I													I
10/6 "					I		16	I		8	I		2							29
11/- "							6			2	I									I
11/6 "							3			I	I									9
12/- "								I												7
12/6 "							I	I												I
14/- "								I												3
15/- "							I													I
Total.....	I	2	10	142	436	I	47	8	9	14	5	I	4	9	I	I	I	8	I	70I

No. 48—continued.
LOCOMOTIVE DEPARTMENT.

APPENDIX TO REPORT ON RAILWAYS—1876.

	General Overseer.	Locomotive Foreman.	Clerks.	Inspectors.	Engine-drivers (Loco.)	Engine-drivers (Stationary.)	Firemen.	Cleaners.	Fitters.	Turners and Machinists.	Blacksmiths.	Strikers.	Boilermakers.	Assist. Boiler-makers.	Pattern-makers, Carpenters.	Painters.	Carriage Builders.	Labourers.	Fuelmen.	Pumpers.	Timekeepers.	Foremen.	Draftsman.	Brass Moulders, Finishers, and Copersmiths.	Plumber.	Gangers.	Carriage Trimmers.	Tinsmith.	Improvers.	Apprentices.	Total Number.		
£500 per annum	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
400 "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
£6 6/- per week	1	
£5 10/- "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
£5 5/- "	1	
£5 "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	
£4 10/- "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
£4 4/- "	1	
£4 "	1	
£3 5/- "	1	
£3 "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	
£2 10/- "	1	
£2 8/- "	1	
15/- per day	I	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26	
14/- "	I	...	...	...	...	...	...	4	...	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	
13/- "	39	...	...	...	...	...	...	...	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	
12/6 "	2	
12/- "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
11-6 "	2	
11/4 "	I	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
11/- "	27	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	
10/8 "	4	
10/6 "	4	
10/2 "	17	
10/- "	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	
9/6 "	39	
9/4 "	2	
9/- "	40	
8/8 "	68	
8/6 "	15	
8/4 "	6	
8/2 "	4	
8/- "	91	
7/6 "	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	
7/- "	130	
6/6 "	74	
6/- "	12	
5/6 "	1	
5/- "	5	
4/6 "	3	
4/- "	2	
3/6 "	8
3/- "	1
2/6 "	7
1/9 "	4
1/8 "	4
1/6 "	6
1/- "	2
Total	I	I	4	6	91	2	95	90	48	39	19	22	26	9	6	16	53	102	13	27	4	5	I	8	I	2	3	I	2	28	725		

No. 48—continued.

TRAFFIC BRANCH.

Rate.	Traffic Managers.	Traffic Inspectors.	Telegraph Inspector.	Cashier.	Station-masters.	Clerks.	Telegraph Operators.	Foremen.	Guards.	Signalmen and Pointsmen.	Porters.	Tarpaulin-makers.	Gate-keepers.	Watchmen and Gate-keepers.	Wharfinger.	Assistant.	Total.
£600 per annum	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
500 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
300 "	1
250 "	...	2	...	...	9	...	...	...	...	...	...	...	...	...	...	...	11
225 "	6	...	...	...	...	...	...	...	...	...	...	...	7
200 "	1	4	1	...	1	...	...	...	...	...	...	...	1	8
175 "	15	...	...	...	...	...	...	...	...	...	...	...	15
150 "	15	...	3	...	...	...	...	...	...	...	...	...	18
140 "	5	...	...	...	...	...	...	...	...	...	...	...	5
130 "	7	...	...	...	...	...	...	...	...	...	...	...	7
104 "	2	...	...	...	...	...	...	...	...	...	2
100 "	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
78 "	5	...	...	...	...	...	...	...	...	...	5
66 "	1	...	...	...	...	...	...	...	...	...	1
52 "	6	...	...	...	...	...	...	...	...	...	6
70/- per week	1	...	...	...	...	...	...	1
60/- "	2	2	1	1	...	...	...	...	...	6
55/- "	3	3	...	...	...	...	...	...	6
51/- "	1	1	...	...	...	...	...	2
50/- "	2	...	...	...	...	...	...	...	2
48/- "	5	...	...	...	2	3	...	...	...	...	...	10
45/- "	1	...	...	...	...	...	...	...	...	...	...	2
42/- "	2	...	...	...	...	...	1	...	...	...	...	2
40/- "	3	3	...	...	...	...	...	...	...	...	...	3
37/- "	6
35/- "	1	...	...	...	...	...	...	1
30/- "	12	...	...	...	...	13
25/- "	7	2	...	...	...	...	16	1	...	...	...	26
20/- "	1	9	...	...	1	...	2	...	...	...	...	2
17/6 "	5	...	...	...	...	16
15/- "	1	1	...	...	...	...	...	...	1	...	...	1
10/- "	6	...	...	...	...	5
7/6 "	6	...	...	...	...	6
5/- "	2	...	...	...	...	2
12/- per day	1	...	1	5	...	...	...	...	...	...	...	7
11/- "	6	...	1	...	...	...	...	...	...	...	...	7
10/- "	7	...	1	26	5	6	...	...	...	...	...	45
9/6 "	8	...	...	1	...	...	...	...	9
9/- "	15	...	...	11	...	5	...	...	...	...	...	31
8/6 "	1	...	...	1	1	7	1	...	...	...	...	11
8/- "	17	...	...	17	8	33	...	...	1	...	...	76
7/6 "	1	...	...	2	21	21	1	2	...	...	...	27
7/- "	6	...	...	6	11	119	2	...	10	...	...	154
6/6 "	1	27	...	1	2	...	...	31
6/- "	6	...	...	...	10	113	8	4	5	...	...	146
5/10 "	1	...	...	...	...	...	...	1
5/- "	3	...	...	...	2	5	...	3	...	...	...	13
3/6 "	1	...	...	...	1
1/9 "	3	...	...	...	3
1/2 "	2	...	...	...	2
1/- "	2	...	...	...	2
Total	2	2	1	1	61	85	32	6	81	51	341	13	68	25	1	1	771

SUMMARY.

Head Office	67
<i>Engineer-in-Chief's Branch—</i>	
Office Staff	29
Field Staff	138
	<hr/>
	167
<i>Engineer for Existing Lines Branch—</i>	
Office Staff	12
Permanent Way	701
Locomotive	725
	<hr/>
	1,438
<i>Traffic Branch</i>	771
Total	<hr/>
	2,443

No. 49.

RETURN of the total amount paid for WAGES on the different Branches of the Railway, and on the different Lines in 1875-76.

Branches.	South and West.	North.	Total.
Locomotive.	£ s. d.	£ s. d.	£ s. d.
1875	53,083 7 7	21,104 10 10	74,187 18 5
1876	67,183 9 11	23,240 1 6	90,423 11 5
Permanent-way.			
1875	52,888 15 1	17,670 16 2	70,559 11 3
1876	57,136 5 6	19,811 9 6	76,947 15 0
Traffic.			
1875	41,651 6 7	16,673 14 7	58,325 1 2
1876	50,984 5 4	18,821 7 1	69,805 12 5
Total all Branches.			
1875	147,623 9 3	55,449 1 7	203,072 10 10
1876	175,304 0 9	61,872 18 1	237,176 18 10

No. 50.

RETURN of the total number of ACCIDENTS to LIFE and LIMB on the Railways of the United Kingdom, Germany, France, Belgium, and Switzerland, during 1874, compared with those on the Railways of New South Wales during 1876.

	Miles open.	Number killed.	Number injured.	One killed for every	One injured for every
1874.				miles open.	miles open.
United Kingdom	16,449	1,425	5,050	11'54	3'25
Germany	13,560	684	1,994	19'82	6'75
France	11,675	327	3,389	35'70	3'44
Belgium.....	984	114	222	8'63	4'43
Switzerland	936	67	23	13'97	40'69
1876.					
New South Wales	509	9	11	56'55	46'27

The figures in the first three columns for English and Continental Railways are taken from the Report of the Royal Commission on Railway Accidents, 1877—from which the figures in the last two columns are deduced.

Private Line.

No. 51.

MOAMA AND DENILQUIN RAILWAY.

Extract from the Report of the Engineer-in-Chief to the Commissioner for Railways, dated 15th November 1876.

THIS Railway, which is a single line throughout, and laid to a gauge of 5' 3", commences at the Echuca Station by a junction with the Victorian Railway from Sandhurst to Echuca, and is carried across the river Murray by a temporary wooden bridge, pending the completion of a permanent bridge now in course of erection over that river, for both road and railway traffic, by the joint action of the Governments of New South Wales and Victoria. After crossing the river and entering New South Wales the line passes through the town and parish of Moama, and crossing Greenwich Plain Reserves, Nos. 91 and 90, enters the parish of Moira. Reserve No. 89 is then crossed on the Home Plain, and passing through the parish of Culpa the line enters the township of Mathoura, where a small station has been erected, called Redbank; then passing through the parishes of Mathoura, Boyes, Talama, and Citcatha, it terminates at South Deniliquin, being a length of 45 miles.

LAND.

The land throughout has been enclosed for a width of 3 chains, giving an area of 24 acres to the mile, with an additional width for stations at Moama, Redbank, and Deniliquin. This area, although twice the width requisite for a double line of railway, is not in excess of the quantity named in the Act of Incorporation.

FENCING.

The fencing consists of red gum posts and top rail, with four wires, No. 8 gauge. The posts are 6' 6" in length, 8" x 3", sunk 2 feet into the ground, and placed 8 feet apart. The top rails, 9 feet long, are 8" x 2".

EARTHWORK.

Nearly the whole of the embankments are formed from side cutting. There are very few cuttings on the entire line, the deepest being about 4 feet, and the greatest height of embankment 8 feet. The formation width of both cuttings and embankments is about 14 feet. The country, however, is of such an even surface, that for many miles the ballast has been laid on the ground, the process of forming being unnecessary.

BRIDGES AND CULVERTS.

The whole of the bridges and culverts are of red gum timber, procured from Mathoura, about half-way between Deniliquin and Moama. The bridges or flood-openings have all the same spans—10 feet in the clear—with two piles in each bay. The piles are connected transversely by walings 9" x 5", notched on the heads of the piles and bolted. The longitudinal girders, two in number, rest upon the piles, and are generally 15" x 12"; upon these girders 3" planking is spiked, and this planking carries the ballast and roadway. The following bridges have been provided for the escape of flood-waters.

The distances are from the bank of the river Murray, on the Moama side.

Miles.	Chains.	No. of Openings.	Span.
1	10	12	10 feet
3	35	4	10 "
5	60	54	10 "
9	77	2	10 "
16	65	2	10 "
22	50	4	10 "
22	70	3	10 "
34	32	2	10 "
35	38	5	10 "
39	7	10	10 "
43	75	6	10 "
44	19	6	10 "

In addition to these openings there are many timber culverts of various dimensions.

BALLAST.

The ballast throughout is a loamy sand, which at the time of my inspection was concreted, forming a very hard substance. In wet weather I think it will disintegrate, and render the maintenance of the line difficult and expensive.

RAILS.

The rails are single-headed and fish-jointed throughout, and weigh 50 lbs. to the yard, and are secured to the sleepers by wrought-iron spikes.

SLEEPERS.

The sleepers 8' 6" long, 9" \times 4½", are all of red gum timber, rectangular in shape, and placed about 2' 6" apart, from centre to centre, except at the joints, where they are 1' 9" apart.

CURVES.

There are only five curves on the whole line, each having a radius of 80 chains.

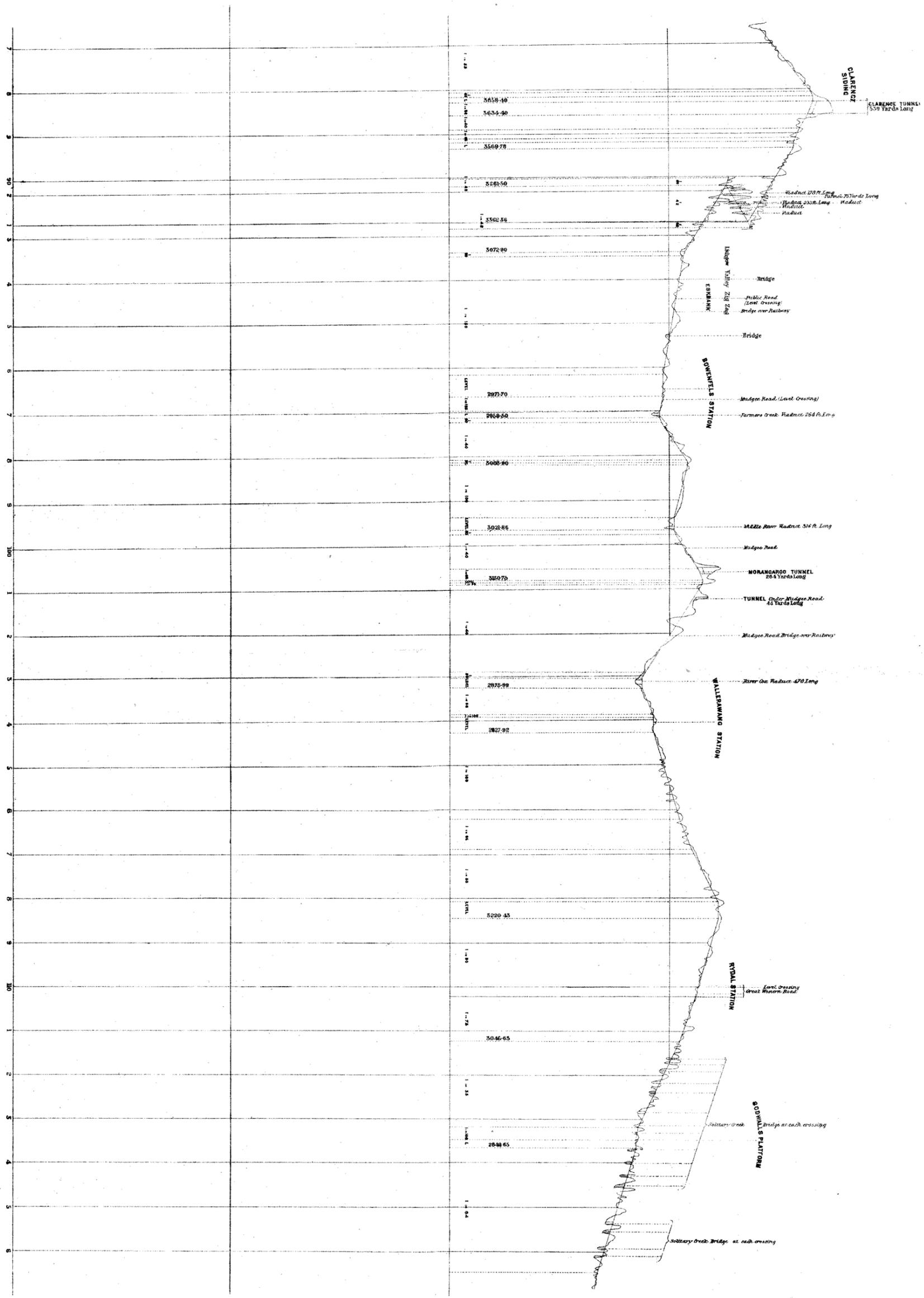
GRADIENTS.

The line may be considered for all practical purposes level throughout, as the rails at Moama Station are only 17 feet above the rails at Deniliquin Station, in a distance of nearly 45 miles, and the highest point between the stations named, which is at Redbank, is only 43 feet above the former station. There is however one short incline which does not appear on the working section of 1 in 98 for a length of 29 chains.

STATIONS.

There are three stations on the line, viz., at Moama, Redbank, and Deniliquin.

[Here follow the sketch map and twenty-eight diagram sections of the Railways.]



CLARENCE STATION

CLARENCE TUNNEL
530 Yards Long

Radiant 207 Yards Long
Radiant 222 Yards Long
Radiant 237 Yards Long

ENKAMAK

BOWENfels STATION

MUDGE ROAD

MORANGAROO TUNNEL
264 Yards Long

TUNNEL Under Mudge Road
44 Yards Long

WALLESWANG STATION

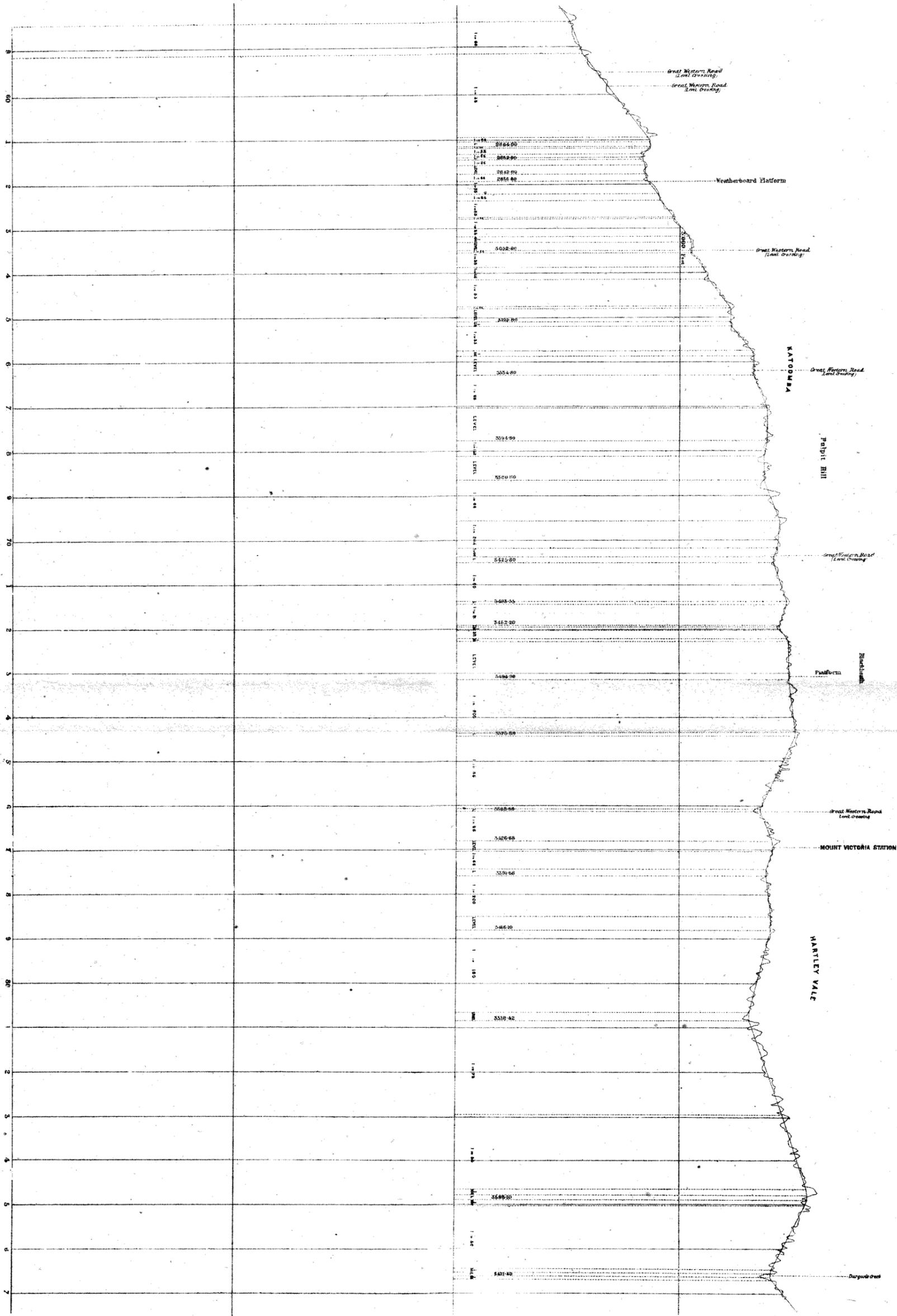
ROYAL STATION

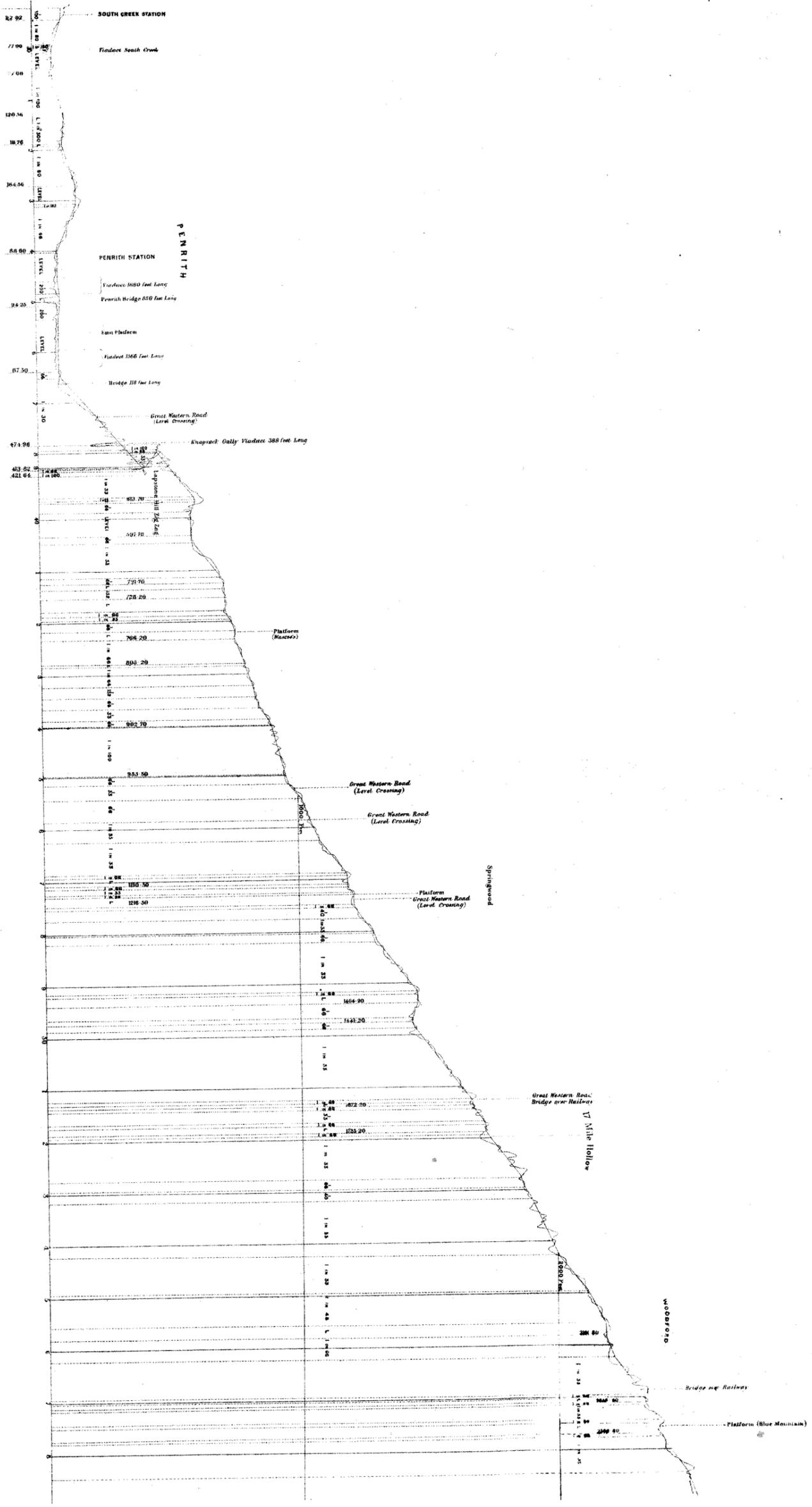
SCOWING'S PLATFORM

ELEVATION

5638.40
5634.90
5589.78
5501.50
5502.86
5072.90
2971.70
2968.50
5008.90
3021.86
3050.70
2975.99
2927.92
5220.45
5046.65
2848.65

Saltwater Creek Bridge at each crossing





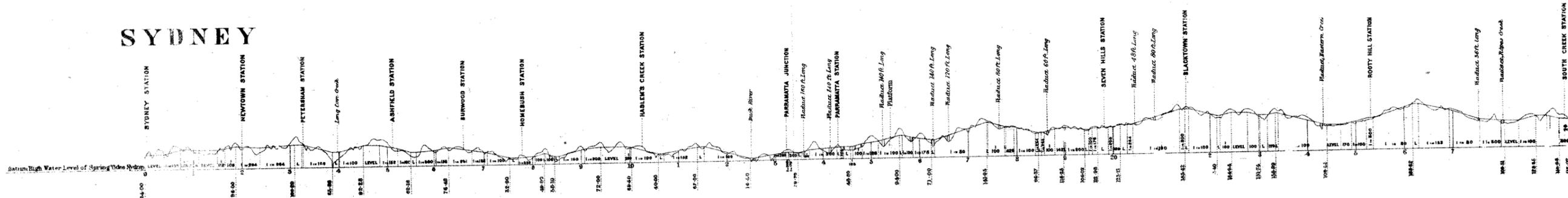
GREAT WESTERN RAILWAY

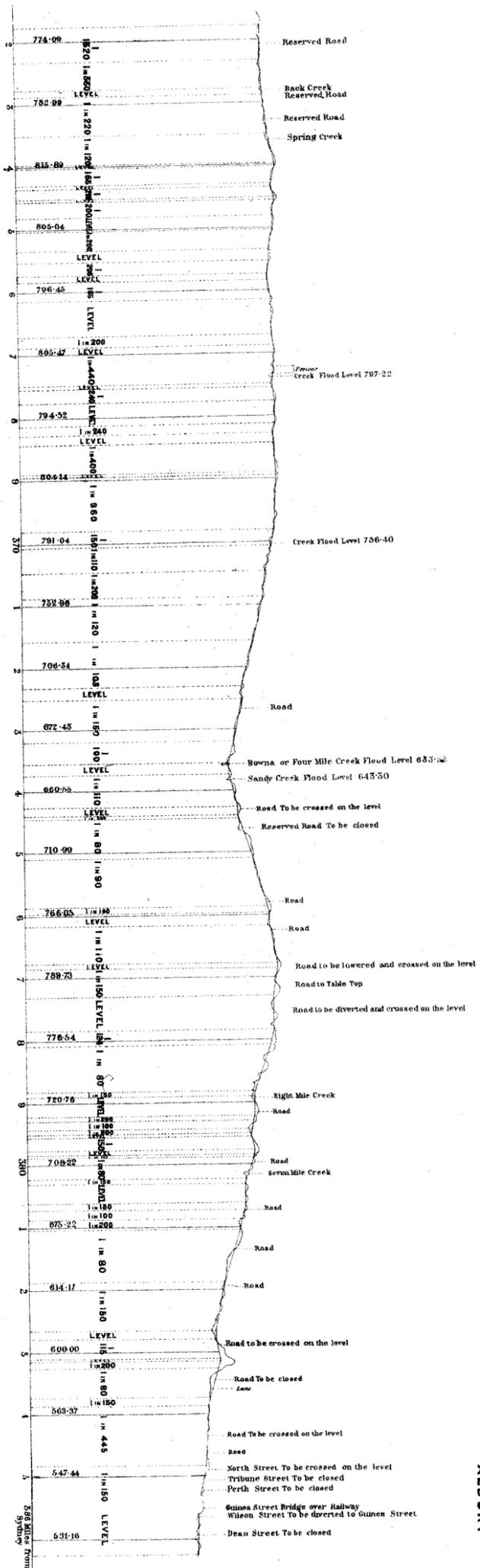
SYDNEY TO ORANGE

DIAGRAM SECTION

SCALES
Horizontal Scale One Mile to an Inch
Vertical Scale 200 Feet to an Inch
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

John W. Brown
1876





ALBURY

GREAT SOUTHERN RAILWAY

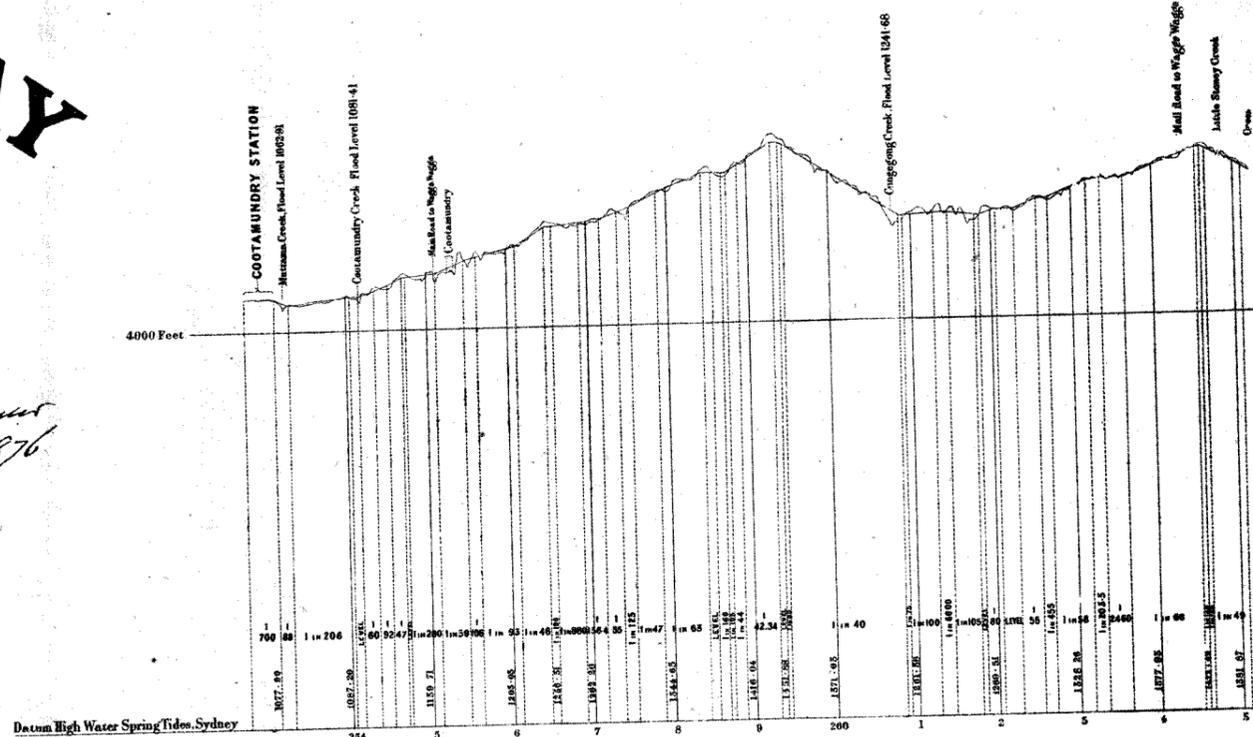
COOTAMUNDRY TO ALBURY

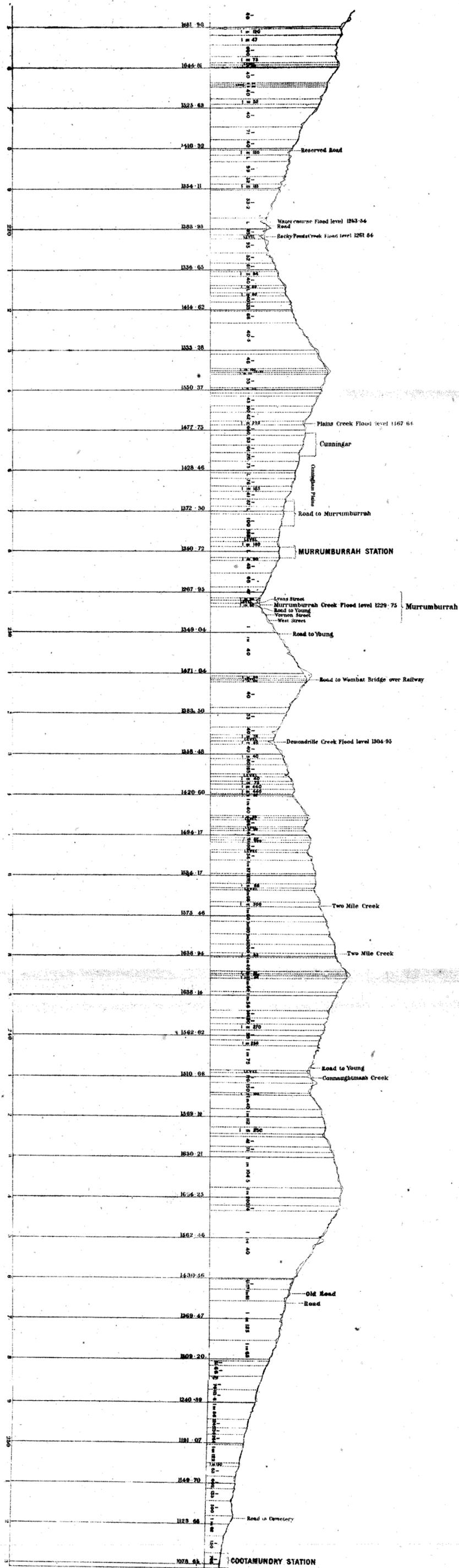
DIAGRAM SECTION

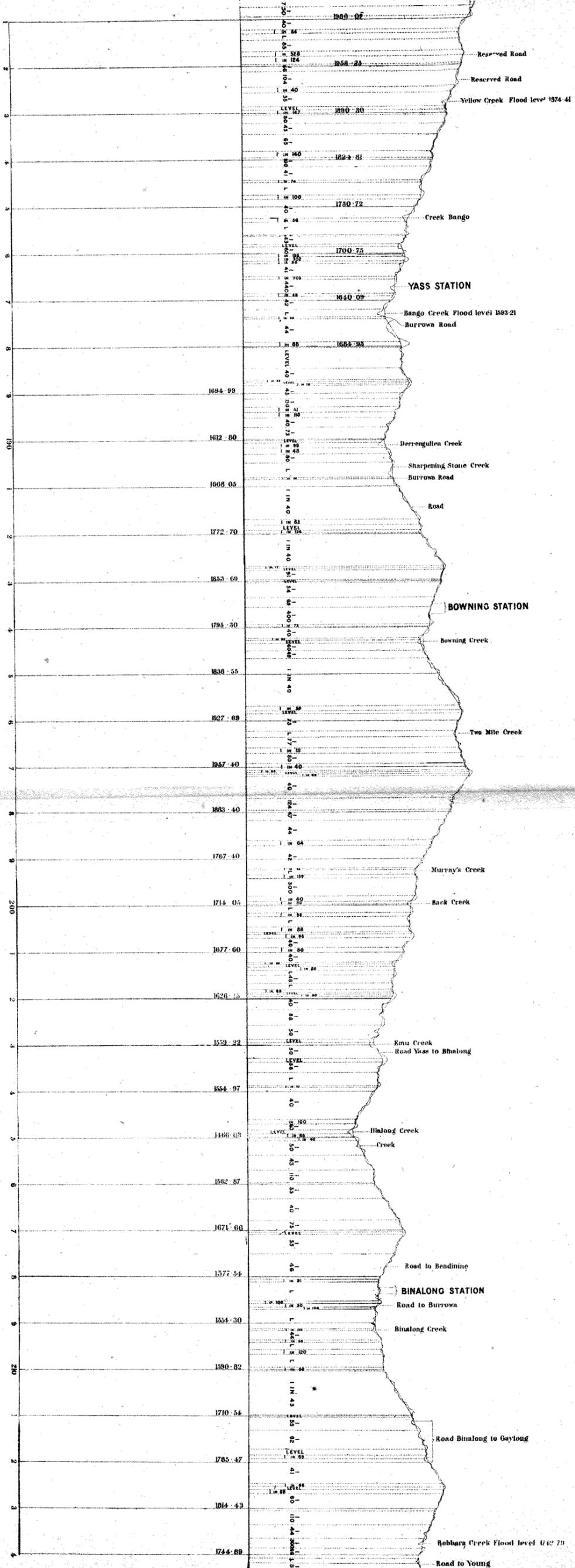
Horizontal Scale One Mile to an Inch
Vertical — do: — 200 Feet — do: —

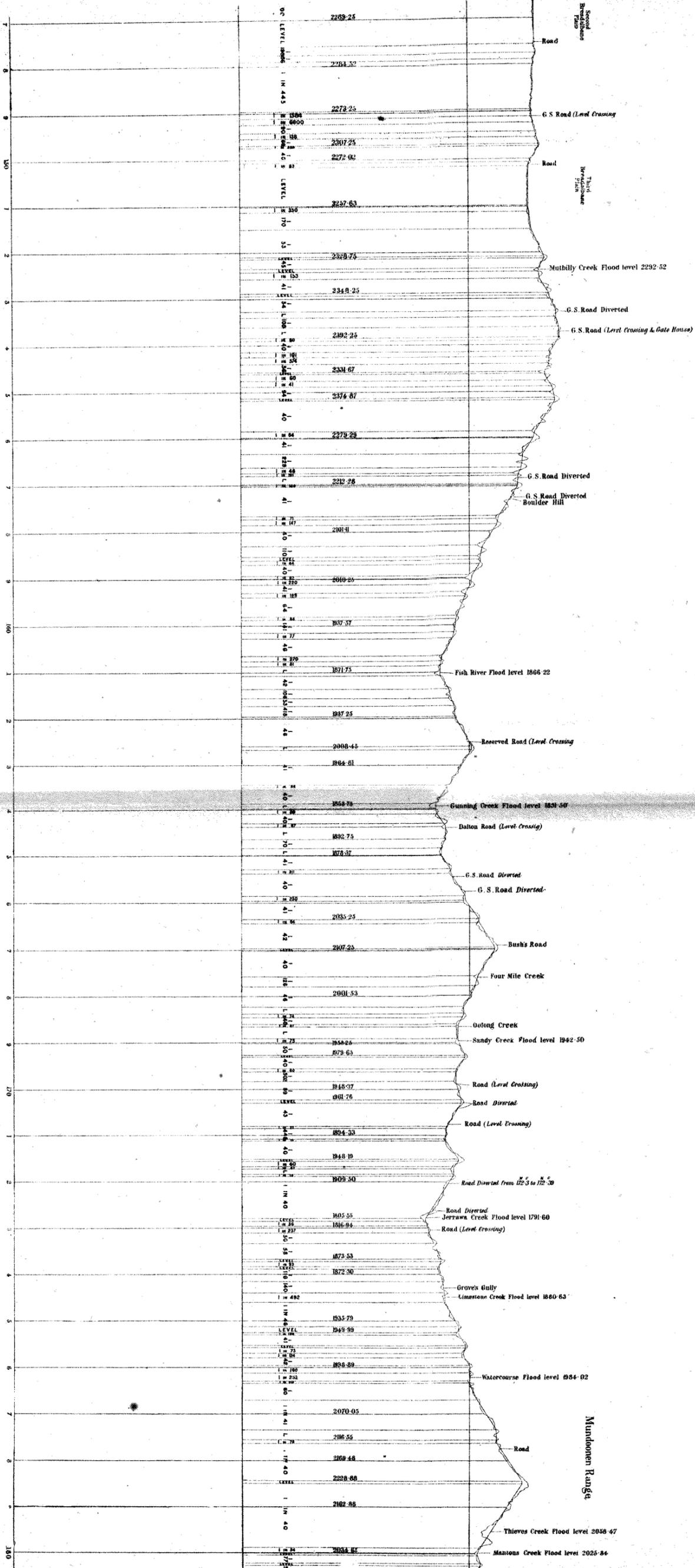
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

Charles H. ...
8 June 1876

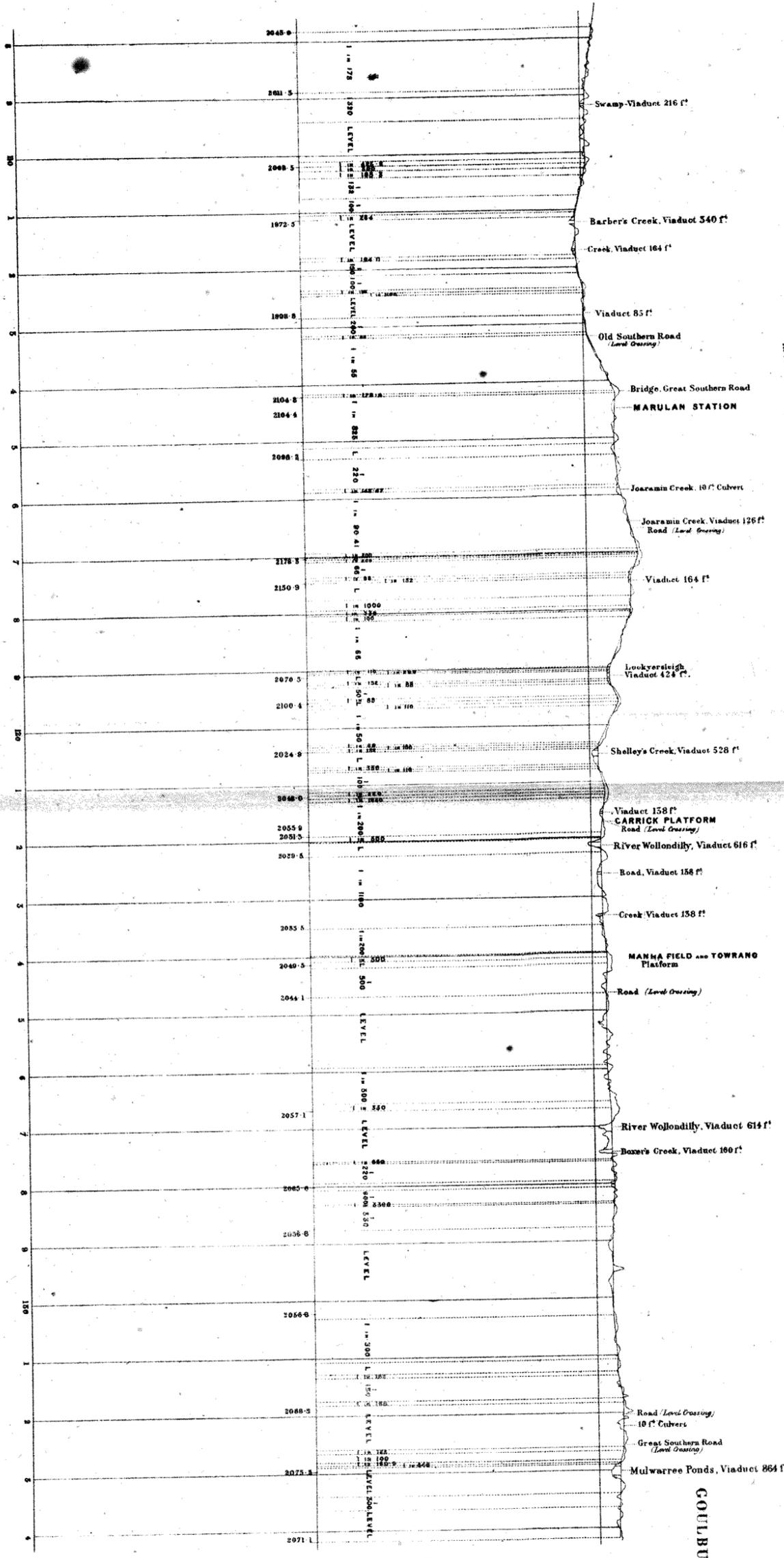








Second Breakdown
Third Breakdown
Mundoonen Range



Swamp-Viaduct 216 f'

Barber's Creek, Viaduct 540 f'

Creek, Viaduct 164 f'

Viaduct 85 f'

Old Southern Road
(Level Crossing)

Bridge, Great Southern Road

MARULAN STATION

Joaramin Creek, 10' Culvert

Joaramin Creek, Viaduct 126 f'
Road (Level Crossing)

Viaduct 164 f'

Lookyersleigh
Viaduct 424 f'

Shelley's Creek, Viaduct 528 f'

Viaduct 158 f'
CARRICK PLATFORM
Road (Level Crossing)

River Wollondilly, Viaduct 616 f'

Road, Viaduct 158 f'

Creek, Viaduct 158 f'

MANNA FIELD and TOWRANG
Platform

Road *(Level Crossing)*

River Wollondilly, Viaduct 614 f'

Boxer's Creek, Viaduct 160 f'

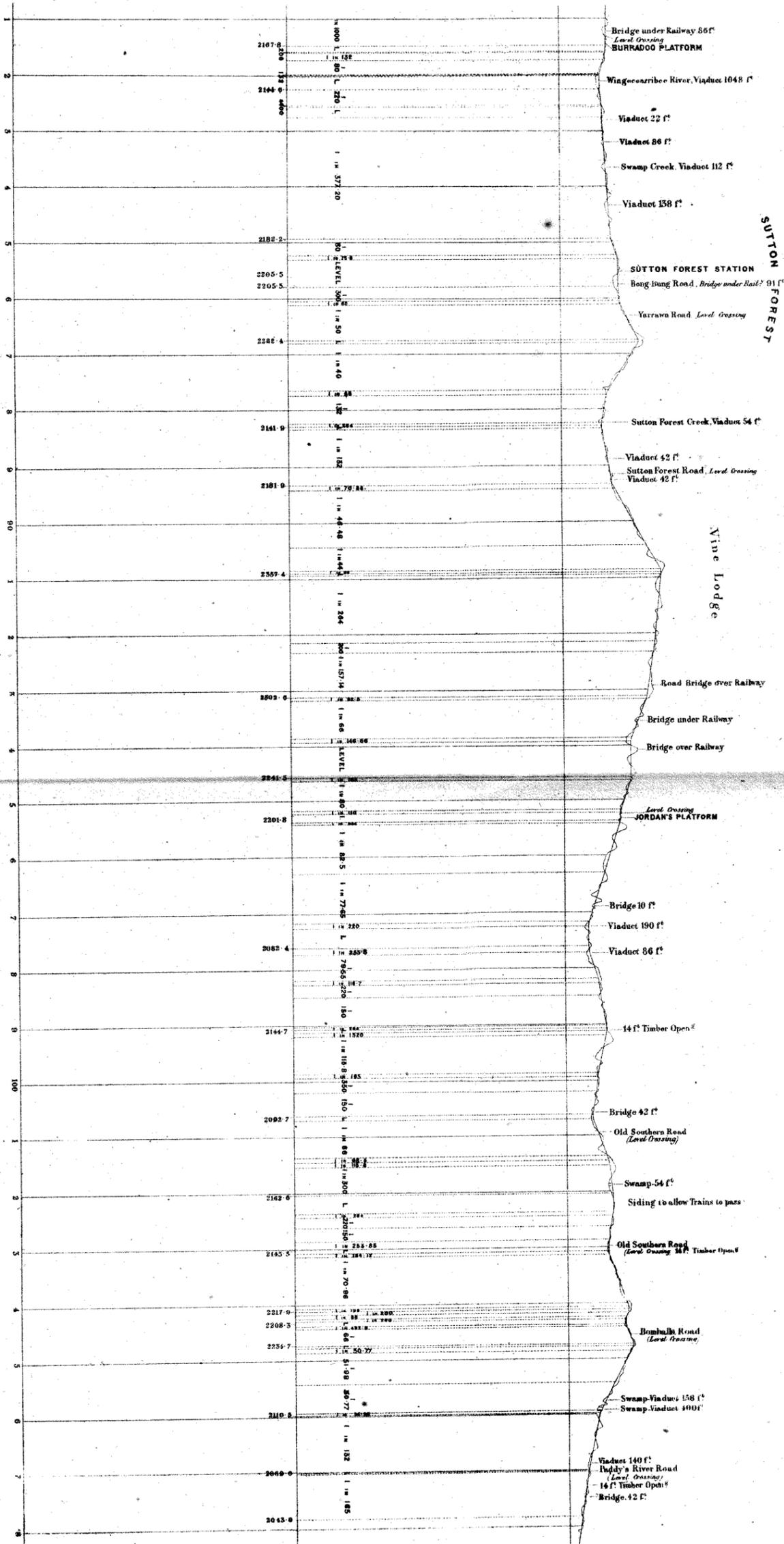
Road *(Level Crossing)*
10' Culvert

Great Southern Road
(Level Crossing)

Mulwarree Ponds, Viaduct 864 f'

MARULAN

GOLDBURN



SUTTON FOREST

Vine Lodge

Bridge under Railway 86 ft
Level Crossing
BURRAGO PLATFORM

Wingecarribee River Viaduct 1048 ft

Viaduct 22 ft

Viaduct 86 ft

Swamp Creek Viaduct 112 ft

Viaduct 138 ft

SUTTON FOREST STATION

Bong Bung Road, Bridge under Rail? 91 ft

Yarrawa Road Level Crossing

Sutton Forest Creek Viaduct 54 ft

Viaduct 42 ft
Sutton Forest Road, Level Crossing
Viaduct 42 ft

Road Bridge over Railway

Bridge under Railway

Bridge over Railway

Level Crossing
JORDAN'S PLATFORM

Bridge 10 ft

Viaduct 190 ft

Viaduct 86 ft

14 ft Timber Open

Bridge 42 ft

Old Southern Road
(Level Crossing)

Swamp 54 ft

Siding to allow Trains to pass

Old Southern Road
(Level Crossing) 14 ft Timber Open

Bomballs Road
(Level Crossing)

Swamp Viaduct 158 ft

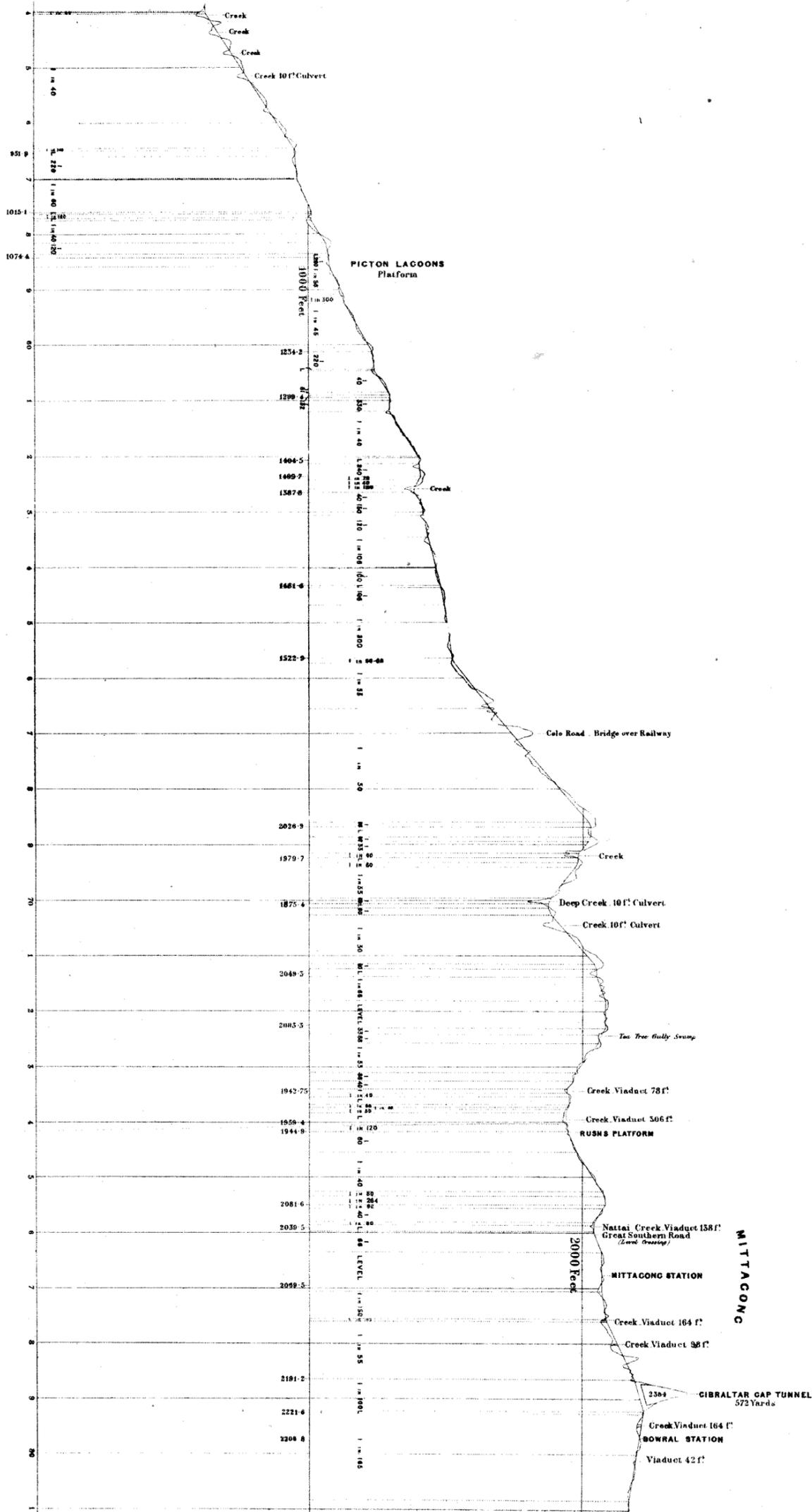
Swamp Viaduct 100 ft

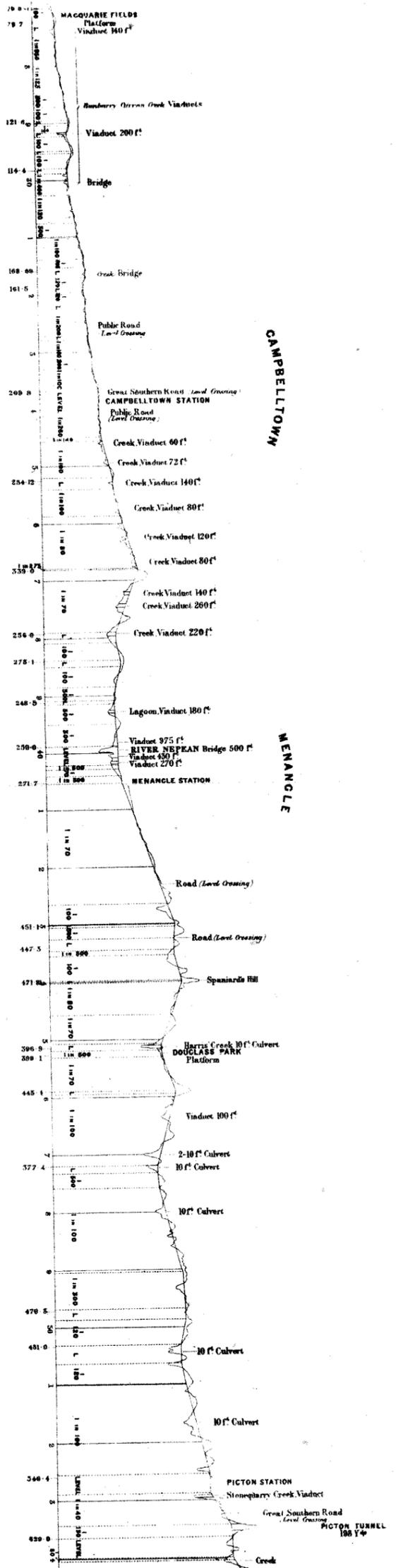
Viaduct 140 ft

Luddy's River Road
(Level Crossing)

14 ft Timber Open

Bridge 42 ft





GREAT SOUTHERN RAILWAY

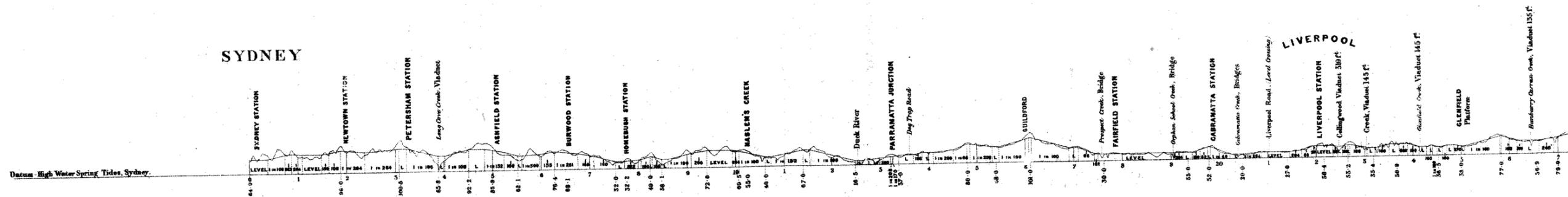
SYDNEY TO GOULBURN

DIAGRAM SECTION

Horizontal Scale One Mile to an Inch
Vertical do. 200 Feet do.

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

W. L. Fisher
Engineer
1869



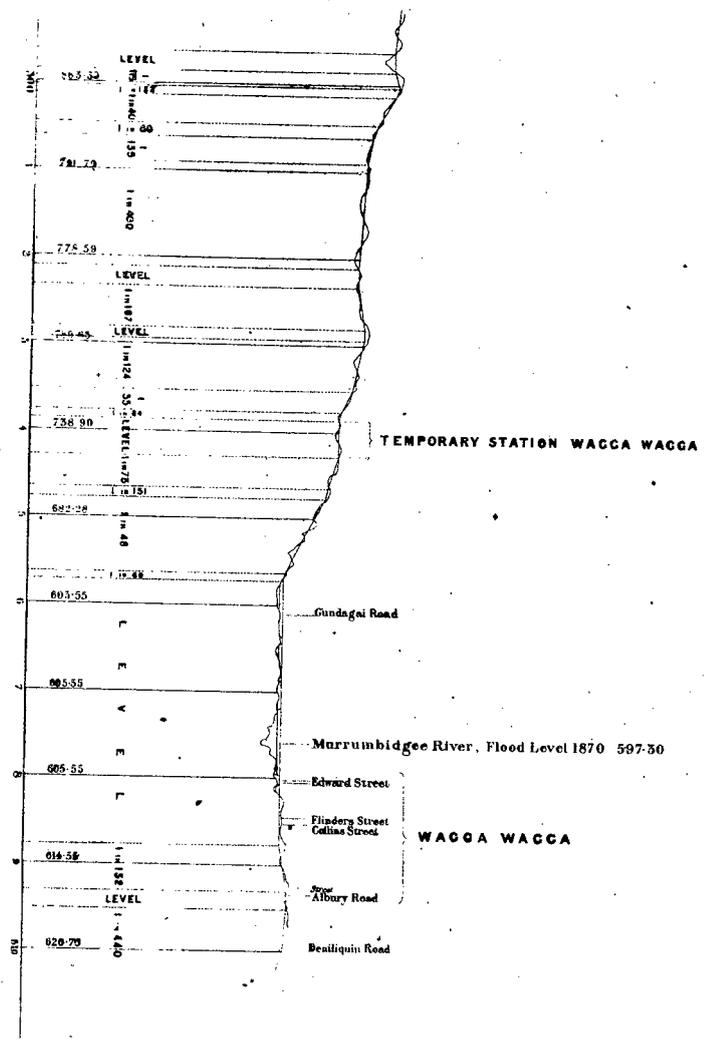


SKETCH
MAP
OF
NEW SOUTH WALES

1877

Explanation
 Railways open for Traffic shown thus
 do. in course of construction "
 do. proposed "

SCALE OF MILES
 0 20 40 60 80 100



1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(STATISTICS.)

Ordered by the Legislative Assembly to be printed, 12 December, 1876.

RETURN to *Orders* of the Honorable the Legislative Assembly of New South Wales, dated the 22nd February, 1876, and 7th of March, 1876, the former requiring—That there be laid upon the Table of this House,—

- “(1.) The amount expended for construction of the Western Railway Line to Kelso, giving the number of miles, and the cost per mile.
- “(2.) The amount paid for interest, and the amount of working expenses for the year 1875.
- “(3.) The gross and net receipts for the same period.
- “(4.) The percentage that the profits available to pay the interest on the capital expended bear to that capital.
- “(5.) The like Returns of the Southern and Northern Lines.”

And the latter requiring—That the Return ordered by this House on Tuesday, 22nd February last, be compiled so as to show,—

- “(1.) The amount paid for construction of Line from Sydney to Parramatta, thence to Penrith, thence to Wallerawang, and thence to Kelso; also the cost of the Bridge over the Nepean River, at Penrith.
- “(2.) The Estimate (if any) of the cost per mile of the above portions, as prepared by the Engineer-in-Chief.
- “(3.) The dates of commencement and completion of the above portions of the Lines.
- “(4.) The amount expended for all Surveys of Lines West, North, and South, so far as they were open to general traffic on December 31st, 1875.
- “(5.) Similar Returns for Richmond and Windsor Line.”

(Mr. W. H. Suttor.)

RAILWAYS.

SOUTH, WEST, AND RICHMOND LINE.

	£
The cost for construction of the Line from Sydney to Parramatta Junction, including Branch to Cemetery, Haslem's Creek	742,299
The cost of the length from Parramatta Junction to Penrith	310,787
Do. Penrith to Kelso	1,796,467
The cost of the length from Penrith to Wallerawang cannot be given accurately, and therefore is not inserted.	
The cost for construction of the Line from Sydney to Gunning, including branches Darling Harbour and Haslem's Creek	£ 2,726,319
The cost for construction of Windsor and Richmond Line	84,177
Number of miles open—313.	
Cost per mile	15,711
Estimate of the Engineer-in-Chief of the cost per mile of the extension to Kelso	15,691
Cost of the Nepean Bridge at Penrith, as shown by the books	113,580
The yearly amount due for interest, calculated at 5 per cent. on the capital invested is ...	245,888
The working expenses for the year 1875 amounted to	210,583
The gross earnings for the same period were	431,998
The net do. do.	221,415

Percentage returned on the capital invested was 4·50.

These calculations are independent of the cost of rolling stock and machinery, &c., which, if added, will make the percentage on the capital invested for 1875, 4·03.

The dates of commencement and completion of portions of the line to Kelso :—

	Date of commencement.	Date of completion.
Sydney to Parramatta	12 March, 1851.	26 September, 1855.
Parramatta to Penrith... ..	9 December, 1858.	7 July, 1862.
Penrith to Wallerawang	27 November, 1862.	1 March, 1870.
Wallerawang to Kelso... ..	29 June, 1867.	4 February, 1875.

GREAT NORTHERN LINE.

	£
The cost for construction of the line from Newcastle to Murrurundi, including Morpeth Branch	1,559,033
Number of miles open, 124.	
Cost per mile	12,572
The yearly amount due for interest, calculated at 5 per cent. on the capital invested is ...	77,952
The working expenses for the year 1875 amounted to	85,591
The gross earnings for the same period were	182,649
The net do. do.	97,058

The percentage returned on the capital invested, 6·22.

These calculations are independent of the cost of rolling stock and machinery, &c., which, if added, will make the percentage on the capital invested for 1875, 5·54.

Surveys of Lines North, South, and West.

The amount expended, as shown by the books, on all surveys of Lines, North, South, and West, so far as they were open to general traffic on 31st December, 1875...	£ 48,590
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1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(PLATFORMS ERECTED BY GOVERNMENT ON SOUTHERN AND WESTERN.)

Ordered by the Legislative Assembly to be printed, 24 July, 1877.

RETURN showing the present Names of all Platforms erected by the Government on the Southern and Western Railways during the last ten years, the date of authorization, the distance from any Station or Platform, the gradient and curve of Line where Platform erected, with total cost in each case.

[Laid upon the Table of the Legislative Assembly in pursuance of the Answer to Question No. 1 on Votes and Proceedings of 27th June, 1877.]

Name of Platform.	When Authorized.	Distance from nearest Station or Platform.	Gradient.	Curve.	Cost.	Remarks.
GREAT SOUTHERN LINE.						
		miles.			£	
Croydon	26 Aug., 1874	1 Ashfield	1 in 193...	60 chains	712	
Redmile	4 July, 1876	$\frac{1}{2}$ Burwood	1 in 100...	60 "	842	
Auburn	21 Oct., 1876	2 Parramatta Junction	Level	Straight...	488	Includes small siding. Plat- form is not yet completed.
Guildford	13 April, 1876	2 Fairfield	1 in 100...	"	739	Includes small siding.
Cabramatta	31 May, 1872	2 Liverpool	Level .....	"	.....	Constructed by Department, by day labour; cost not kept separate.
Glenfield	28 Jan., 1869	2 McQuarie Fields ...	1 in 100...	"	.....	Do. do.
Campbellfields	15 May, 1874	3 Campbelltown	1 in 300...	"	79	Includes rails for small siding.
Burradoo	4 Feb., 1870	2 Bowral	1 in 1,000	"	.....	Constructed by Department, by day labour; cost not kept separate.
Jordan's Crossing ...	20 May, 1875	9 Moss Vale	Level .....	"	.....	Do. do.
Carrick	26 July, 1869	2 Towrang	1 in 200...	"	.....	Do. do.
Towrang	26 July, 1869	2 Carrick	1 in 200...	30 chains	.....	Do. do.
Breadalbane	28 Jan., 1876	8 Collector	1 in 445...	70 "	168	
GREAT WESTERN LINE.						
Want's	14 Dec., 1874	2 Emu Plains	1 in 100...	28 chains	77	
Wascoes	12 June, 1867	4 The Valley	Level	80 "	115	
The Valley	5 May, 1875	1 Springwood	1 in 55...	Straight...	135	
Springwood	12 Mar., 1873	1 The Valley	Level	12 chains	102	
Faulconbridge	15 Mar., 1877	2 Springwood	"	10 "	122	
Numantia	9 Oct., 1876	3 Faulconbridge	"	16 "	192	
17-mile Hollow	4 Aug., 1874	$\frac{1}{2}$ Numantia	"	8 "	63	
Woodford	4 Dec., 1868	3 Blue Mountains ...	1 in 48...	20 "	88	
Blackheath	4 Mar., 1869	4 Mt. Victoria	Level	Straight...	.....	Constructed by Department, by day labour; cost not kept separate.
Hartley Vale	2 June, 1870	2 $\frac{1}{2}$ Mt. Wilson	1 in 100...	40 chains	134	
Mount Wilson	21 April, 1875	2 $\frac{1}{2}$ Hartley Vale	1 in 80...	22 "	365	Includes cost of siding.
Clarence Siding	12 Mar., 1873	5 Mt. Wilson	1 in 66...	30 "	766	Do. do.
Zig Zag	3 Mar., 1875	2 Clarence Siding	1 in 66...	20 "	211	Do. do.
Esk Bank	27 April, 1874	1 Lithgow	1 in 150...	100 "	224	Includes part cost of siding.
Lithgow	7 April, 1877	1 Bowenfels	1 in 150...	Straight...	112	
Worangaroo	15 July, 1872	3 Bowenfels	1 in 40...	50 chains	55	
Perth	28 Aug., 1876	2 George's Plains	1 in 167...	Straight...	185	
Winbledon	29 Sept., 1876	6 Back Creek	1 in 129...	"	203	
WINDSOR AND RICHMOND LINE.						
Clarendon	30 Nov., 1870	1 $\frac{1}{2}$ Windsor	1 in 280...	Straight...	225	
Schofield's	25 July, 1870	1 Riverstone	1 in 105...	"	217	
Douglas	19 April, 1872	2 $\frac{1}{2}$ Schofield's	1 in 155...	"	55	

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE RESPECTING RAILWAY STATION, LITHGOW AND PLATFORM AT BROWN'S.)

Ordered by the Legislative Assembly to be printed, 17 May, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 27 April, 1877, That there be laid upon the Table of this House,—

“Copies of all Correspondence, including Letters, Minutes, Petitions, in reference to Lithgow Valley Siding Platform or Railway Station; also, the same in reference to Platform known as Brown’s.”

(Mr. Hurley, Hartley.)

SCHEDULE.

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RAILWAYS.

No. 1.

J. Hurley, Esq., M.L.A., to The Secretary for Public Works.

Dear Sir,

Sydney, 21 November, 1876.

On behalf of the inhabitants of Eskbank, I desire to make application for the erection of a platform in the most suitable place near the hotels of Messrs. Gray and Blackford and the stores of Messrs. Burns and Lonergan.

I may here state, a platform erected in this place would be of great benefit to persons visiting any of the following industries, viz.:—Iron Smelting Works, Terra Cotta Works, and also three coal properties now in full work.

The town of Eskbank is midway between Brown's platform and Bowenfells, and to alight at either place necessitates a walk of 2 miles that will be avoided if a platform is erected. The town is increasing, and therefore the necessity of the place requires this accommodation, which I trust you will cause to be entered into as early as possible, thereby conferring a benefit to a number of travellers who go up by excursions on Saturdays as well as on the people themselves. Trusting a favourable answer,

I am, &c.,

JOHN HURLEY.

No. 2.

Minute of The Secretary for Public Works.

Subject:—Platform, Eskbank.

In reference to enclosed application I shall be glad if the Engineer for Existing Lines will report at his earliest convenience as to the necessity for the accommodation applied for by Mr. Hurley on behalf of the residents in the locality. J.L., 21/11/76.

Where the platform is now required is only three-quarters of a mile from the Eskbank platform and would not be so convenient to the majority of the inhabitants as the present (Eskbank) platform; I could not recommend a platform to be placed at the position named in Mr. Hurley's letter, but I can see no objection to the present platform being removed about a quarter of a mile nearer to Bowenfells and close alongside the public road, where perhaps it would be most central for all parties.—W.M., 24/11/76. To Commissioner.

No. 3.

Mr. T. Wilton to The Secretary for Public Works.

Sir,

Sydney, 17 January, 1877.

A deputation from Lithgow Valley is anxious to see you in reference to the platform on the railway at Lithgow Valley, about which you gave some answers the other evening in the Assembly.

The deputation is to arrive here on Friday morning, and it would be a great convenience if you could arrange to see them that day.

If suitable, will you kindly name an hour on Friday when you will receive the deputation; if not will you name any other day. I am, &c.,

THOMAS WILTON.

Will see deputation if other engagements will permit at 12, Friday.—J.L., 17/1/77. Informed Mr. Wilton verbally.—J.R., 17/1/77.

No. 4.

Sydney Morning Herald, Saturday, January 20, 1877.

RAILWAY PLATFORM AT LITHGOW.

YESTERDAY morning a deputation, consisting of Messrs. P. Higgins, W. Gray, T. T. Wilton, J. Lonnergan, T. Crow, E. Ashton, T. Young, and H. Porter, were introduced to the Minister for Works by Mr. Hurley, Member for Hartley, with the view to request him to erect a platform in the town of Lithgow. Mr. Hurley pointed out the growing importance of the town of Lithgow, and the increase of population consequent on the working of the collieries, and the terra cotta and iron works. Several large businesses had been established in the place, and its importance could be gathered from the fact that it yielded the railway a revenue of between £3,000 and £4,000 a year. Yet the people had to go a mile and a half in one way to Bowenfells, and more than a mile in another to Brown's platform, over very bad roads, and at great inconvenience to themselves, before they could avail themselves of railway accommodation. It was not, he believed, the will of petitioners that Brown's platform should be interfered with. Mr. Wilton also pointed out the necessity of the erection of a platform at the centre of business at Lithgow, where the railway came to a level with a road in just such a central position as would suit the banks, stores, and hotels. The gradient was precisely the same as at Eskbank. He maintained that it would be found that a platform at Lithgow, at the spot indicated, would be used more than any other station on the line, except the suburban stations, Wallerawang and Bathurst, and perhaps Mount Victoria. There could be

no

no question that the township would grow around the proposed platform, owing to the favourable formation of the country. Mr. Loneragan and Mr. Gray also spoke of the unfavourable position of the present platforms. Mr. Lackey stated that he should be glad to give the representations made to him every consideration. Of course they were aware that the two platforms, within so very short a distance, made it a matter of some difficulty for the Government to deal with. Although it was stated that the interests of Mr. Brown were not to be interfered with in any way, still it would be for the Government to decide whether there should be one platform at Lithgow or two. He could hardly consider that two were required. However, he would take an opportunity of visiting the place with the Engineer of Existing Lines.

No. 5.

Mr. T. Wilton to The Secretary for Public Works.

Sir,

305, George-street, Sydney, 15 February, 1877.

As chairman of a public meeting, held in the town of Lithgow on Tuesday evening, the 13th instant, I am deputed to forward, for your perusal, the following resolutions, which were each passed by the unanimous vote of the meeting:—

1st Resolution.—Moved by Mr. T. Crow, and seconded by Mr. W. Gray,—

“That the increasing population, steady advancement, and commercial importance of the town of Lithgow, urgently demand greater facilities of communication with the railway than at present exist.”

2nd Resolution.—Moved by Mr. T. Loneragan, and seconded by Mr. E. Ashton,—

“That this meeting protests against the assumption that the removal of the Eskbank platform to the spot lately indicated by the Minister for Works will afford any relief of the disadvantages at present felt by the community, and respectfully urges that access to the railway should be provided in a position more central and convenient to the town.”

3rd Resolution.—Moved by Mr. E. Burns, and seconded by Mr. J. Loneragan,—

“That the progress of Lithgow, and the certainty of its immediate and rapid development, demand the recognition of the Government, and this meeting is of opinion that the erection of a platform in a central position, though affording present relief, will not meet the growing requirements of the town, and that a station, with sidings for the receipt and despatch of goods, is now a public necessity.”

4th Resolution.—Moved by Mr. H. Porter, and seconded by Mr. Breathour,—

“That a copy of the resolutions passed at this meeting be forwarded to the Minister for Works, and that the following gentlemen be appointed a committee to take whatever steps they may deem necessary to carry out the objects of the meeting, namely:—Messrs. James Loneragan, T. Crow, W. Gray, E. Ashton, E. Burns, R. Douglas, John Loneragan, R. Hepple, D. Breathour, J. McNanimy, T. Young, Griffiths, J. Aspinall, J. Moore, G. Brooks, T. Sheedy, T. Loneragan, A. M'Lachlan, J. White, T. Ryan, R. Blackford, W. H. Bogie, P. Higgins, T. T. Wilton, and the mover—three to form a quorum.”

I have, &c.,

THOMAS WILTON.

No. 6.

T. S. Mort, Esq., to The Secretary for Public Works.

Sir,

25, New Pitt-street, 21 February, 1877.

I see by the *Sydney Morning Herald* of the 17th instant that a meeting had been held at Lithgow Valley, where a number of persons representing a particular local interest had passed resolutions favourable to the removal of the platform from its present position at Eskbank to a place midway between that place and the Bowenfells Station.

When it was first proposed to erect a platform at Lithgow the representatives of the Vale of Clwydd Coal Company were very urgent to have it placed nearer to their works; but this, although much more advantageous to my own interest, I objected to, on the ground of its not being central to what must become a large manufacturing area, and I joined in the request to have it placed where it now is. With the same end in view I now respectfully protest against its removal to the position sought by the movers at the meeting referred to, confident as I am that the large area of flat ground, with the abundant and permanent supply of water which the present platform commands, will, in the course of a few years, bring about it a population far in excess of that which will be found in the more westerly portion of the valley. I may state that I have it in contemplation myself, in the course of another year, to erect a fellmongering establishment and a tannery, and already parties are alive to the value of the water and climate for brewing, so that I have little doubt but before very long a brewery will be there; in fact, it will, I am sure, be clear to you, sir, if you will kindly pay a visit to the locality, that manufactories must extend in the vicinity of the present platform rather than further up the Valley. That its coal and iron and shale, to say nothing of its abundance of water and its cool climate, are destined to make it a place of large importance in the future there can be no doubt; thence the greater need for circumspection in placing what must become the nucleus of a great traffic.

Respectfully praying your kind attention to my representations,—

I have, &c.,

THOS. S. MORT.

No. 7.

T. Brown, Esq., to The Secretary for Public Works.

Sir,

Eskbank, 22 February, 1877.

I do myself the honor, at the request of petitioners, to enclose to you the accompanying petition against the removal of the Eskbank Platform; and I must apologize for the dirty state in which it is sent to you—the miners in general have dirty *hands*—235 names are appended. Mr. Mort, Sutherland, Williams, and others would have signed had they been here.

I have, &c.,
THOMAS BROWN.

[Enclosure.]

Petition from T. Brown, Esq., and others to The Secretary for Public Works.

Sir,

Eskbank, February, 1877.

We, the undersigned inhabitants of Lithgow Valley, beg most respectfully to draw your attention to a case of gross injustice that is sought to be done to a large majority of the inhabitants of this place by the removal of the platform at Eskbank to a place situated at the extreme west end of the population, and nearer by 1 mile to the Bowenfells Railway Station, where the Government have laid out so much money for the accommodation of the public.

When the platform at Eskbank was granted it was at the request of T. S. Mort, Esq., and others, who thought it the most central place for all the industries that have been established here. We therefore humbly protest against the removal of the platform for the convenience of the few against the many.

We would also respectfully recommend to your consideration the advisability of erecting a goods station at Brown's Siding, where there is a great deal of loading and unloading takes place, not including the copper-smelting works and the iron works, who unload their ores and reload their refined metal at this siding for the Sydney markets. At this place the station would be most centrally situated, being about 1½ mile from Mr. Mort's and the Vale of Clwydd Company's works, which is situated on the east; also about 1 mile from the Lithgow Valley and Bowenfells Company's works, situated to the west.

Trusting our case to your high sense of honour and justice.
And your petitioners, as in duty bound, will ever pray.

We have, &c.,
THOMAS BROWN,
and 234 others.

No. 8.

The Directors of the Vale of Clwydd Coal Mining Company to The Secretary for Public Works.

Sir,

Bank Chambers, Sydney, 2 March, 1877.

Having been informed that the Department contemplates the removal of the Bowenfells Station on the Great Western Line of Railway, from its present site, and being further informed that a requisition has been laid before you requesting that said station may be removed to Lithgow Valley, near Crow's Hotel, and distant from Sydney about 96 miles,—we, the undersigned, Directors of the Vale of Clwydd Coal Mining Company, have the honor, on behalf of the shareholders of the above Company, and in the interests of its employes and the public, to enter this our protest against the removal of the station to the site above mentioned, and respectfully suggest that the public interest would be far better served by its removal to the position now occupied by the platform at "Eskbank," the property of Thomas Brown, Esq., Lithgow Valley, as being nearer the centre of population and consequently affording more convenience and offering greater advantages to all the inhabitants than could be obtained by its removal to any other site.

While protesting against the removal of the station to any other site than that already mentioned in the foregoing paragraph, we beg to state that we fully concur in the expression of opinion embodied in the third of a series of resolutions passed at a public meeting held at Lithgow on Tuesday, 13th ultimo, which said resolution was as follows:—

"That the progress of Lithgow Valley and the certainty of its immediate and rapid development demand the recognition of the Government, and this meeting is of opinion that the erection of a platform in a central position though affording present relief will not meet the growing requirements, and that a station with sidings for the receipt and delivery of goods is now a public necessity."

We beg respectfully to submit that the only mode of dealing satisfactorily with this matter is by converting Eskbank platform into a station, and abolishing that now existing at Bowenfells, and that this would, while best serving the public interest, meet the views of all those who have spent much of their time and treasure in opening up and developing the mineral and other resources of the valley.

We have, &c.,
THOMAS SAYWELL.
THOS. S. HUTCHINSON.
HORACE WOOLNOUGH.
EDWARD RAMSAY.
RICHARD REDGATE.

No. 9.

Mr. P. Higgins to The Secretary for Public Works.

Sir,

Lithgow, 27 February, 1877.

Referring to the question of the proposed site for the new platform in the Lithgow Valley, and appreciating the difficulty you are under in determining the matter by reason of the conflicting opinions expressed by the parties interested, I have the honor to submit to you the following proposal:—That the Eskbank platform should remain as at present, and that another platform should be erected at a point further west, at or near the place indicated in the resolutions lately presented to you, passed unanimously at a public meeting held at Lithgow.

That

5

That a record should be kept of the business transacted at both platforms for a period (say) of six months, the result to decide which of the two platforms (if not both) it would be to the best interest of the public to retain.

In the event of the experiment proving that the new platform is not in the position most convenient for the majority of the inhabitants and others visiting Lithgow, I hereby undertake to pay the cost of the erection and removal of the said platform.

I have, &c.,

P. HIGGINS.

No. 10.

Minute of The Secretary for Public Works.

THIS seems to me a fair settlement of this question. Mr. Higgins' offer will therefore be accepted; with this condition, however, that whichever site is eventually chosen, sufficient land will be provided by the proprietors for a future station-master's residence—say an acre, at least.

J.L., 21/3/77.

Mr. Higgins informed.—21/3/77. Mr. Mason,—C.A.G., B.C., 23/3/77.

There will be no means of access to this platform for the public without purchasing land for that purpose. Under these circumstances shall I erect the platform?—W.M., 24/3/77. Commissioner.

No. 11.

The Commissioner for Railways to Mr. P. Higgins.

Sir,

Department of Public Works, Railway Branch, Sydney, 21 March, 1877.

Referring to your letter of the 27th ultimo, submitting the following proposal,—“That the Eskbank platform should remain as at present, and that another should be erected at a point further west, at or near the place indicated in the resolutions lately presented to the Secretary for Public Works, its continuance to be dependent upon the use made of it by the public, and guaranteeing, should it be determined to remove it in consequence of its failure, to pay the costs of same, and also of its erection,”—I have the honor to inform you that your proposal appears to the Secretary for Public Works to be a fair settlement of the question, and desires me to accept your offer, with the understanding, however, that should it be ultimately determined to erect the permanent station on the site selected for the platform in question, those interested in the site will provide, free of cost to the Government, 1 acre of land, on which the buildings, &c., required can be erected.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 12.

Mr. P. Higgins to The Engineer for Existing Lines.

Dear Mr. Mason,

“Royal Hotel,” Sydney, 3 April, 1877.

I enclose a guarantee of Gray's, to give land for a roadway from Bell's Line to the proposed platform at Lithgow. I intended to have called upon you to-day on this subject, but find I must go to Penrith.

Hoping you will give the necessary instructions at your earliest convenience for the erection of the platform,

I remain, &c.,

P. HIGGINS.

Commissioner.—W.M., *pro* R.J.S., 6/4/77.

[Enclosure.]

Lithgow, 24 March, 1877.

I HEREBY guarantee to open for public use a road from Bell's line to the proposed site for a railway platform, about 100 feet from the eastern boundary of my paddock in the town of Lithgow, said road not to be less, at any point, than 50 feet wide.

It is to be understood that this land is to revert back to me unless required for access to a platform.

M. GRAY.

No. 13.

Mr. P. Higgins to The Commissioner for Railways.

Sir,

“Royal Hotel,” Sydney, 4 April, 1877.

With reference to your letter of 21st March last, respecting the platform at Lithgow, I have the honor to inform you that immediately on the receipt thereof I entered into negotiations for the opening of a public road from Bell's line of road to the platform in question.

I am happy to say that this has been accomplished, and the public will have access to the platform as soon as erected.

I have, &c.,

P. HIGGINS.

No. 14.

Minute of The Commissioner for Railways.

MR. MASON to have platform erected as early as possible.

J.R., 7/4/77.

The work is now in hand.—W.M., 14/4/77. Commissioner.

No. 15.

No. 15.

Mr. D. Williams to The Secretary for Public Works.

Sir,

"Metropolitan Hotel," King-street, Sydney, 3 April, 1877.

I have the honor to call your attention to a statement, current, that the late Minister for Works has authorized a new platform to be erected at 95 miles 10 chains, Western line, opposite Gray's public-house.

In reference to the above, a deputation a short time since waited on the late Minister for Works, who informed the deputation that he would visit the place before any action was taken. I also called at the office, and was told no definite action would be taken, as a question had been asked in the House. Mr. Lackey, the late Minister, stated in the House, in reply to a question referring to the removal of platform, that before anything would be done he or some qualified officer would visit the spot.

Relying upon the above promise, I have refrained from calling at the office to point out that, in my opinion, the place selected (as report states) is not fit, nor will it meet the wants of the people settled there, as it is at one end of the settlement or township, with no room for goods shed or siding, but is simply a platform or stopping place on the main line, useful only to those at that end, the only approach to it being through a road given subject to certain conditions.

As there is now a large goods trade to the new village of Lithgow, it requires a siding for the delivery of loading or unloading of trucks and goods, all of which traffic now is, by the courtesy of Mr. T. Brown, allowed to be run on to his private siding and approaches to; also by his permission through private ground; and in consequence of the coal and copper trades at his siding, it is of a great inconvenience.

As a siding is necessary for the goods, and as a goods shed will also be required soon, I suggest that the most suitable place for the purpose is at 94 miles 47 chains, or thereabout, near the bridge. There is ample room on the Government property for a station where required; it abuts on to a public road; it is quite close to the proclaimed road leading to Farmer's Creek—the approach to the creek for water one of great importance.

I have been induced to call your attention to the matter as one interested in the Lithgow Valley Iron Company, and as I have, on their behalf, applied for siding, and shown the prepared plan to Mr. Mason, Engineer for Existing Lines, I thought my proposal would lessen the number of stopping places, and give a better provision for the public—more central—on Government ground.

Trusting that the Minister will carefully consider the matter before coming to a decision, I should have much pleasure in explaining my meaning more freely personally, if desired.

I have, &c.,

DANIEL WILLIAMS.

Mr. Mason, for report.—J.R., B.C., 21/4/77. See Mr. Hurley's question (6), and Mr. Lackey's reply, in proceedings of the 11th January last; also my previous report in reference to this subject.—W.M., 26/4/77. Commissioner. Mr. Williams says he refrained from opposing the erection of a platform at the place now conditionally authorized, relying in the faith of a promise made by Mr. Lackey in reply to a question asked in the Assembly, that he would visit the locality or send some competent person to report before anything was done. I cannot find that any such promise was made. The only answer given is that alluded to by Mr. Mason, which contains no such promise.—C.A.G., 30/4/77.

No. 16.

Mr. D. Williams to The Secretary for Public Works.

Sir,

Macleay-street, Sydney, 16 April, 1877.

See No. 6.

Referring to a conversation held at your office on the 13th instant, at which Mr. T. S. Mort was present, I have the honor to enclose for your perusal a copy of letter sent to the late Minister for Works by Mr. Mort, on the subject of removal of Lithgow Valley platform. I also beg to inform you that I wrote to you on the same subject on April 3rd, and I respectfully request that these letters may be considered when the question of platform and siding at Lithgow is brought under your notice.

I have, &c.,

DANIEL WILLIAMS.

[Enclosure.]

Mr. D. Williams to J. Hoskins, Esq., M.L.A.

Dear Sir,

Sydney, 17 April, 1877.

I must apologize for writing to you privately, but I saw Mr. Mason yesterday, who told me that the platform was nearly ready to fix. My ground of complaint is that when Mr. Higgins asked for platform at this spot he did not care about accommodation for the public, but my object is to accommodate the public and make the platform and station and siding central. It appears to me they are hurrying on until they tell you it is too late. I wrote yesterday (last night) enclosing copy of Mort's letter to Mr. Lackey. Mr. Mason said that if it is put where they want it we cannot expect another, as it would be three stops in $\frac{3}{4}$ mile. Mr. Mason agrees with me as to position.

Yours, &c.,

D. WILLIAMS.

No. 17.

Minute of The Secretary for Railways.

I HAVE explained to the Minister how this matter stands, and he directs me to write to the gentlemen interested, pointing out that the platform to be erected on the site proposed by Mr. Higgins was sanctioned by his predecessor on certain terms and conditions, which Mr. Higgins has undertaken to observe, and that therefore it is not in his power to alter existing arrangements, but no permanent building will be erected until it has been ascertained from further experience which site will best meet the interests of the general public.

C.A.G., 1/5/77.

Inform. D. Williams and T. S. Mort informed.—2/5/77.

No. 18.

No. 18.

The Commissioner for Railways to Mr. D. Williams.

Sir,

2 May, 1877.

With reference to your letters of the 3rd and 16th ultimo, relative to the erection of a platform at Lithgow, I have the honor by direction of Mr. Secretary Hoskins to inform you that the platform to be erected on the site proposed by Mr. Higgins was sanctioned by his predecessor on certain terms and conditions which Mr. Higgins has undertaken to observe, and that therefore it is not in his power to alter existing arrangements, but no permanent building will be erected until it has been ascertained from further experience which site will best meet the interests of the general public.

I have, &c.,
JOHN RAE.

The Commissioner for Railways to T. S. Mort, Esq.

Sir,

2 May, 1877.

Referring to the correspondence relative to the erection of a platform at Lithgow, I have the honor, by direction of Mr. Secretary Hoskins, to inform you that the platform to be erected on the site proposed by Mr. Higgins was sanctioned by his predecessor on certain terms and conditions which Mr. Higgins has undertaken to observe, and that therefore it is not in his power to alter existing arrangements, but no permanent building will be erected until it has been ascertained from further experience which site will best meet the interests of the general public.

I have, &c.,
JOHN RAE.

No. 19.

Minute of The Secretary for Railways.

As this platform will shortly be put up the papers are forwarded to Traffic Manager in order that a record may be kept for six months of the number of people who arrive at and depart from this platform, as compared with the number arriving at and departing from Brown's platform.

C.A.G., B.C., 3/5/77.

Noted.—D. VERNON, T.-M., for T. Elliott, 12/5/77. To Secretary.

No. 20.

J. Hurley, Esq., M.L.A., to the Secretary for Public Works.

Sir,

Sydney, 11 May, /77.

You will oblige by causing the papers, &c., moved for by me, in regard to the erection of Station siding, &c., at Lithgow, to be sent up to the House so that they may be laid on the table and be printed for information, and I should advise the delay of erecting of one platform the late Minister of Works agreed to at the place above referred to until the papers are printed, &c., and until a definite decision is given by yourself on the matter, or until the motion is definitely decided by a Committee of the House. I think I am safe in saying the erection of a platform, as the late Minister intended, would have done away with the demand of my motion. I trust you will cause immediate reports to be made in regard to my application for I am more persuaded than ever of the necessity of a siding and station at Lithgow.

I am, &c.,
J. HURLEY.

Commissioner for Railways.—Please have the papers sent to the Legislative Assembly as soon as possible. I shall be glad if you will please have Mr. Hurley, M.P., advised of what has been done in respect to the platform at Lithgow.—J.H., 12/5/77.

Mr. Hurley, M.P., informed that the erection of the temporary platform at Lithgow was sanctioned by Mr. Secretary Lackey on certain terms and conditions which Mr. Higgins has undertaken to observe; and that therefore it is not in Mr. Secretary Hoskins power to alter existing arrangements, but that no permanent building will be erected until it has been ascertained from further experience which site will best meet the interest of the general public.—C.A.G., 12/5/77.

Expedite the preparation of the papers for the House as much as possible.—C.A.G., 12/5 77.
Return herewith.—17/5/77.

No. 21.

The Commissioner for Railways to J. Hurley, Esq., M.P.

Sir,

Department of Public Works, Railway Branch, Sydney, 12 May, 1877.

With reference to your letter of the 11th instant, suggesting that the erection of the platform at Lithgow should be delayed until a decision is given by a Committee of the Legislative Assembly, I have the honor, by direction of Mr. Secretary Hoskins, to inform you, that the platform to be erected on the site proposed by Mr. Higgins was sanctioned by his predecessor on certain terms and conditions, which Mr. Higgins has undertaken to observe, and that therefore it is not in his power to alter existing arrangements; but no permanent building will be erected until it has been ascertained from further experience which site will best meet the interests of the general public.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(REPORT OF TRAFFIC MANAGER RESPECTING THE ERECTION OF A GOODS SHED AT GRETA STATION.)

Ordered by the Legislative Assembly to be printed, 5 June, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 28 May, 1877,—

“ That there be laid upon the Table of this House a Copy of the Report of the Traffic Manager of the Great Northern Railway on the proposed erection of a Goods Shed at Greta Station.”

(*Mr. Burns.*)

Additional Accommodation required at Greta.

SUBMITTED for the Commissioner's information. Additional accommodation for both goods and coaching traffic is much needed at this place.

J. HIGGS, 21/9/76.

Does the platform require to be lengthened? Representations have been made that it is too short. Please report as to district beyond—its mineral character, what are the goods that go to Greta, and where do they come from; what goods are sent from there. Give estimated population, and whether it is of a permanent character. What size goods shed is required.—CH. A. G.

Mr. Higgs, B.C., 25/9/76.

Mr. Higgs' Report.

THE platform most decidedly is insufficient in length and breadth. It is an agricultural district. Apart from its mineral character, the goods sent to this place consist of provisions generally sent from various stations, mostly from Newcastle and West Maitland. Very little goods are sent from this place. Population, about 5,500. I think it is of a permanent character, excepting the mining portion of it. In my opinion the shed should be large enough to contain three or four trucks.

J. HIGGS, 28/9/76.

As the traffic at this place realizes over £3,000 a year, without the coal traffic, and the population is over 5,000, there can be no question as to the necessity of additional accommodation. The Engineer for Existing Lines will please direct additional siding to be put in, a small goods shed erected, and the passenger platform lengthened and widened.—CH. A. G., *pro Comr.*, 6/10/76.

Minute of The Engineer of Existing Lines.

As this matter does not appear to be very urgent, I would suggest that it stand over until I have visited the Northern Line, which I intend to do shortly.

W.M., 7/10/76.

Commissioner.

Approved. Return to Mr. Mason.—CH. A. G., *pro* Comr., 12/10/76.

Mr. Mason's Report.

THE arrangements at this station are of a temporary kind, and altogether insufficient for the ordinary traffic. A new brick and stone building has been erected here, intended, I understand, for post and telegraph offices. It appears to me large enough for station purposes as well, if it could be used for such. If the Commissioner approves, I will communicate with the Traffic Manager and carry out such arrangements at this station as are required.

W.M., 14/12/76.

Minute by The Secretary for Railways.

THE building was erected as a post, telegraph, and railway station; it has been handed over to this department, and the railway officer is in charge of the building—a small portion only being allotted to post and telegraph purposes. The land on which the station is built has been conveyed to Commissioner by Mr. Clift, and the Traffic Manager North has recommended in other papers that it be fenced in. With the other papers (which are sent herewith) will be found a tracing of the land conveyed. It will be seen that the creek at the end of Nelson-street requires to be bridged to afford access to the station. The work required is fencing in of land, and construction of approaches from Anvil Creek side (the Commissioner for Roads will make the approaches from the other side—Greta township), lengthening platform, and erection of small goods shed.

CH. A. G., 18/12/76.

Decision of The Commissioner for Railways.

MR. Mason to make the necessary arrangements with the Traffic Manager to carry out what is necessary.

J.R., 4/1/77.

The Engineer for Existing Lines to The Superintendent of Permanent Way.

THE new building at Greta is intended for a station, post office, and telegraph office. I wish you to do what is necessary to make it suitable for a station; also to erect a good platform at least 100 feet long, and put up a small goods shed, if the Traffic Manager thinks the present traffic will justify the outlay.

I enclose a tracing, showing the land belonging to the Commissioner, which I wish you to have fenced, and to make a road approach to Anvil Creek. The Commissioner for Roads will make the road approach from Greta township. Charge cost to Schedule G.

W.M., 5/1/77.

Report of The Superintendent of Permanent Way.

THE platform, goods siding, road approaches, &c., have been completed; but nothing appears to have been decided about the booking office, &c.; the business is therefore still being done in the small wooden box.

Mr. Higgs does not think it necessary to erect a goods shed at present.

G.B., 15/3/77.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM MURRURUNDI TO TAMWORTH.

(APPLICATION OF CONTRACTOR FOR EXTENSION OF TIME—CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 7 February, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 19th January, 1877, That there be laid upon the Table of this House,—

“Copies of all Papers, Applications, Letters, and Minutes, having reference to any application made by the Contractor of the Great Northern Railway Extension from Murrurundi to Tamworth for an extension of time for the completion of his Contract.”

(Mr. T. G. Dangar.)

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No. 1.

Mr. W. Wakeford to The Commissioner for Railways.

Sir,

Gt. N.R., Murrurundi, 22 March, 1876.

As the time for the completion of Contract No. 1 on the Great Northern Railway from Murrurundi to Tamworth expires on the 31st March, 1876, and my not having been able to complete the works in the time named, which has been caused by the great scarcity of labour, and more particularly of that class suitable for railway construction.

At the commencement of this contract I expected to have been able to have collected a good force of labour from Victoria and Tasmania, having sent to those Colonies for that purpose, and at a very great expense. Those that were sent over from Victoria, I must say were, without exception, about the worst lot of men possible to collect together, with the exception of a few; although I sent a man over especially to collect none but good men, and no sooner had they arrived and had been at work for a couple of days or so, and having supplied them with cash to procure provisions, that numbers of them left to go up the country; the same may be said of some that came over from Tasmania, although, on the whole, they were a better lot, but unfortunately not many came over from that Colony. I also sent to the other Colonies, but not many came, and from South Australia I received a letter, in reply to one sent by me, that it would be of no use in my appointing any one to collect men to send over here, as there were none to be had, and that the country was languishing for the want of labour. In addition to this, I had advertisements inserted in all the principal papers of the Colony, so that it might be thoroughly known that there was plenty of work on this contract.

I may state that numbers of men after having received passes to convey them to Murrurundi for the purpose of procuring work, have not made any application for such, and some of them, I may say a great many, who did make application, only worked about a day or two, and then wanted lighter work, and, not being able to obtain it, left the work altogether. I could illustrate many instances of men that have been sent up here who had no more idea of railway work than an idiot; only to-day two men called for employment; I then told them to go up beyond the Willow-tree, the distance of about 14 miles from here, and they would find plenty of work there immediately; they wanted to know if I could send them on in a conveyance, as they expected I had one for that purpose; of course I declined.

I may further add that I have been carrying on a great part of the work for the past six months by day work instead of piece work, thinking I may procure more men; it has, however, made no difference, although I am paying as high as 9s. (nine shillings) per day labourers. The fact is, that the wages ruling are so high that the men have plenty to spare on pay-day, and very few return to work for a week afterwards, spending their money in that interval in drink.

I therefore beg to make application for an extension of time, so as to enable me to complete this contract, and should feel obliged if you would grant me eighteen months for that purpose.

Trusting you will give this your favourable consideration,—

I am, &c.,

W. WAKEFORD.

Mr. Whitton.—B.C., 24/3/76, J.R.

No. 2.

Minute of Engineer-in-Chief.

I HAVE every reason to believe that Mr. Wakeford has done all in his power to procure labour to carry on his contract, but without success. I have therefore no alternative but to recommend that the extension of time asked for be granted, on the condition that the line to Quirindi be opened for public traffic in August next.—J.W., 28 March, 1876.

To Commissioner.

No. 3.

Approval of Minister for Public Works.

Approved.—J.L., 1/4/76.

Mr. Wakeford informed.—4/4/76. Instructions to Crown Solicitor for Bond.—10/4/76.

Mr. Whitton to see.—B.C., 11/4/76, C.A.G. Seen.—J.W., per W.H.Q., 27/4/76.

No. 4.

The Commissioner for Railways to W. Wakeford, Esq.

Sir, Department of Public Works, Railway Branch, Sydney, 4 April, 1876.

In acknowledging the receipt of your letter of the 22nd ultimo, applying for an extension of time to enable you to complete your contract on the Great Northern Railway Extension, Murrurundi to Tamworth, and explaining the causes which have prevented you from completing this contract within the time specified, I have the honor to inform you that the Honorable the Minister for Public Works, after taking into consideration the explanation given by you, has approved of an extension of eighteen months being allowed you from the date hereof, on the express condition that the line to Quirindi be opened for public traffic in August next.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 5.

The Crown Solicitor to The Commissioner for Railways.

Sir, Crown Solicitor's Office, Sydney, 25 May, 1876.

In compliance with the instructions contained in your Minute Paper B.C. 10/4/76, I have had prepared and forward herewith agreement, duly executed, for extension of time for the completion of Mr. Wm. Wakeford's contract, Great Northern Railway Extension, No. 1, Murrurundi to Tamworth. The agreement should be signed by the Commissioner, and the seal affixed thereto.

I return the original contract and other papers herein.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(RUNNING OF PASSENGER TRAINS ON WALLSEND COAL COMPANY'S LINE.)

Ordered by the Legislative Assembly to be printed, 14 February, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 21 July, 1876, That there be laid upon the Table of this House,—

“Copies of all Correspondence and other Papers and Documents in the possession of the Government having reference to the negotiations with the Wallsend Coal Mining Company for the running of Passenger Trains on the Wallsend Line to and from Wallsend.”

(Mr. G. A. Lloyd.)

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RAILWAYS.

No. 1.

Government Railways—Minute Paper.

MR. HIGGS to report whether there would be any objection on the part of the Wallsend Company to have a fixed time once a day for running a coal train with passengers. Complaint is that hour is never known; if it were, people travelling could make arrangements; fixed time to apply to one train only.—C.A.G., B.C., 27/11/72. (*Very urgent.*)

I have seen the Company's Manager (Mr. Neilson); he has a decided objection to have a time fixed for any train. He thinks the Commissioner had better bring the matter under the notice of the Directors.—J. HIGGS, 29/11/72. The Chief Clerk.

Let the question be submitted to the Directors.—J.R., 7/12/72. Write Mr. Binney, 10/12/72.

No. 2.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, 10 December, 1872.

I have the honor to request that you will be good enough to submit to your Board of Directors for their consideration the desirability of having a fixed time once a day for running a coal train with passengers, such arrangement to apply to one train only.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 3.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 20 December, 1872.

I have the honor to acknowledge the receipt of your letter of the 10th instant, requesting me to submit to the Directors of this Company the desirability of having a fixed time for running a coal train with passengers, such arrangements to apply to one train only.

Your letter reached me only at 4:45 p.m. on the 12th, too late for my Board on that day. I laid it before my Directors yesterday, and am desired to say that much delay and inconvenience is caused by the stoppage at Wallsend and Newcastle to take up and set down passengers, which at busy times is a serious loss to the Company, and the Directors would suggest in lieu of the proposal made you, that a train for goods and passengers only should be run twice a day from Newcastle to Wallsend, at such fixed times as may be found most convenient.

My Directors think this plan would be much safer for passengers, and would suggest a trial for a few months.

I have, &c.,
F. W. BINNEY,
Secretary.

Traffic Manager, North, for report.—J.R., B.C., 2/1/73. The Traffic Manager has already reported upon this. See his recommendation of 27/12/72 herewith.—C.A.G., 2/1/73.

The present system of conveying passengers to and from Wallsend by the coal trains is very inconvenient as no trains run when the pits are not working, and when they are working no regular time is fixed for the running of the trains.

I would suggest that a booked train, consisting of passengers and goods (not coal), leave Newcastle at 8:15 a.m. and 4:30 p.m., and Wallsend at 9:0 a.m. and 5:15 p.m.; this would do away with the practice of conveying passengers with coal trains. Should this be approved of we ought to get a larger proportion of the earnings than we now have as the train-mileage will be increased nearly 40 miles a day, and it will be necessary to get the Wallsend Company to agree to this alteration as it will in a small degree interfere with the running of their coal trains.—J. HIGGS, 27/12/72.

The Directors of the Wallsend Company might be consulted in the first instance.—J.R., 2/1/73.

See their letter, already in.—C.A.G., 3/1/73.

Ask Mr. Higgs to state what additional proportion of the earnings should be received by the Commissioner.—J.R., 6/1/73.

I think the Commissioner should get 10 per cent. in addition to what we have at present.—J. HIGGS, 7/1/73.

No. 4.

Running Trains to Wallsend.

At present the traffic comes by the coal trains, the Wallsend Company getting 30 per cent. of gross proceeds.

It is proposed to run regular trains and Mr. Higgs thinks that the proportion to Wallsend Company should be reduced to 20 per cent.

The Company must be written to on subject if approved.—C.A.G., 10/1/73. Approved.—J.S., 11/1/73.

Upon considering this matter I do not think we should pay the Company any portion of our proceeds; we should estimate what we cost the Company per train mile run over their line and pay them accordingly. As a matter of justice, as no doubt the Wallsend Company will point out, we should pay them more than 30 per cent. instead of less; if 30 per cent. was the right amount before as now we will be running regular trains over their lines, instead of having a carriage attached to a coal train, and consequently the wear and tear to their line will be greater. I find by Traffic Auditor's return that we have paid the Wallsend Company £565 8s. 4d. for running over their line in 1872. This is an excessive amount. The Co-operative Company pay the Wallsend Company £200 a year for running their coal trains over their line, and I am quite certain that the wear and tear caused by the coal trains passing over the line must be ten times greater than that caused by a passenger carriage attached to a coal train.

If the two trains are run as proposed the mileage will be 5,000 miles per annum; we should not pay more per mile than the cost of maintaining our lines. Mr. Whitton might be asked to say what this amount is; we should in addition pay the salary of the porter in charge at Wallsend.—C.A.G., *pro* Commissioner, 10/3/73. Mr. Whitton.—J.S., 10/3/73.

The cost of maintenance of permanent way for the Great Northern Railway for the year 1872 was 9d. per mile run.—J.W. *pro* W.H.Q., 11/3/73. Commissioner.

Mr. Whitton to say what he considers a fair remuneration to the Wallsend Company would be for running two trains over their line daily (Sundays excepted), and a Saturday night train extra, at per train mile run.—17/3/73.

As the train is run to a great extent for the accommodation of the men employed by the Wallsend Company and as the Commissioner provides the whole of the rolling stock and also the men for working the traffic, I think the Company is only entitled to receive from the Commissioner the cost of the maintenance of the permanent way on its own line, which, assuming the cost to be the same as on the Great Northern Railway, would be 9d. per train mile.

I do not think the Commissioner should allow the Company any per centage of the receipts.—J.W., 27 March, 1873. Commissioner.

Shall the Wallsend Company be informed, in reply to their letter of the 20th December, that the Commissioner is disposed to comply with their recommendation to run two separate trains each way daily, and that it is proposed to abandon the present system of allowing them a per centage of the proceeds, and to pay them a mileage rate for running over their lines; that this mileage rate has been fixed at 9d. per train mile on the report of the Engineer-in-Chief, and that the Commissioner will pay in addition the salary of the porter in charge at Wallsend.—C.A.G., 27/3/73.

To come into operation from the 1st May next. Approved.—J.S., 29/3/73. Secretary, Wallsend Coal Company.—5/4/73.

No. 5.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 5 April, 1873.

In reference to your letter of the 20th December last, stating, by the direction of your Board, that much delay and inconvenience are caused by the stoppage of the coal trains at Wallsend and Newcastle, to take up and set down passengers, entailing at busy times a serious loss to the Company, and suggesting, in lieu of another proposal made by me, that the Government instead of having a passenger carriage attached to the coal trains should run an independent train to and from Newcastle and Wallsend twice a day at such fixed times as may be most convenient,—I have the honor to inform you that this matter has had my close consideration, not only with regard to the advantage which your Company and the travelling public would reap by the adoption of the course suggested, but also with reference to the largely increased expenses which would be incurred thereby, and the consequent necessity of amending the terms upon which the use of your line is at present obtained.

It is considered that under any circumstances those terms must be altered, and other arrangements made more in accordance with the practice which obtains elsewhere when one Company runs over the line of another Company, *viz.*, a fixed price per train mile run and not a proportion of the proceeds as is the case with us at present.

The Engineer-in-Chief has at my request estimated the amount that it would be proper to pay your Company for running the following trains over their line, and informs me that 9d. per train mile run will amply repay your Company for the wear and tear our trains will cause, and give in addition good interest, in proportion, upon the capital invested.

For the present it is proposed to run the following trains:—

Leave Newcastle ...	8:15 a.m., and 4:30 p.m.
„ Wallsend ...	9:0 „ 5:15 „

and the usual Saturday night train to and from Wallsend.

Your Company will be relieved under these terms of the payment of the salary of the Station-master at Wallsend, that being an expense which the Government propose to bear.

I have to request that this matter may receive the early consideration of your Board.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 6.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 10 April, 1873.

I have the honor to acknowledge the receipt of your letter of the 5th instant, in reference to the suggestion made in my letter of the 20th December last, as to separate trains for passengers being run on the Wallsend line.

Also your proposal to substitute a mileage rate in lieu of the present arrangement of a per-centage on the receipts from passengers and goods.

I laid your letter before my Board to-day, and in reply thereto I am desired to say that under the terms proposed the loss of receipts to the Company, after allowing for the payment of the Station-master's salary by the Government, would be very considerable, and further the Directors do not see the comparison with what is customary elsewhere is fair, as the receipts of which this Company gets a per-centage are from persons in the employ of the Company.

I am also desired to say that the Board will be glad to consider any proposal that will not place the Company in a worse position than at present, and give them a fair proportion of the benefit which may be expected from the better accommodation for passengers.

I have, &c.,
F. W. BINNEY.

As the Company decline to accept these reasonable terms I think it will be better to stop running the train from 1st proximo.—J.R., 2/5/73. See letter to J. W. Binney, Esq., 5/5/73. Notice given that from the 31st instant the present terms will cease.

No. 7.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 5 May, 1873.

In reference to your letter of the 10th ultimo, on the subject of the terms proposed by me for the future running of trains over the line of your Company, and stating that your Directors will be prepared to consider any proposal that will not place the Company as regards revenue in a worse position than they are in at present,—I have the honor to inform you that the present terms upon which the trains are run between Newcastle and Wallsend are most unfavourable to the Government and cannot any longer be continued; the principle upon which your Company is remunerated for the service rendered is altogether wrong, and the amount of such remuneration is excessive.

The proper mode of apportioning the remuneration to the service is by a mileage rate, and the proposal made by me of 9d. a mile is an exceedingly liberal one.

I have to request that you will again lay the matter before your Board, and favor me with their decision as early as possible, as upon it will probably depend the cessation or otherwise of the running of trains between Newcastle and Wallsend.

You will have the goodness to consider this a notice that after the 31st instant the present arrangements for running passenger trains over your Company's line will cease and determine. I trust that your Directors may on re-consideration, consent to the terms I have proposed for a continuance of the traffic from and after that date.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 8.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 8 May, 1873.

I beg to acknowledge the receipt of your letter of the 5th instant having further reference to the future running of trains over this Company's line which was duly laid before the Board.

I am instructed to inform you that the subject could not be decided to day in consequence of there not being a full Board.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 9.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 19 May, 1873.

In further reference to your letter of the 5th instant, as to the future running of passenger and goods trains over this Company's line, and the intimation that the present terms upon which the trains are run are most unfavourable to the Government and cannot longer be continued, &c., &c., and stating that the proper mode of remuneration is a mileage rate, and asking me to again place the matter before my Board, I beg to inform you that since my letter to you of the 8th instant, I have again brought the matter before my Board, and am instructed to say that the Directors have given the subject their very careful consideration, but they cannot see that the mileage rate proposed would give the Company a fair share of the profit arising from the passenger and goods traffic on the Company's line, and they must therefore respectfully decline the proposal made by you.

I have, &c.,
F. W. BINNEY,
Secretary.
Department

Department of Public Works, Railway Branch, Sydney.

I HAVE seen the Crown Solicitor in this matter, and he is of opinion that we possess no power to run over the Wallsend Company's line, except by agreement; he suggests that the papers should be forwarded to him to obtain the Solicitor General's opinion in the matter; also, as regards the propriety of a Bill being introduced, taking powers to run over branch lines at rates to be decided by arbitration if no agreement can otherwise be made.

Pending this reference, and as we have given the Wallsend Company notice that the present agreement will terminate at the end of this month, it is suggested that they should be asked to say on what terms they will allow the trains proposed to be run over their line, bearing in mind that the scale of remuneration must be based upon a mileage rate.

C.A.G., 22/5/73.

Approved. Ask the Company what amount of mileage rate they propose, and forward papers to Crown Solicitor as suggested.—J.S., 22/5/73. The Secretary of the Wallsend Coal Company.—23/5/73. Now forwarded to Crown Solicitor.—C.A.G., B.C., 23/5/73.

No. 10.

The Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 31 May, 1873.

I have the honor to return herewith the papers relating to the Newcastle Wallsend Coal Company's Line, and to the right of the Commissioner for Railways to run over it; and to state that I have laid them before Mr. Solicitor General Innes, who has been pleased to write an opinion in the matter, of which the following is a copy:—

"I concur in the view which appears to have been taken of this matter by the Crown Solicitor, viz., that the Government possesses no power to run over the Wallsend Company's line, except with the concurrence of and upon terms agreed upon by the Company. With regard to the open question, viz., the propriety of introducing a Bill, asking for powers to run over branch lines, at rates to be fixed by arbitration, in the absence of mutual agreement, that is a matter to be decided upon by the Minister and the Cabinet."

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

No. 11.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 23 May, 1873.

In reference to your letter of the 19th instant, intimating the refusal of your Company to accede to the proposal made by me for running trains over their line, as the rate proposed would not give them a fair share of the profit of the passenger and goods traffic arising therefrom, I have the honor to inform you that it cannot be admitted that the Company is entitled to share either in the profit or loss arising from this traffic. The Government desire to make use of the Company's line for running certain trains over it, and are prepared to remunerate the Company for the service thus obtained. As your Directors have declined the proposal made by me, I have the honor to request that you will ascertain and inform me what rate per train-mile run they are prepared to accept.

I have to request the favour of an early reply as the arrangement under which this traffic is at present conducted will cease on the 31st instant.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 12.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 29 May, 1873.

I have to acknowledge receipt of your letter of the 23rd inst., referring to my letter of the 19th inst., informing you that after careful consideration the Directors of this Company felt themselves compelled respectfully to decline your proposal for the future running of trains over this Company's line, and also stating in your letter that it cannot be admitted that the Company is entitled to share in either the profit or loss arising from this traffic; that the Government desire to make use of this Company's line for running certain trains over it, and are prepared to remunerate the Company for such service, and asking me to ascertain what rate per train mile run the Directors are prepared to accept.

I am desired to state, in reply, that the Board are wishful to do what they can to meet the views of the Government in this matter; but they wish to remind you that this is the only private line over which the Government convey passengers and goods, the other coal companies having, as I am informed, declined to allow passengers to be conveyed over their lines; and also to state, that the receipts from this traffic have not been sufficient to more than compensate the Company for the hindrance to their coal trade caused thereby.

I am, however, desired to say, that in order the experiment may have a fair trial, and that the Government and the Company may be able to judge by results, my Directors will be willing to accept a mileage rate of one shilling (1s.) per train mile run until the end of this year, leaving it at the option of the Government or the Company to terminate the arrangement by giving a month's notice before the 31st December, it being also understood that the Government defray the wages of the station-master, as proposed in your letter of the 5th April.

I have, &c.,

F. W. BINNEY,
Secretary.

No. 13.

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No. 13.

Minute of Secretary for Public Works.

Approved, although it is quite clear that 1s. per train mile is an excessive rate to pay. Make arrangements for bringing in the new system of running trains as early as possible. Take Crown Solicitor's opinion about issuing a time-table to run over Company's line.—J.S., 2/6/73.

No. 14.

Government Railways.—Minute Paper.

It has been arranged with the Wallsend Company that we shall run special trains between Newcastle and Wallsend at the times suggested by you, for which the Company is to be paid 1s. per train mile run, the salary of the station-master being paid by this Department. This arrangement is to come into force at the earliest possible period. In what way do you propose to advertise the trains? If by time-table, send on at once.—C.A.G. Mr. Higgs, B.C., 3/5/73. I don't think it necessary to advertise by time-table; it will answer all purposes by inserting it in the papers and printing a few slips for our own use. The enclosed time-table will suit, I think.—J. HIGGS, 6/6/73. Approved.—J.S., 11/6/73.

TIME TABLE for Goods and Passengers on the Wallsend Branch.

Down Trains.			Up Trains.		
Stations.	A.M.	P.M.	Stations.	A.M.	P.M.
Newcastle .....Dep.	8:15	4:30	Wallsend .....Dep.	9:0	5:15
H.-S. Point"	8:20	4:35	Waratah"	9:15	5:30
Hamilton"	8:23	4:38	Hamilton"	9:20	5:35
Waratah"	8:30	4:45	H.-S. Point"	9:25	5:40
Wallsend .....Arr.	8:45	5:0	Newcastle .....Arr.	9:30	5:45

No. 15.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 11 June, 1873.

In reference to your letter of the 29th ultimo I have the honor to inform you that although 1s. per train-mile is an excessive rate to pay for running trains over your Company's line, the Secretary for Public Works has approved of the adoption of the new system in the terms stated in your communication.

Enclosed is a time-table, in accordance with which trains to and from Wallsend will run till further notice, to come into operation on Monday, the 16th instant.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 16.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 13 June, 1873.

I have the honor to acknowledge receipt of your letter of the 11th instant, informing me that the Secretary for Public Works has approved of the new system in the terms of my letter of the 29th ult., as to the goods and passenger traffic over this Company's line, and enclosing copy of the time-table proposed to be adopted.

In acknowledging your letter I beg to inform you that a copy of the time-table has been sent to this Company's Colliery Manager, and also to express a hope that the arrangement may prove of advantage in facilitating the coal traffic.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 17.

Secretary, Newcastle Wallsend Coal Company, to Secretary for Public Works.

Sir, Newcastle Wallsend Coal Company, Sydney, 27 March, 1874.

Application having been made to this Company in reference to the erection of a station, &c., at Wallsend, I have been instructed by the Directors to ask you to be good enough to furnish them with a return of the monthly receipts from passenger and goods over this Company's line, from the 15th of June last to the present time.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 18.

No. 18.

RETURN showing the monthly earnings (General Merchandise and Coaching) of the Wallsend Branch, from the 15th June, 1873, to 31st March, 1874:—

1873.		£	s.	d.
15th to 30th June	.....	49	1	2
July	.....	124	11	3
August	.....	137	2	1
September	.....	139	9	11
October	.....	121	3	9
November	.....	132	18	0
December	.....	168	7	4
1874.				
January	.....	155	17	1
February	.....	148	15	9
March	.....	184	6	3
		£1,361	12	7

J. SEALE., 22/5/74.

I notice that Mr. Goodchap looked for a reduction upon the amount brought out by himself, and such would have been the case if it were not for the passenger traffic done by H.-Point, Hamilton, and Waratah with Wallsend.—J. SEALE.

Write letter to Secretary. Add that when the working expenses are deducted and also the amount paid the Company for running over their line, the profit to the Government is a very small one, and that the result proves that the first offer of the Comr., viz., 9d. a mile to the Company, was more equitable than the sum (1s.) which the Company demanded.—C.A.G., 27/5/74.

No. 19.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 27 May, 1874.

In compliance with the request made in your letter of the 27th March last, I have the honor to enclose herein a return of the monthly receipts from passenger and goods over the Wallsend Company's Line from the 15th June last to the 31st March last. I may add, that when the working expenses are deducted and also the amount paid to your Company, the profit to the Government is a very small one, and the result shows that the amount first offered to the Company for running over their line, viz., 9d. per train mile, was more equitable than the sum the Company demanded.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 20.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 8 August, 1874.

I am instructed to write you on the subject of the arrangement under which the Government pays this Company a mileage rate for trains conveying passengers and goods over this Company's railway, and am desired to inform you that after a twelve months' trial the Board are not willing to continue the existing arrangement.

Before, however, giving you the agreed notice of one month for the determining of the arrangement, the Board are willing to consider any proposal which would give the Company a fair proportion of the profit derived from the traffic over their railway.

The

The Directors are informed by their Colliery Manager that since March last (the latest date in the return furnished in your letter of the 27th May last) the receipts for traffic have increased considerably.

The minimum receipts in the return were for October, 1873, £121 3s. 9d.; the maximum in March, 1874, was £184 6s. 3d., the payment to the Company in each case being £23 8s.; from this you will see the Company does not participate in the increased earnings.

The payments by the Company for conveyance of goods amount to more than their receipts for use of the line, the cost of maintenance being borne by the Company.

In drawing the attention of the Board to the subject of these trains, the Colliery Manager states that the loss to the Company of one hour's work by detention of coal trains by the passenger trains as sometimes occur, is greater than the month's receipts from the Government.

I am requested to ask you to give this subject your early attention, and to suggest a return to the proportionate rate formerly in use, which gives to the Company a share of an increasing traffic, and at the same time is highly profitable to the Government.

I have, &c.,

F. W. BINNEY,
Secretary.

Inform:—We decline to return to old method of charging proportionate rates. If 1s. not sufficient the Company may be asked to state what they consider a fair rate per mile.—J.R., 27/8/74.

F. W. Binney informed.—4/9/74.

No. 21.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 4 September, 1874.

I have the honor to inform you that I have given your letter of the 8th ultimo, respecting the arrangements under which the Government run trains over your Company's Railway line, my careful consideration. I may state at once, that under no circumstances will the Government revert to the arrangement previously in force, under which the Company were paid a per centage of the gross proceeds; such a system is wrong in principle, and it would be preferable to cease running these trains rather than consent to its reintroduction. I have shown you in my previous communication, that if the Government had consented to the plan of sharing with the Company the net profits to be derived from this traffic the Company would by no means have realized the amount which they have received under the system of payment at present in force; but as it is represented that the rate of 1s. per train mile does not compensate your Company for the inconvenience which these trains put them to, and as the abolition of the running of these trains would be a serious loss to the miners and others resident at Wallsend, I have to request you to say what rate per train mile will compensate your Company for the use of their line.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

The Company not having replied it is presumed that they are satisfied.—C.A.G., 1/10/74.

No. 22.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 9 October, 1874.

In further reference to the question of payment to this Company for goods and passengers conveyed over the Company's line, I am desired to inform you, in reply to the request that the Company would state what rate per train mile will compensate them for the use of their line—

- 1st. That they are willing to accept the sum of (2/6) two shillings and sixpence per train mile run, as payment for the use of the line for passengers and goods traffic, so long as the time fixed for the running of the trains is not found to interfere with the coal traffic, and subject to readjustment, according to increase of traffic.
- 2nd. I am desired to state that the Company do not admit that, if they had shared in the net profit derived from this traffic, they would have received less than the amount paid by the Government under the present mileage rate.
- 3rd. That the system of payment to the Company of a portion of the receipts to be agreed, would be fairer to both the Government and the Company.

I have, &c.,

F. W. BINNEY,
Secretary.

The Traffic Manager is requested to say what the earnings were on the Wallsend line per month for the 12 months ending 30th June last, *i.e.*, Wallsend line from junction to Wallsend—what number of train miles were run on this portion of line for same period?—C.A.G., B.C., 16/10/74. Urgent. To Mr. Seale for information as to earnings of the branch line.—T. R. NEILD, *pro* Traffic Manager, 17/10/74. To be returned. Information herewith.—J. SEALE, T. Manager, B.C., 22/10/74. Return herewith.—J. HIGGS, 22/10/74.

No. 23.

Return of Train-miles run and Monthly Earnings.

RETURN of the number of Train Miles run by Government Goods and Passenger Trains over the Wallsend Coal Company's private line, during the year ended 30th June, 1874.

Date.	No. of miles.	Rate.	Paid to Company.
1873.			
July	464	1/.	£ s. d. 23 4 0
August	480	"	24 0 0
September	480	"	24 0 0
October	464	"	23 4 0
November	440	"	22 0 0
December	488	"	24 8 0
1874.			
January	512	"	25 12 0
February	416	"	20 16 0
March	464	"	23 4 0
April	464	"	23 4 0
May	472	"	23 12 0
June	448	"	22 8 0
	5,592	.....	279 12 0

J. HIGGS, 17/10/74.

GREAT NORTHERN RAILWAY.

RETURN showing the Monthly Earnings (general merchandise and coaching) of the Wallsend Branch, from 1st July, 1873, to 30th June, 1874.

	£	s.	d.
July, 1873	124	11	3
August, "	137	2	1
September, "	139	9	11
October, "	121	3	9
November, "	132	18	0
December, "	168	7	4
January, 1874	155	17	1
February, "	148	15	9
March, "	184	6	3
April, "	148	6	3
May, "	160	4	1
June, "	162	3	5
	£1,783	5	2

J. SEALE, 22/10/74.

No. 24.

Minute of Secretary of Railways.

Wallsend Coal Company's Line—Commissioner's Traffic over.

See letter from Secretary of Company proposing that Government should pay Company 2s. 6d. per train-mile instead of 1s. as at present.

The exorbitant nature of the demand made is shown by the following statement:—

For the 12 months ending the 30th June last the train-miles run amounted to 5,592. The cost to the Government was as follows (taking Railway statistics of 1873 as a guide):—

Locomotive power	s. d.	per train-mile.
Repair of carriages and waggons	1 3½	"
Traffic charges	0 3	"
Paid Wallsend Company	1 6	"
	1 0	"
	4 0½	per train-mile.
4s. 0½d. for 5,592 miles, equal	£1,124	4 6
The gross earnings for the same period were	1,783	5 0
Net earnings	659	0 6

If we were to pay the Company 2s. 6d. per train-mile the working expenses would be 5s. 6½d. per mile while the gross revenue would amount to 6s. 4½d. per mile, or a net profit of 10½d. per mile, equal to £238 16s. 6d.; that is to say, the Wallsend Company would receive £699 per annum, and the Government £238 16s. 6d.,—whereas at present the Company receive £279 12s. and the Government £659 0s. 6d.

To give the Company 2s. 6d. per train-mile is therefore out of the question; an offer might be made of 1s. 6d. per train-mile, which would give the Company £419 8s., and the Government £519 4s. 6d. This is more than the Company is equitably entitled to, as I am sure the maintenance of their line for our traffic does not cost more than 9d. per train-mile, and their profit would therefore be 100 per cent., while the profit of the Government will amount to scarcely 25 per cent. on the outlay, thus:

The Company will earn 9d. for every 9d. expended.

The Government will earn 1s. 10½d. for every 4s. 6½d. expended.

C.A.G., 24/10/74.

Inform: Do not see sufficient reason to alter the present charge. Their suggestion appears unreasonable.—J.R., 2/11/74. F. W. Binney informed.—5/11/74.

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No. 25.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 5 November, 1874.

With reference to your letter of the 9th ultimo, relative to the rate paid by the Government to your Company for running trains over its line of railway,—I have the honor to inform you that the rate named by you, viz., 2s. 6d. per train-mile run, is altogether unreasonable, and the Secretary for Public Works does not see that you have afforded sufficient reason to alter the present charge.

I have, &c.,

CHAS. A. GOODCHAP,

Pro Commissioner for Railways.

No. 26.

Secretary, Newcastle Wallsend Coal Company to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 13 November, 1874.

I have the honor to acknowledge the receipt of your letter of the 5th instant, in reply to mine of the 9th ultimo, on the subject of the rate to be charged by the Company for the use of their line.

In reference to the remark in your letter that the rate of 2s. 6d. per train-mile is altogether unreasonable, and that the Secretary for Public Works does not consider that the Company have afforded sufficient reason for altering the present charge, I am desired by the Board respectfully to say, in reference to the opinion expressed by the Secretary for Public Works, that the present rate does not yield the Company so large a return as they derived from the line when the traffic was little more than half what it is at present, and that the average cost of maintenance over the Great Northern Line, with a much lighter traffic, is considerably more than the mileage rate paid to the Company, who maintain their line at their own cost. I am also instructed to remind you that the Board offered, on behalf of the Company, to accept a proportion, to be agreed on, of the gross receipts from the passenger and goods traffic for the use of their line. That it was after you informed them in reply to such offer that the Government would not assent to the arrangement previously in force, under which the Company were paid a percentage of the gross receipts, that it was wrong in principle, and that it would be preferable to cease running these trains, and asking the Company to name a rate per train-mile that would compensate the Company for the use of their line, that the offer now under discussion was made.

That it was after careful consideration, and availing themselves of all accessible information, that the Board determined on the rate asked, which they consider such as would give both to the Government and the Company a fair share of the profit derived from the traffic over the Company's line.

I am also desired to point out that the traffic for passengers and merchandise over the Great Northern Railway is increased materially by its connection with the Wallsend Line, and that as the rate gives the Government a portion of the profit over the Wallsend Line, the Company might fairly claim to participate in the profit realized on the Great Northern Line from the traffic thrown on it from their railway as would be the case in England on lines similarly situated.

I am also instructed to say that the Board are still of opinion that the rate asked is reasonable, and that after the expiration of this year they cannot take less than 2s. 6d. per train-mile.

Reverting to the paragraph in your letter of the 4th September last, as to ceasing to run these trains, I am instructed to say that whilst the Company is willing to allow these trains to be continued so long as they receive a fair proportion of the profit derived therefrom they are not anxious for their continuance, except so far as they are a convenience to the residents of Wallsend, as indirectly they entail considerable loss on the Company.

In conclusion the Board wish me to say they consider the most equitable plan for the working of this traffic is a division at a rate to be agreed on, and they trust on reconsideration you will be willing to agree to this method of payment for the use of the line.

I have, &c.,

F. W. BINNEY,

Secretary.

No. 27.

Minute of Secretary for Public Works.

If the traffic to Wallsend is to continue it will be necessary to erect a goods shed and passenger station at that place. The Government will be prepared to erect suitable buildings and to put in the requisite sidings in connection therewith, if the Wallsend Company will grant sufficient land for the purpose, in consideration of which, and on condition that an agreement is entered into to observe the terms for a period of at least five years, I will consent to increase the rate per train-mile from 1s. to 1s. 6d., as compensation to the Company for running over their line.—J.S., 23/11/74. Secretary, Wallsend Company, informed.—8/12/74.

No. 28.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 8 December, 1874.

Referring to your letter of the 13th ultimo, on the subject of rate to be paid to your Company for running the Government trains over their line, I have the honor, by the direction of the Secretary for Public Works, to state that if the traffic to Wallsend is to be continued it will be necessary to erect a goods shed and passenger station at that place. The Government will be prepared to erect suitable buildings and to put in sidings in connection therewith if the Wallsend Company will grant sufficient land for the purpose, in consideration of which, and on condition that an agreement is entered into to observe the terms for a period of at least five years, the Secretary for Public Works will consent to increase the rate per train-mile from 1s to 1s. 6d., as compensation to the Company for running over their line. I have to request the favour of an early reply, as, if this traffic is to continue, the accommodation which is so loudly called for by the miners and others of Wallsend must be provided without delay.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 29.

No. 29.

Secretary, Newcastle Wallsend Coal Company to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 11 December, 1874.

Your letter of the 8th inst. in reply to mine of the 13th ult., on the subject of the mileage rate to be paid to the Company, was laid before the Board yesterday.

In reply thereto I am desired to inform you that the Company will erect the necessary building for a passenger station, (a goods shed having been erected by them some years ago), on the Government agreeing to pay the Company the mileage rate of 2s. 6d., as asked in my letter of the 13th ult., such rate to be subject to readjustment, and this offer to be without prejudice.

I am desired to add that the Board still adhere to the opinion that payment by a rateable proportion of the receipts is the fairest both to the Government and the Company, and that in the event of the above offer not being accepted by the Secretary for Public Works the Company is quite willing to submit the question to arbitration.

I have, &c.,

F. W. BINNEY,
Secretary.

Decline the proposition to pay 2s. 6d. a mile, and leave the Company to take such further steps as they may desire.—J.R., 15/12/74. Mr. Binney so informed.—21/12/74.

No. 30.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 21 December, 1874.

In acknowledging the receipt of your letter of the 11th inst. on the subject of the mileage rate to be paid by the Government to your Company for running over their line, I have the honor, by the direction of the Secretary for Public Works, to decline the proposition that the Government should pay 2s. 6d. per mile.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 31.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 31 December, 1874.

I beg to acknowledge your letter of the 21st instant, in which you inform me that the Secretary for Public Works declines the proposition that the Government should pay this Company a mileage rate of 2s. 6d. for running over their line.

I am instructed, in reply thereto, to remind you that you have not referred to the offer made by the Company to erect the necessary station buildings, nor the offer (in the event of the Government not agreeing to pay the mileage rate asked) to refer the matter to arbitration.

I am desired again to state that the Company is prepared to erect the necessary station accommodation, and to leave the amount to be paid to the Company for the use of their line to arbitration.

I have, &c.,

F. W. BINNEY,

Secretary.

No more than 1s. 6d. per mile can be offered on condition of land being conveyed for station and goods shed; 5 per cent. would also be allowed on the cost of the buildings if erected by the Company.—J.R., 8/1/75. The Secretary of Wallsend Coal Company so informed.—8/1/75.

No. 32.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 8 January, 1875.

In acknowledging the receipt of your letter of the 31st ultimo, I have the honor to inform you, that no more than 1s. 6d. per mile can be paid by the Government for running their trains over the Wallsend Line, and this upon condition that sufficient land on which to erect a passenger station and goods shed is conveyed to the Commissioner free of charge. The Secretary for Public Works desires me to add that if your Company would prefer to erect these buildings themselves the Government will in addition to the mileage rate of 1s. 6d. per mile pay 5 per cent. per annum upon the cost of the structures alluded to.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 33.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 14 January, 1875.

In acknowledging the receipt of your letter of the 8th instant, in reply to mine of the 31st December last, I am desired to express the regret of the Board at your decision.

In further reference thereto, I am instructed to say that the Board withdraw all offers made as to the charge for the use of the Wallsend line for passengers and goods traffic.

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I am also desired to inform you, that the Company will erect the necessary station accommodation, and that they claim 25 per cent. of the receipts from passenger and goods traffic between Newcastle and Wallsend for the use of their line, or they will accept such proportion of the receipts as may be awarded them on arbitration.

In the event of your not accepting either of the above offers I am desired to say that the Board feel they will have no alternative but to give notice to withdraw the traffic.

As the matter is very urgent I have to ask the favor of an early reply.

I have, &c.,

F. W. BINNEY,

Secretary.

Inform that we decline to pay 25 per cent., or refer the matter to arbitration.—J.R., 19/1/75.
The Secretary informed.—27/1/75.

No. 34.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 27 January, 1875.

In reference to your letter of the 14th instant, declining to accept the proposition made by the Government for running their trains over the Wallsend Company's line and claiming on behalf of the Company as compensation for such running 25 per cent. of the receipts from passengers and goods between Newcastle and Wallsend, intimating at the same time that in the event of this not being acceded to, or the matter referred to arbitration, your Board would give notice to withdraw the traffic, I have the honor, by the direction of the Secretary for Public Works, to state that the Government will not consent to pay 25 per cent. of the revenue as proposed, nor will they consent to refer the question to arbitration as it is not one which can fairly be settled by such a reference.

I have to observe that in offering 1s. 6d. per train-mile the Government have doubled their first offer of 9d. per mile, not from any conviction that the Company are equitably entitled to so large an amount of compensation for the accommodation they afford, but from a strong desire to keep open a traffic, the closing of which would be so great a deprivation to the inhabitants of Wallsend. Your Board, however, are so unreasonable in their demands that there appears to be no course open but to accept the alternative with which they threaten to terminate the matter.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 35.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 11 February, 1875.

Your letter of the 27th January, in reply to mine of the 14th ultimo, was considered by the Board to-day.

I am desired by the Board to inform you that as you decline to allow the Company either the 25 per cent. of the receipts from passengers and goods traffic asked, or such amount as might be allowed them under arbitration, the Directors had decided to give you notice for the discontinuance of the passengers and goods traffic over the Company's railway; as however a change has taken place in the head of your department since your letter was written, they are willing that the Government should have the opportunity of further consideration.

In order that the matter may be fully considered, I have the honor to request that you will arrange with the Honorable the Secretary for Public Works to receive a deputation from the Board on the subject, and as the matter is very important I have to ask that an early day may be named.

I have, &c.,

F. W. BINNEY,

Secretary.

Appoint Thursday next, the 25th instant, at 12 a.m.—J.R., 17/2/75. Mr. Binney infd.—18/2/75.

No. 36.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 18 February, 1875.

In reply to your letter of the 11th instant, I have the honor to inform you, that Thursday next, the 25th instant, at 12 o'clock a.m., will be a convenient time to receive a deputation from your Company's Board, which proposes to wait upon the Honorable the Minister for Public Works with reference to the charge to be allowed for the carriage of passengers and goods over the Newcastle Wallsend Coal Company's lines.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 37.

Report of Deputation.

Extract from "Sydney Morning Herald," 26 February, 1875.

Passenger and Goods Traffic between Newcastle and Wallsend.

YESTERDAY morning a deputation, consisting of Dr. Garran, Mr. A. A. Smith, Mr. A. Lamb (Directors of the Newcastle and Wallsend Coal Mining Co.), and Mr. F. W. Binney, the Secretary to the Company, waited upon the Minister for Works (the Hon. John Lackey), to submit a claim on behalf of the Company they represented to a fair share in the profits accruing from the passenger and goods traffic on the line of railway constructed by the Company between Wallsend and the Great Northern Railway. The claim was urged by the deputation upon the grounds disclosed in the following statement:—About the year 1866, in order to accommodate the people working at the Wallsend mines, it was arranged that a carriage should be added to the coal train, and that the Company, in consideration of the convenience which

which would be occasioned by this arrangement, should receive 25 per cent. of the fares. In the latter part of the year 1869, though the traffic was still carried by means of the coal trains, it had increased to so large an extent that it was found necessary to appoint an officer at Wallsend to take charge of it. The Company paid the additional expense, and in consideration of this their share of the receipts was increased from 25 to 30 per cent. Subsequently the Company objected to the traffic being carried on in this way, on the ground that it seriously impeded the coal traffic, and they suggested that it would be better for the Government to run independent trains for the transmission of goods and passengers. It was ultimately decided that independent trains should be run and the Company were offered 9d. per train-mile, the Government agreeing to pay the salary of the officer in charge and all other expenses. The Company objected to relinquish any portion of the remuneration they had been receiving, and held out for a time for better terms. It was at length agreed, the Company suggesting the rate, that 1s. per train-mile should be paid to them, and this arrangement has continued up to the present time. The Company, however, feeling that they are not receiving sufficient remuneration for the use of their line, and for the facilities which the use of their line affords the Government traffic, asked that the original rate of remuneration should be reverted to, or that the matter should be submitted to arbitration. Mr. Lackey, in reply, said that after the rate of 1s. per train-mile had been agreed to, application was made to increase the rate to 2s. 6d. per mile, and he had been informed by the officers of the department that that was altogether above what the Government would give. The gross return to the Government was 6s. 4½d. per train-mile, and the working expenses were 3s. 0¼d. per mile. The difference between these two rates, less the Company's proposal of 2s. 6d. per mile, would leave the Government a net profit of 10¼d. per mile, while the Company would receive 2s. 6d. per mile, less the cost of repairing the line for the Government traffic, a cost which would be considerably overestimated if it were put down at 8d. per train-mile. In other words, or in other figures, the Company by expending £106 per annum in keeping their line in order for the proportion of Government traffic over it, would get a net profit of £533, while the Government, by expending £1,380 in working expenses, would receive a net profit of £238. This proposal was of course declined. He found that the Company now desired that the old arrangement, by which they received 25 per cent., should be reverted to, or that the matter should be set at rest by being referred to arbitration. Though willing to meet the wishes of the deputation, it appeared to him, after carefully looking into the matter, that it was very undesirable for the Government to participate in either of the propositions. In one case they would become joint carriers with the Wallsend Coal Company, and in the other they would be handing over an important question for decision by arbitration, which would be a precedent of an inconvenient character in future. Under these circumstances, however willing he might be to fall in with the wishes of the deputation, he did not see how he could do so. As far as he was advised, the amount received by the Company was an equitable proportion to that received by the Government. In answer to a question put by a member of the deputation, Mr. Lackey said he would be happy to cause any information to be supplied to them which would show the exact position in which the Government and the Company stood with regard to each other. The deputation then thanked the Minister, and withdrew.

No. 38.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 26 February, 1875.

Referring to the subject of the interview a deputation of the Board of this Company had with you yesterday, and your promise that the Company should have information as to the amount received for passengers and goods traffic between Newcastle and Wallsend,—I have now the honor respectfully to request that you will be good enough to direct the following information to be furnished to this Company:—

- 1st. The amount received for conveyance of passengers between Newcastle and Wallsend for the year 1874.
- 2nd. The amount received for conveyance of passengers between Wallsend and Newcastle and intermediate stations (distinguishing them) for the year 1874.
- 3rd. The amount received for carriage of goods between Newcastle and Wallsend for the year 1874.
- 4th. The amount received for carriage of goods between Wallsend and Newcastle and intermediate stations (distinguishing them) for the year 1874.

I have, &c.,

F. W. BINNEY, Secretary.

By report in *Herald* it appears that the Minister promised the deputation that they should be supplied with any information they required which would show the exact position in which the Government and the Company stood with regard to each other. The Company now ask for particulars of traffic between Newcastle and Wallsend for 1874; they must mean, I think, all Government traffic over the Wallsend line, for traffic to Wallsend comes from other stations besides Newcastle and intermediate stations; some for instance comes from Maitland; they had better, I think, be supplied (in order that they may have, in terms of the Minister's promise, particulars of the exact position in which the Government and the Company stand), a return of all the Government traffic over the Wallsend line, from whatever station it comes from or goes to.—C.A.G., 1/3/75. Approved.—J.R., 11/3/75. Write memo. to Mr. Higgs asking him to furnish a return of traffic over the Wallsend line, separating passenger and goods, and giving proportion which Wallsend line is entitled to, as distinguished from Government line.—C.A.G., 12/3/75. Memo. to Higgs, 12/3/75.

To Traffic Manager, Newcastle,—Please furnish a return shewing the traffic over the Wallsend line for 1874, separating passengers and goods, and giving proportion which Wallsend line is entitled to, distinguished from the Government lines,—C.A.G., B.C., 12/3/76. This is urgently required. Referred to Mr. Seale for the information.—*Pro* T. Manager, J.R.N., 15/3/75. Herewith.—J. SEALE, 19/3/75. To the Secretary,—*Pro* T. Manager, J. R. NELL, 19/3/75.

GREAT

No. 39.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 8 April, 1875.

In compliance with the request made in your letter of the 26th February last, I am requested by Mr. Secretary Lackey to afford you the following information on the subject of the traffic over the Wallsend lines, applied for on behalf of your Company:—

	£	s.	d.
On account of coaching to Wallsend from Newcastle.....	404	18	1
" " Honeysuckle Point ...	60	14	10
" " Hamilton	27	3	2
" " Waratah	85	0	8
	<hr/>		
	£577 16 11		
	<hr/>		
On account of goods to Wallsend from Newcastle.....	529	9	0
" " Honeysuckle Point	24	7	1
" " Waratah	14	11	7
	<hr/>		
	£568 7 8		
	<hr/>		
On account of coaching from Wallsend to Newcastle	463	0	4
" " Honeysuckle Point.....	22	13	7
" " Hamilton	28	10	3
" " Waratah	69	7	9
	<hr/>		
	£583 11 11		
	<hr/>		
On account of goods from Wallsend to Newcastle	178	9	3
" " Honeysuckle Point ...	6	17	10
" " Waratah.....	2	17	9
	<hr/>		
	£188 4 10		
	<hr/>		
Total Coaching.....	1,161	8	10
,, Goods	756	12	6
	<hr/>		
	£1,918 1 4		
	<hr/>		

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 40.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 16 April, 1875.

I am instructed by the Board to write to you on the subject of the information given by the Commissioner for Railways in his letter of the 8th inst., in reference to the request made to you in my letter of the 26th February last, for information as to the receipts for traffic between Newcastle and Wallsend, which you were good enough to promise the Directors at their interview with you should be afforded them.

What was asked at such interview, and in my letter of the 26th February, was information as to the receipts for passenger and goods between Newcastle and Wallsend, and Wallsend and Newcastle and intermediate stations, so that the Company and the Government might have sufficient data upon which to arrange fair terms for the use of this Company's railway.

The statement sent is made out as *on account of*, without any information as to how such amounts are arrived at, and the Board are forced to the conclusion that the account, as prepared, does not afford a fair return, for the reason that the summary gives as the return from passenger and goods for the year 1874—

Total coaching	£1,161	8	10
Total goods	756	12	6
	<hr/>		
	£1,918 1 4		

When,

When, for the 12 months ending 31st May, 1873 (the Company then being paid 30 per cent. of the receipts) the amount received by the Company was £591 2s. 7d., showing that the traffic then amounted to £1,970 8s. 7d., such receipts being before regular passenger trains were established, and the Directors are advised by their Colliery Manager that since that time the receipts from passengers and goods have at least doubled.

I am therefore directed respectfully to ask that you will cause the Company to be furnished with the information, as asked in my letter of the 26th February last.

I am also desired to request that you will give instructions that the information may be supplied promptly, as considerable time has already elapsed since the interview with you, and the Board are desirous of having the matter settled.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 41.

Minute of Secretary of Railways.

I THINK it would be difficult to conceive anything more unreasonable than that for which this Company is contending. They wish to base their claim to compensation, not upon the revenue derived from the traffic over their line alone but also upon the traffic over the Government line; either they are ignorant of the principles which always rule in such cases or they discredit our intelligence in the matter.

It would be just as sensible if we were to credit the Morpeth Branch or the Richmond Branch with all the revenue derived from the traffic running over these branches—we send 100 tons of goods from Murrurundi to Morpeth. The main line is 102 miles and the branch 4 miles. If we were to adopt the Wallsend Company's policy we should credit the Morpeth Branch with the whole of the revenue derived from the carriage of this 100 tons. Acting however on the principles of common sense and justice, we credit the main line with $\frac{100}{106}$ of the revenue, and the branch with $\frac{6}{106}$ which is all the latter is entitled to. In the same way we have taken the traffic over the Wallsend line, and have credited the line with its proper proportion of the revenue. It would be something very novel indeed in the way of apportionments of profits if foreign lines were credited with the revenue derived from running over home lines.

C.A.G., 21/4/75.

Inform Secretary of the general reasons for refusing request, or rather say that they are mistaken in the views of this case.—J.R., 27/4/75. Mr. Binney informed, 29/4/75.

No. 42.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 29 April, 1875.

In acknowledging the receipt of your letter of the 16th instant, with reference to the information supplied you in my letter of the 8th instant on the subject of the traffic over the Wallsend line, and stating on behalf of your Company that the information given is not in accordance with the promise made to your Directors at their recent interview with Mr. Secretary Lackey, who you state promised you particulars of the traffic between Newcastle and Wallsend,—I have the honor to inform you that you are in error in this matter as Mr. Secretary Lackey made no such promise but only promised to supply your Company with such information as would show the exact position in which the Government and your Company stood in regard to each other.

This information was given, and as it is considered sufficient to show the relative positions of both parties as regards the traffic over your Company's line, I cannot concede to your request to be furnished with any further information.

I may add that the Wallsend line has been credited with its proportion of the traffic precisely in the same way as the Government credit the Windsor line and the Morpeth line with traffic, which runs partly over those lines and partly over the main lines.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

No. 43.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 6 May, 1875.

I am instructed to acknowledge the receipt of your letter of the 29th ult., in reply to mine of the 16th April, addressed to Mr. Secretary Lackey, in reference to the returns of traffic over the Wallsend Railway, in which you state that I am in error in regard to the information promised by Mr. Lackey to the deputation from this Company.

In reply, I am desired respectfully to state that the recollection of the four members of the deputation is distinctly that the information asked from Mr. Secretary Lackey (the question being put by myself from a written memorandum) was, would he (Mr. Lackey) direct the Company to be furnished with information as to the amount of the traffic, passengers, and goods between Newcastle and Wallsend, both ways, which Mr. Lackey promised should be given. I am also desired to say that the information given in your letter of the 8th April is insufficient, inasmuch as it does not state whether the sums given are gross or net receipts, or whether they are for the whole distance between Wallsend and the stations named, or only for the distance run over the Wallsend line. The statement in your letter of the

29th April, that the Wallsend line has been credited with its proportion of traffic precisely in the same way as the Government credit the Windsor line and the Morpeth line with traffic, which runs partly over those lines and partly over main lines, does not afford the required information, because this Company has not access to the accounts shewing the method in which these calculations are made; and I would further submit that the same basis of calculation could scarcely be fair, seeing that the lines mentioned were constructed and are maintained at the cost of the Government, whilst the Wallsend railway was made at the cost of and is maintained by the Company.

I am, therefore, desired again to request that you will furnish the information asked from Mr. Secretary Lackey in the first instance.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 44.

Minute of Secretary of Railways.

Letter from Wallsend Coal Company of May 6th.—*Re* information supplied them as to traffic.

The Secretary says that four members of the deputation distinctly remember that Mr. Lackey promised to furnish them with information as to the amount of the traffic between Newcastle and Wallsend. It is no doubt the fact, as the Secretary states, that Mr. Lackey was asked if he would give this information, but his reply, as given in the *Herald*, was as follows:—"In answer to a question put by a member of the deputation, Mr. Lackey said he would be happy to cause any information to be supplied to them which would show the exact position in which the Government and the Company stood with regard to each other."

The members of the deputation probably took this to be an affirmative answer; but it is far from being so.

The only objection there is to give the Company the information consists in this: That they will base their claim to remuneration on the total amount received, not only on the Wallsend line but on the Government line. If, however, the Minister is willing that the Company should have the information, the use or the abuse they may make of it is of very little importance, as the mere preference of a claim is no evidence of its justice—it will probably lead, however, to a vexatious correspondence.

It may be that more harm will be done by withholding than by granting a compliance with the request made. The Company think they are entitled to a good deal more than they are receiving; and the sooner a proper understanding is arrived at the sooner shall we be able to get carried out at Wallsend the improvements in the shape of a proper passenger station and goods shed, which the increasing traffic is daily calling for.

C.A.G., 17/5/75.

No. 45.

Minute of The Secretary for Public Works.

As the members of the deputation understood Mr. Lackey to promise to furnish the information asked for, and as no harm can arise from complying with their request, probably it would be the best course to furnish the return they require.—J.R., 17/5/75. Approved.—J.L., 28/5/75. F. W. Binney informed.—2/6/75. The opportunity has been taken to draw the attention of the Company to the Commissioner's proposal to pay them 1/6 per train-mile, provided they will convey a site for a new passenger and goods shed which the residents at Wallsend are agitating for.—C.A.G., 2/6/75.

No. 46.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 2 June, 1875.

In reference to your letter of the 6th instant, stating that four members of the deputation, which waited upon Mr. Secretary Lackey on the subject of the traffic over the Wallsend line, distinctly remember that, in response to a question on the subject, he promised that the Company should be furnished with information as to the amount of the traffic, passengers, and goods between Newcastle and Wallsend,—I have the honor to refer you to a report of what transpired at the interview in question, which appeared in the *Sydney Morning Herald* of the 26th February last. It is admitted that you may have put the question in the words you state; but it would appear that Mr. Lackey, in response, stated "he would be happy to cause any information to be supplied which would show the exact position in which the Company and the Government stood with regard to each other." The members of the deputation probably took this to be an affirmative answer, but it was far from being so. The information which you seek will not show the exact position in which the Government and the Company stand; it will on the contrary, if it be used as a basis for calculating the proportion of traffic which the Company may think they are entitled to, prove to be utterly fallacious for such a purpose, inasmuch as it cannot be allowed that the Company are entitled to a fraction of the revenue derived from the traffic after it comes upon the main line. With this explanation, and as the members of the deputation understood Mr. Lackey to promise to furnish the information asked for, there is now no objection to do so; and I have the honor to enclose herewith a statement of the gross earnings derived from the passenger and goods traffic between Newcastle and Wallsend and intermediate stations.

I take this opportunity of reminding you that an offer of 1/6 per mile has been made your Company, on condition that they convey to the Government sufficient land at Wallsend on which can be erected a proper passenger station and goods shed, with necessary sidings, &c. As the residents of Wallsend are agitating for this necessary accommodation I have to request that you will expedite as much as possible the decision of the Company on the matter.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

[Enclosure.]

[Enclosure.]

GREAT NORTHERN RAILWAY.

RETURN showing the Goods and Coaching Traffic (coal excluded) between Newcastle and intermediate stations and Wallsend, and proportion for Wallsend line, distinguishing the Up from the Down for 1874 (calculated upon the basis of $3\frac{1}{4}$ miles for Wallsend line).

	Coaching.	Coaching proportion.	Goods.	Goods proportion.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Down.</i>				
Newcastle to Wallsend	965 10 9	404 18 1	1,262 10 8	529 9 0
Hs.-Point	129 18 4	62 9 3	51 11 10	24 7 1
Hamilton	50 4 7	28 7 10	Nil	Nil
Waratah	105 10 8	89 3 7	17 16 0	14 11 7
	1,251 4 4	584 18 9	1,331 18 6	568 7 8
<i>Up.</i>				
Wallsend to Newcastle	1,104 2 4	463 0 4	425 11 4	178 9 3
„ Hs.-Point	57 17 8	27 16 7	14 14 2	6 17 10
„ Hamilton	53 11 0	30 5 4	Nil	Nil
„ Waratah	87 6 4	75 11 6	3 13 9	2 17 11
	1,302 17 4	596 13 9	443 19 3	188 5 0

J.S., pro T. Auditor, 9/4/75.

No. 47.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 12 June, 1875.

I have to acknowledge the receipt of your letter of the 2nd instant, and in reply thereto am desired to say that the deputation as you suppose took Mr. Lackey's reply to be an affirmative. As the information asked has now been given, the Board do not wish to continue the discussion, but express their regret that the information was not furnished earlier.

The offer made in your letter of the 8th December last of $\frac{1}{6}$ per train-mile, on condition that the Company would convey to the Government sufficient land at Wallsend on which the Government could erect the necessary station accommodation, was in effect replied to in my letter of the 11th December, in which the Company offered to erect the necessary buildings if the Government would pay the Company $\frac{2}{6}$ per train-mile. On the Government declining to accept these terms, the offer to take a mileage rate was withdrawn by my letter of the 14th January last, in which I stated the Company would erect the necessary station accommodation, and claimed 25 per cent. of the gross receipts between Newcastle and Wallsend, both ways, or such proportion as might be awarded on arbitration. I am instructed to renew the offer to take 25 per cent. of the gross receipts, or a mileage rate equivalent thereto. But as you state that it cannot be allowed that the Company are entitled to a fraction of the revenue from the traffic after it comes on the main line, I am desired to state (without discussing the point further than to say that the same principle is adopted in England in the cases of lines similarly situated) the Company will be willing to accept the gross amount received from the passenger and goods traffic in proportion to the distance such traffic is conveyed over the Wallsend and Great Northern Railway respectively, and will allow the Government 50 per cent. of such gross receipts for working the traffic, the Government finding the rolling stock, the Company maintaining their railway as at present.

As the traffic runs some longer some shorter distances over the Great Northern and the Wallsend Railway respectively, the Board considered, in the offer to take 25 per cent. of the gross receipts, they met this without the necessity of going into minute calculations. I am desired to say the Board have very carefully considered the subject, and they cannot in fairness to the Company accept less than they have asked. The Directors desire further to submit that the capital expended by the Company in their works and railway throws a large traffic on the Great Northern line, without any outlay by the Government; whilst in other parts of the Colony the Government is being asked to construct the branch railways for miscellaneous traffic at the cost of the Country, and taking this into account the Board think they should be met in a thoroughly equitable spirit.

The matter has now been under discussion for more than six months; and I am desired, in conclusion, to state that the Directors cannot accept less than now asked, and that immediately on the acceptance of their offer by you they are prepared to go on with the erection of the station buildings.

The arrangement to date from the 1st of January this year.

I have, &c.,
F. W. BINNEY,
Secretary.

No. 48.

Minute of Secretary of Railways.

Traffic on the Wallsend Line.—(See Company's letter of 12th June, 1875).

THE new proposal of the Company is, that they should receive the whole of the gross amount derived from the traffic on the Wallsend line, allowing the Government 50 per cent. for working expenses.

From the answers given to Mr. Stuart's questions asked in the House on the 14th May, it will be seen that the Wallsend traffic earns 6s. $3\frac{1}{2}$ d. per train-mile, and that the working expenses are 4s. $2\frac{1}{2}$ d.; as the Company under the new arrangement propose to forego the 1s. per train-mile, we now allow them the working expenses will be reduced to 3s. $2\frac{1}{2}$ d. It will therefore be seen that the Company would earn 3s. $1\frac{1}{2}$ d.

3s. 1½d. per train-mile less the cost of keeping their line in repair for our traffic (which may be fairly estimated at 9d. per train-mile), giving a net profit of 2s. 4¾d., while the net earnings of the Government would amount to nil; in fact they would lose 1d. per train-mile; in other words the Company are to expend 9d. per train-mile with a net profit of 2s. 4¾d.; the Government are to expend 3s. 2½d. per train-mile, with a loss of 1d. per mile.

The Company it is understood are quite aware of the nature of their proposal, but they consider they should have all the profit derived from the traffic over their line, because the Government will not allow them any portion of the proceeds of the traffic after it comes upon the main line—and in laying claim to this profit they wish to draw a parallel between their position in relation to the Government and the position of two rival English Railway Companies running over each others lines.

It is scarcely necessary to point out how different the circumstances are. In the first place the English Companies have been authorized by Parliament to carry passengers and goods under certain restrictions as regards rates of freight, and the payment to the public revenue of a remuneration for this concession in the shape of taxes on the number of passengers carried; each Company is made a public carrier under the Act, and has the necessary equipment in respect of engines, carriages, station buildings, and staff for properly conducting the traffic; when Company A brings the traffic to the junction of Company B's line, the latter Company is prepared with all conveniences for taking it over, and it is only to prevent inconvenience to the travelling public that by mutual agreement they arrange that the vehicles of one Company shall run over the other Company's line, and that the proportion of profit which each is entitled to shall be decided by the London Clearing House. The Wallsend Company however is not in the same relation with the Government. Here the State instead of legalizing carrying Companies has undertaken the duty of providing the railway system; the Wallsend Company's Act provides only for the carriage of their coal to the main line, and gives them no power to carry passengers; besides which, they possess no engines or carriages, and indeed have nothing provided for carrying on a passenger and goods traffic, except a permanent way for running over which the Government have offered to pay a fair remuneration.

The Company however will not listen to this, but wish to become joint carriers with the Government, and to share in the profits. Their demands on this head moreover appear to be made without any accurate calculations; they demand 25 per cent. of the gross proceeds on the whole traffic between Newcastle and Wallsend, or 50 per cent. of the gross proceeds between the junction and Wallsend. What the latter proposal amounts to has already been shown, and their demand of 25 per cent. *is a little more excessive*, as the following statement will shew.

Let us suppose that overlooking all the disabilities the Government have admitted the Wallsend Company into a co-partnership as regards this traffic, and that as the Company suggests should be the case, the profits are to be divided in the same proportion as they would be between two English Railway Companies. In the first place the working expenses would have to be deducted from the gross profits which as they would be 3s. 9¾d. to every 6s. 3½d. earned, would out of every £100 received leave only £39 8s. to be divided; the train miles run on the Wallsend Branch would be 5,716 miles to 8,084 miles run on the main line, entitling the Wallsend Company to £16 6s. per cent., and the Government £23 2s. per cent.; the demand therefore of the Wallsend Company of 25 per cent. is altogether in excess of that which they would be entitled to, even if they were in a position to carry on the traffic from the Wallsend Junction.

These calculations are only useful to shew how utterly baseless are the claims which the Company have preferred. Under the circumstances of the case it is probable that the Government will not alter the mode of remunerating the Company for the privilege of running over their line, viz., a fixed sum per train-mile. An offer to increase the rate from 1s. to 1s. 6d. has been made, not because the Company are entitled to the higher rate, but from a desire to continue the traffic for the benefit of the residents of Wallsend. The Government have also offered to erect station buildings, but the Company appear to be desirous of erecting these buildings themselves in preference to conveying land for the purpose. The Government have offered 5 per cent. interest per annum upon the outlay of these buildings, but this it is submitted might be increased to 8 per cent.

C.A.G., 22/6/75.

The Commissioner declines to pay by per centage, and adheres to the very liberal offer formerly made of 1s. 6d. per train-mile on the conditions then stated.—J.R., 2/7/75. F. W. Binney informed, 9/7/75.

No. 49.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 9 July, 1875.

I have the honor to inform you that your letter of the 12th ultimo, intimating the demand of the Newcastle Wallsend Coal Company either to 25 per cent. of the gross proceeds of the traffic between Newcastle and Wallsend, or to 50 per cent. of the traffic between the Junction and Wallsend, has received my best consideration.

I cannot admit the correctness of the parallel which you wish to draw between the position of your Company in relation to the Government and the position of two English Railway Companies running over each other's lines, as the circumstances are altogether different; but even if this position were admitted your Company would not be entitled to anything like the amount of per centage to which they have laid claim.

In once more declining to pay by per centage, I have to state that I adhere to the very liberal offer formerly made, viz., 1s. 6d. per train-mile, on the conditions then stated.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 50.

No. 50.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 23 July, 1875.

I have the honor to acknowledge the receipt of your letter of the 9th instant, received on the 14th instant, in reply to my letter of the 12th ultimo. I was away at Wallsend last week; your letter was therefore only laid before the Board yesterday.

The parallel of which you say you cannot admit the correctness, as to the position of this Company and the Government, was not drawn (as you will see on reference to my letter) between *rival* English Railways but as between two Companies each contributing traffic to the other, and I fail to see in what respect the circumstances in the case of the Great Northern and Wallsend Railway are altogether different, except that the traffic this Company's line throws on the Great Northern results from the expenditure of capital by the Company; neither can I, after the fullest consideration, see that the Company has asked a larger per centage than they are entitled to. In the course of the correspondence you have been informed that the running of these trains is the cause of frequent delay to the Company's coal trade, and that the Board consented to their running out of consideration for the inhabitants of Wallsend.

I am now desired to inform you that the Board must decline the offer renewed in your letter now under reply, and that it is with considerable regret that they find themselves under the necessity of giving you notice that they cannot allow the passenger and goods traffic to be continued over this Company's railway.

The subject has received the most anxious consideration of the Board, and they feel that in justice to the Company's interests they cannot accept other terms for the use of the railway than those submitted in my letter of the 12th June last.

I am desired to repeat that it is with great regret the Directors feel compelled (after correspondence extending over more than six months has failed to obtain what they consider fair terms) to direct me to give you notice, which I now do, that from the 1st day of September next they decline to permit the running of passenger and goods trains over the Wallsend railway.

I have, &c.,

F. W. BINNEY,

Secretary.

Commissioner should advertise at once in the local journals that in consequence of this notice the trains to Wallsend will not run after the 31st August next.—C.A.G., 23/7/75. Approved.—J.R., 27/7/75. Notices issued.

No. 51.

Telegram from Mr. R. Thatcher to Commissioner.

DEPUTATION from Wallsend want to see Minister about continuation trains. Which day this week most convenient? Reply to Wallsend.

I think the Deputation should wait on the Wallsend Company, as the Government can afford no relief under present circumstances.—J.R., 24/8/75.

The deputation waited on the Minister on the 27th inst. Mr. Lackey informed the gentlemen who called that the Government were unable to do anything in the face of the action of the Wallsend Company, but would be glad to resume the traffic if equitable terms were accepted by the Company.—C.A.G., 31/8/75.

No. 52.

Petition from Inhabitants of Wallsend to The Secretary for Public Works.

Sir,

Wallsend, 16 September, 1875.

We are instructed by the Wallsend railway to direct your attention to the great inconvenience and loss which the residents of Wallsend are sustaining by the stoppage of the passenger and goods traffic on the Wallsend Company's line of railway.

The committee have been in daily expectation of your department making some arrangements for the resumption of the traffic, but as there are no indications of these expectations being realized we again direct your attention to the matter.

We have forwarded a memorial to the Wallsend Company, in which we have requested them to accept such terms as your department has offered until Parliament meets, when we hope the question will be justly and finally settled.

We hope that you will take our case into consideration, and offer the Company such terms as will induce them to comply with the request of the memorial alluded to.

Yours, &c., on behalf of the Committee,

DAVID GARDINER, Chairman.

WILLIAM TURNER, Secretary.

Should be informed that the Government are prepared to resume the running of trains on equitable terms; but that as the notice to stop the traffic came from the Wallsend Company, any proposal for its resumption must emanate from them; the Government are very desirous for the continuance of the traffic in the interests of the residents of Wallsend.—J.R., 7/10/76.

Messrs. Gardiner and Wm. Turner inf., 9/10/75.

No. 53.

Commissioner to Messrs. Gardiner and Turner.

Sirs,

Department of Public Works, Railway Branch, Sydney, 9 October, 1875.

In acknowledging the receipt of your letter dated the 16th ultimo, stating that you have been directed by the Wallsend Railway Committee to represent the great inconvenience and loss which the residents of Wallsend are sustaining by the stoppage of the passenger and goods traffic on the Wallsend Coal Company's line, and expressing a hope that the Government will make such terms with that Company as will induce them to allow the Government engines to resume running on the line,—I have the honor to inform you that the Government are prepared to resume the running of trains on equitable terms, but as the notice to stop the traffic came from the Wallsend Coal Company any proposal for its resumption must emanate from them.

Mr. Secretary Lackey requests me to add that the Government are very desirous for the continuance of the traffic in the interests of the residents of Wallsend, but having also the interests of the general public to protect they cannot consent to the resumption of the traffic except on terms which will be equitable to all concerned.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 54.

Hon. Secretary, N. & W.R.T.R. Committee, to The Secretary for Public Works.

Sir,

Newcastle, 13 October, 1875.

I have the honor, by direction of the Newcastle and Wallsend Railway Traffic Resumption Committee, to inform you, that a deputation from Newcastle and the mining towns intends waiting upon you at an early date to present certain memorials in reference to railway communication between this city and Wallsend.

2. I am further directed to request that you will be good enough to name a day and hour after the 17th instant, upon which it will be most convenient for you to receive this deputation.

3. The deputation would be much pleased if your colleagues, the Honorable the Colonial Secretary and the Honorable the Postmaster General, can arrange to be present at the interview.

I have, &c.,

W. A. BURNAGE,

Hon. Sec., N. & W.R.T.R. Committee.

Say that the Minister would not desire to waste the time of the department by acceding to their request for interview, as the Government are unable to take the initiative in this matter. Informed Mr. W. A. Burnage, 18/10/75.

No. 55.

Commissioner to Hon. Secretary, N. & W.R.T.R. Committee.

Sir,

Department of Public Works, Railway Branch, Sydney, 18 October, 1875.

In acknowledging your letter of the 13th instant, in which you state that you are directed by the Newcastle and Wallsend Railway Traffic Resumption Committee to inform the Honorable the Minister for Public Works that a deputation from Newcastle and the mining towns intend to wait upon him to present a memorial in reference to the railway traffic between Newcastle and Wallsend, I have the honor to inform you that the Honorable the Minister for Public Works has already received a deputation on this subject, and informed them that it is impossible for the Government to take any initiative steps in this matter, and he therefore feels that he will be occupying your time unnecessarily by complying with your application for an interview.

He also requests me to add that the Government are very desirous for the continuance of the traffic in the interests of the residents of Wallsend; but having also the interests of the general public to protect they cannot consent to the resumption of the traffic except on terms which will be equitable to all concerned.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 56.

Hon. Secretary and Chairman, N. & W.R.T.R. Committee, to The Secretary for Public Works.

Sir,

Newcastle, 19 October, 1875.

In reply to a letter dated 18th instant, received from your department (Railway Branch), the committee appointed in connection with the Wallsend Railway question desire to express their regret that, for reasons stated in that letter, you have declined to grant them an interview.

They beg to bring under your notice the fact that a public meeting has been held in Newcastle, convened and presided over by the Mayor, at which resolutions were passed in favor of every effort being used to bring about the resumption of the traffic, and also in favor of the construction of a new line.

They desire to state, that having been appointed for the purpose of carrying out the resolutions passed at that meeting, they have obtained the signatures of 1,312 (thirteen hundred and twelve) residents of the City of Newcastle to the petition praying for the resumption of traffic, and 665 signatures in favor of a new line.

They

They also desire to state that it is their intention to seek for an interview with the Directors of the Wallsend Coal Company (prior to waiting upon you), in the hope that some fresh proposal may emanate from them.

They therefore hope that you will be pleased to reconsider your decision, and by giving them an opportunity of presenting their petitions enable them to faithfully discharge the duty imposed upon them by the citizens of Newcastle.

And they would express their wish that the interview will be granted at as early a date as may be convenient.

We have, &c.,

JOHN J. KITTON,
Chairman, N. & W.R.T.R. Committee.
W. A. BURNAGE,
Hon. Sec., N. & W.R.T.R. Committee.

The writer should perhaps be informed that the Secretary for Public Works in suggesting the inutility of the deputation waiting upon him did so in their interests, and to save them the time and expense of coming to Sydney. As however they now represent that they will come to Sydney to wait upon the Wallsend Coal Company, and will therefore be on the spot, the Secretary for Public Works will afford them the interview they seek.—C.A.G., 21/10/75. Approved, Wednesday next at noon.—J.R., 21/10/75. Mr. Burnage informed.—21/10/75.

No. 57.

Commissioner to Hon. Secretary, N. & W.R.T.R. Committee.

Sir, Department of Public Works, Railway Branch, Sydney, 21 October, 1875.

In reference to your letter of the 19th instant, I have the honor to inform you that the Secretary for Public Works in suggesting the inutility of the deputation respecting the Wallsend Railway traffic waiting upon him did so in their interests only and to save them the time and expense of coming to Sydney, which would be involved if he complied with their request for an interview. As however it now appears that the deputation intend coming to Sydney to wait upon the Directors of the Wallsend Coal Company, the Secretary for Public Works has no further objection to offer, and will be glad to afford the deputation the interview they seek.

I have the honor to add that Wednesday next, the 27th instant, at noon, would be a convenient hour for Mr. Secretary Lackey to receive the deputation.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 58.

Memorial presented by Railway Committee.

Resumption of Traffic upon the Wallsend Coal Company's Private Railway Line.

To the Honorable the Minister for Public Works for the Colony of New South Wales,—

Sir,

The undersigned petitioners, residents of the City of Newcastle, respectfully beg to invite your serious attention to the great loss and inconvenience occasioned to the citizens of Newcastle and the inhabitants of the Municipality of Wallsend and neighbourhood, by the cessation of the passenger and goods traffic by rail between those places, and to request that you will be pleased to reconsider your decision in reference thereto, and for the undermentioned reasons endeavour to cause the speedy resumption of such traffic:—

1. That by the cessation of all traffic upon the private Railway Line of the Wallsend Coal Company the inhabitants of Wallsend and neighbourhood are virtually shut out from communication with the sea-board, as there is no road worthy of the name from their town to Newcastle or the nearest railway station, and in consequence thereof they are great sufferers from the increase of freight upon the carriage of goods and the higher charges for the conveyance of passengers that they have now to endure.
2. That in consequence of the cessation of such traffic the citizens of Newcastle suffer through the loss of trade occasioned thereby.
3. That the Directors of the Wallsend Coal Company have expressed themselves willing to favorably consider any reasonable offer that you may be prepared to make for the settlement of the dispute.
4. That in the humble opinion of your Petitioners any arrangement which you can make with the Directors of the Wallsend Coal Company, for the use by the Government of their private railway line, whereby the net profit per mile shall not be below the average net profit per mile upon the Great Northern Railway, should, in the interest of Newcastle and the mining towns, be adopted. Your Petitioners base this opinion upon the assumption that as this district bears its fair proportion of the burden of taxation it is not just for the Government to expect to realize an exceptionally high profit upon its railway traffic.

Your Petitioners therefore respectfully hope that you will favourably consider the subject of this memorial and remove the grievance under which your Petitioners labour, by the speedy resumption of railway traffic between Newcastle and Wallsend.

And your Petitioners, as in duty bound, will ever pray.

W. A. BURNAGE,
JOHN CHARLES BONARING,
GRANVILLE J. BURNAGE,

And thirteen hundred and nine others.

Memorials presented by Railway League.

To the Honorable the Minister for Works for the Colony of New South Wales,—

Sir,

The undersigned Petitioners, residents of Wallsend, Lambton, Waratah, Jesmond, New Lambton, Hamilton, Newcastle, and surrounding district, beg most respectfully to direct your attention to the great want of a branch line from the Great Northern Railway, passing through and near the places abovenamed to Wallsend.

Your Petitioners would especially call your attention to the remarkable fact, that the Municipality of Wallsend, and the residents of the district, numbering many thousands of souls, is destitute of any railway accommodation, and that in consequence, the whole carrying trade of the Municipality of Wallsend and the mining district, both in passengers and goods, has to be done by horses and vehicles.

That the nearest railway station to Wallsend is 5 miles distant, and that there is no properly constructed highway for horses and vehicles to travel on.

That, owing to the want of such a highway the residents of Wallsend and district are obliged to pay a much higher freightage on goods than is just, and also a much higher charge for the conveyance of passengers than the residents of other towns situated on or near a line of railway.

Your Petitioners, believing that the welfare of the State, as a whole, and the constituent elements thereof are objects of care to your Government, urge the following reasons why their petition should be granted:—

- 1st. The receipts of the late passenger and goods traffic on the Wallsend Company's line of railway, viz., £4,329 8s. 10d. per annum, with an annually increasing traffic, would pay a good interest on the capital invested.
- 2nd. That the traffic accruing to this line by being so constructed as to take in Lambton, New Lambton, and other places along its route, would be such as to yield a handsome revenue to the Government.
- 3rd. The mining townships lay considerably to the south of the Great Northern Railway, and as the principal coal deposits of the district lay there the population will continue to increase in the same direction.
- 4th. That the proposed line of railway could ultimately be extended in the direction of Lake Macquarie, as the opening up of the great mineral sources of that district demanded.
- 5th. That the Municipality of Lambton and the adjoining township of New Lambton are both considerably removed from the Great Northern Railway, and do not in consequence reap the full advantages of railway transit.

Your Petitioners, therefore, respectfully hope that the foregoing will be favourably and duly considered by your Government, and that at an early date you will commence the construction of the said line of railway.

And your Petitioners will ever pray, &c.

We remain, sir, yours respectfully,

[1740 signatures have been obtained to the above memorial by the Lambton Committee, including the signatures of three Municipal Councils.]

Lambton, 25 October, 1875.

To the Honorable the Minister for Works for the Colony of New South Wales,—

Sir,

In accordance with instructions from the committee I desire to place before you the following statement:—

This committee, in conjunction with committees organised for a similar purpose in Newcastle and Wallsend, obtained signatures to a memorial to you for the construction of a State railway from Newcastle to Wallsend, with the intention of placing the memorial before you by a deputation from this district. The Mayor of Lambton, on behalf of the committee, sent a telegram to you requesting an interview for the above-mentioned purpose. But this committee, finding that the other committees are determined to make the resumption of traffic, passengers and goods, on the Wallsend Company's Railway, the primary question at the proposed interview, does not feel inclined to take part in the proposed conjoint deputation, and are disposed to allow the question to remain in abeyance until some more convenient season.

I am, &c.,

THOMAS GRIERSON,
Secretary.

Report of Deputation.

Telegram from Thos. Able, Mayor, Lambton, to the Minister for Public Works, Sydney, Oct. 23, 1875.

DEPUTATION from district desire interview to present memorial for State railway from Newcastle to Wallsend. Reply convenient time.

Friday next at noon, the 27/10/75. Inform.—J.R. Informed.

Sydney

Sydney Morning Herald, Thursday, October 28, 1875.

PASSENGER TRAFFIC ON THE WALLSEND RAILWAY.

YESTERDAY morning a deputation, consisting of Mr. G. A. Lloyd, M.L.A.; Mr. C. J. Stevens, M.L.A.; Mr. John Davies, M.L.A.; Mr. W. C. Browne, M.L.A.; Messrs. J. Creer, J. Hills, J. Kittson, Turner, J. Fletcher (Mayor of Wallsend), T. Burmage, W. Smith, J. Cowan, D. Gardiner, and W. Patrick, waited upon the Hon. Minister for Works, at his office, to urge upon the Government the desirableness of at once taking steps to resume the passenger traffic between Newcastle and Wallsend. The Hon. Postmaster General was present with Mr. Lackey during the interview.

The deputation was introduced to the Minister for Works by Mr. G. A. Lloyd, who said he did so in his capacity as representative of Newcastle. The gentlemen present wished to bring under Mr. Lackey's notice some facts in reference to the traffic between Newcastle and Wallsend, and also the very important question of the construction of an additional line of railway to Wallsend. The question of the resumption of the traffic would be first introduced, after which the deputation would go into the question of the new line.

Mr. Joseph Creer said the deputation had been appointed by a public meeting, called by the Mayor of Newcastle, with a view to have, if possible, a resumption of the passenger traffic on the Wallsend line, and he read a memorial on the subject which had been signed by 1,320 persons, including most of the influential gentlemen in the city of Newcastle. The feeling in Newcastle was unanimous upon the subject, and in favour of the resumption of the traffic. Mr. Lackey had already some time ago received a deputation on the subject, and since then the evil had been still more felt. The population of the mining townships, as well as that of Newcastle, was very large, and a large trade had sprung up between those places, but the stoppage of the traffic had interfered very materially with that trade, for there were now no means either for the people of the mining townships to get into Newcastle, or to get their goods out, for the roads were in such a state that it was almost impossible to convey goods along them. If they had never had railway communication they might have had a good road, and the injury now felt would not be so severe. As the Minister was no doubt aware, the deputation had met the Railway Company on the previous day, and the Company had made some concessions, with a view to the matter being settled, and they hoped Mr. Lackey would favourably consider the matter, being one of so much concern to the whole of the district. They approached him with every confidence, believing that the Government were favourable to the opening up and improvement of every means of communication throughout the country. He reminded Mr. Lackey of a speech of his own, in which he stated that railway communication was the best, and tended most to the welfare of the country, and they would take him at his own words. If wet weather were to set in he did not know what would be the consequences to the people of Wallsend. Newcastle was the great market for them, and to stop railway communication was something very serious indeed. He was glad to see that the Government were favourable to the extension of the railway from Redfern into the city of Sydney, but he thought the large and thriving population of Newcastle and the surrounding district ought to be equally considered. The answer already given by the Minister was that the traffic would not pay if they accepted the Wallsend Company's terms; but even if that were the case he thought they were still entitled to the consideration of the Government, and he contended that what the deputation asked for was quite as necessary, and would be as profitable, as the Morpeth or the Windsor lines. Of all the towns or districts in New South Wales where Government money had been spent, none gave a better return than that spent in the district of Newcastle; and for that reason he thought they were entitled to this means of conveyance, even though it were at a loss to the Government. He believed, however, there would be no loss, but that the traffic would increase, and it would pay handsomely. The figures that had been quoted on this part of the subject he did not think would bear the construction that had been placed upon them. The traffic amounted to £4,400 last year. Supposing the offer of the Wallsend Company was accepted, of 22½ per cent., that would make £1,000, which would leave £3,400 for the Government. He thought the expenses had been stated at £1,380, which would leave £2,220 to the good. Surely then no loss could accrue to the Government from running this branch line. A petition would be presented to the Minister in favour of the Government constructing a line of their own through the mining townships, which would doubtless be the best way of settling this question, but in the meantime the injury resulting from the cessation of the traffic was very great indeed. He believed the mining population did more for the progress of New South Wales than any other class of the community, and he hoped the Minister would give these matters his favourable consideration, and see his way clear to accept the terms now offered by the Company, so that this important traffic might be resumed without delay.

Mr. James Hill, in indorsing what had been said by Mr. Creer, pointed out that the population of Wallsend numbered between 6,000 and 7,000, that Wallsend was not a healthy locality, and the occupation of mining was especially unfavourable to health. It was therefore highly expedient, on sanitary grounds, that those people should have easy access to the sea air at Newcastle.

Mr. J. Kittson and Mr. Turner both further enlarged upon the necessity for the resumption of the traffic.

Mr. Lackey said this was not the first time this matter had come before him. One or two deputations had waited upon him upon this subject—one from the Railway Company, and another from the people of Wallsend themselves. Mr. Creer had made pointed allusion to the stoppage of the traffic, but he would point out to the deputation, and to the residents of Wallsend, that this stoppage did not arise from any action on the part of the Government. They had been carrying out an arrangement between the Government and the Wallsend Company, with reference to the running of those trains over their line. The arrangement was that they were to pay the Wallsend Company 1s. per train mile, and after this an application was made to increase the rate to 2s. 6d. per mile, which was a sum altogether beyond what the Government felt they ought to give. The gross return to the Government was 6s. 4½d. per train mile, and the working expenses were 3s. 0¼d. per mile. The difference between these two rates, less the Company's proposal of 2s. 6d. per mile, would leave the Government a net profit of 10¼d. per mile, while the Company would receive 2s. 6d. per mile, less the cost of repairing the line for the Government traffic, a cost which would be considerably over-estimated if it were put down at 8d. per train mile. In other words, or in other figures, the Company, by expending £106 per annum in keeping their line in order for the proportion of Government traffic over it, would get a net profit of £533, while the Government, by expending £1,380 in working expenses, would receive a net profit of £238. These were the

figures presented to him by the Department, and they showed that the Government had not been making a large profit out of this line. At all events the arrangement was being carried out in a proper spirit so far as the Government was concerned, when the Company insisted upon having higher terms. The Government had not been receiving a return equal to their outlay, and he felt he could not make the concession that the Wallsend Company asked for at the time. The deputation were well aware of the result of that action. The question now was whether that communication was to be restored—whether those large interests were to be left without communication between Newcastle and Wallsend, because the Company will not adhere to the terms originally agreed upon. He could assure the deputation that the Government would submit to an injustice rather than that the inhabitants should be put to inconvenience. But it appeared to him that a difference of opinion had arisen between the residents of the mining townships as to the way in which this traffic is to be resumed. He had received a telegram from the Mayor of Lambton asking him to appoint a day to receive a deputation asking for an independent line to be constructed in connection with the Northern line. It would be a matter for the consideration of the Government whether it would not be desirable to construct an altogether independent line for the purposes of traffic through. Another question was how the inconvenience was to be overcome until the new line is constructed. Those were matters which he would bring before his colleagues immediately. Their application should have his recommendation, at all events, for the Government would submit to lose by the obstinacy of the Company, rather than the large bulk of the people be put to inconvenience, and the business people to loss. He should feel it his duty to recommend the Government to accede to the terms of the Company, and resume the traffic over this line. And it was quite possible that the Government might submit to Parliament a proposition for a sum of money to construct an additional line.

Mr. Fletcher said that from the remarks just made by Mr. Lackey their petition seemed to be needless, and he was very glad to hear those remarks, which appeared to him to be in keeping with the intentions of the Government all through. He then read a petition from the inhabitants of Wallsend and surrounding districts, praying for a survey to be made for the construction by the Government of a separate railway line through the mining townships. He might remark that it was rumoured the Government had even now surveyors out surveying a line between Sydney and Lake Macquarie. If that were the case it was quite evident that that railway line would have to be connected with the Great Northern Railway. By constructing the line now asked for, it could be continued so as to take in the line round Lake Macquarie, and give Newcastle its fair share of the trade that would naturally arise from the construction of such a railway. He was not asking for this with a view to prevent any temporary arrangement with the Wallsend Company; but any such arrangement could be only temporary at best, in the absence of an Act of Parliament to compel the Company to carry passengers, for it was evident that from what had already occurred, might occur again, and the people would be put in the same fix as they were in now. He would point out that there was a large tract of land taken up for mining purposes in those localities that would require a railway. He trusted that the Government would favourably receive the prayer of this petition. They only asked to have a survey made, to ascertain the cost. He explained that there had been some mistake with regard to the Lambton people, or they would have been present to support the present petition.

Mr. Lackey said the petition should have every consideration, and he would take the earliest opportunity to place it before the Government. It was quite true that he had a trial survey going on for the Northern Extension that had been alluded to, for it was one of those things that would have to be taken up sooner or later, and he thought it necessary that the people should have full information in the matter.

Some remarks having been made by Mr. Gardiner, Mr. Turner, and other members of the deputation, with reference to the importance of the traffic, the deputation thanked the Minister for the courteous reception he had given them, and the proceedings terminated.

No. 61.

Secretary, Newcastle Wallsend Coal Company, to The Minister for Public Works.

Sir,

Newcastle Wallsend Coal Company, Sydney, 26 October, 1875.

With reference to the railway traffic between Newcastle and Wallsend, I am requested to inform you that the Board has been appealed to by a deputation, representing Newcastle and Wallsend, urging the expediency of the immediate resumption of the traffic.

The deputation were not prepared to say that the demand made by the Company was inequitable, but they strongly represented the inconvenience at present endured.

With a view to accommodate the local residents my Board will be willing to renew the traffic for six or twelve months, at the option of the Government, on condition that the Company receives (22½) twenty-two and a half per cent. of the gross receipts from such traffic, or a mileage rate which shall be equivalent thereto, and that this mode of payment shall date back from the commencement of the present year, or my Board will consent to refer the matter to any competent arbitration.

I have, &c.,

F. W. BINNEY,
Secretary.

No. 62.

Minute of Secretary of Railways.

THE proposal of the Company was that they should receive 25 per cent. of the gross proceeds, not over their line alone but also over the Government line to Newcastle. They now modify this unreasonable proposal by lowering the per centage from 25 to 22½ per cent., the arrangement to be for twelve months only; but even this reduction is more apparent than real, as it is made conditionally that the 22½ per cent. be allowed from the 1st January last.—C.A.G., 27/10/75.

Inform that the Minister declines to pay by per-centage, or to refer the matter to arbitration, but will be prepared to hear the Company's views as to the mileage rate proposed to be charged for the service over the Company's lines.—J.R., 8/11/75. Letter Wallsend Coal Company.—8/11/75.

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No. 63.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 8 November, 1875.

In answer to your letter of the 26th ultimo, on the subject of the resumption by the Government of the traffic between Newcastle and the Wallsend Company's property, I have the honor to inform you that the Honorable Minister for Works declines to pay a percentage on the gross receipts from such traffic, or to refer the matter to arbitration; he will, however, be prepared to hear the Company's views as to the amount of mileage rate which they propose to charge for the service over the Company's lines.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 64.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 11 November, 1875.

I beg to acknowledge the receipt of your letter of the 8th instant, in which you inform me that the Honorable the Minister for Works declines to pay the Newcastle Wallsend Company a percentage on the gross receipts from the traffic between Newcastle and Wallsend, or to refer the matter to arbitration, but that he will be prepared to hear the Company's views as to the amount of mileage rate which they propose to charge for the service over the Company's line.

In reply, I am requested to inquire whether in applying the principle of a mileage rate the Government calculates a fraction of a mile as a mile, that is to say, whether the distance from Wallsend Junction to Wallsend Station will be counted as 3 miles and a fraction, or as 4 miles?

I have, &c.,

J. P. PERRY,

for Secretary.

No. 65.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 22 November, 1875.

In acknowledging the receipt of your letter of the 11th instant, inquiring if the Government in calculating the mileage rate to be paid by the Newcastle Wallsend Coal Company intend to calculate a fraction of a mile as one mile, I have the honor to inform you that the distance will be taken as three miles and one quarter ($3\frac{1}{4}$).

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 66.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 25 November, 1875.

I am instructed by the Board respectfully to request a reply to my letter of the 11th instant, in which you were asked in reference to the principle of a mileage rate whether the distance from Wallsend Junction to Wallsend Station would be counted as 3 miles and a fraction or as 4 miles. My Directors have met on two Board days since the enquiry was made, and are waiting your answer in order to reply to your letter of the 8th instant.

I have, &c.,

F. W. BINNEY, Secretary.

The letter informing Company of length of mileage crossed this.—C.A.G., 29/11/75.

No. 67.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 9 December, 1875.

I am instructed by my Board to acknowledge your letter, dated the 22nd, which however did not reach this office until the 26th ultimo, and to reply generally to your letter of the 8th November.

My Board much regret that the Hon. the Minister for Works refuses to arrange the distribution of the receipts on the basis of a percentage, because such a basis is the simplest and most equitable, and is also self adjusting. The claim of the Company is not for a fixed sum for the use of their line but for an equitable share of the profits, and as those profits are variable it is impossible to name a fixed sum, which shall be permanently equitable. With reference to your letter of the 22nd instant, in which you state that the Government will calculate any mileage rate on the basis of $3\frac{1}{4}$ miles for the Wallsend line, I am desired to remind you that from the 14th June, 1873, to the end of 1874 (the whole period for which the Company was paid by a mileage rate), as also for January and February, 1875, the mileage distance was reckoned as 4 miles, and this distance was fixed by the Government without reference to the Company. Although the distance now proposed to be paid for ($3\frac{1}{4}$ miles) is the actual length of the Company's line, I may point out that there are no intermediate stations on the Wallsend line, while there are three between Newcastle and Wallsend junction, and the traffic to and from these intermediate stations passes over the whole of the Wallsend line, but not over the whole of the Great Northern line. As already intimated in my letter of the 26th October last, my Board is willing to accept $22\frac{1}{2}\%$ (per cent.) of the gross receipts for the year 1874; these receipts were £4,329 19s. 5d., $22\frac{1}{2}\%$ of which would have

have amounted to £974 4s. 11d.; to which sum my Board consider the Company was entitled, instead of which the sum of £232 1s. was all the Government allowed. This year, notwithstanding the partial suspension of traffic, the Directors estimate the gross receipts at £5,000, 22½% of which will be £1,125, which sum my Directors are willing to accept as the Company's share of the profits for this year. Put in the form of a mileage rate this will amount to 4s. 11d. per train-mile if the length of the Company's line is estimated according to the new method at 3¼ miles; or 4s. per train-mile if the length of the Company's line is estimated at 4 miles according to the old method. The traffic over the line is increasing so rapidly that my Directors estimate the gross receipts for 1876 at £6,000; 22½% of this amount will be £1,350, which sum they are willing to accept as the Company's share of the profit for 1876. This claim put in the form of a mileage rate will be equivalent to 5s. 10d. per train mile if the length of the Company's line is calculated at 3¼ miles, and 4s. 9d. per mile if the length is calculated at 4 miles. It is to be understood that there are not to be more than two trains a day each way, with one extra train each way on Saturday evening, and the usual special trains on public holidays. I am requested to ask the favour of an early reply to this communication.

I have, &c.,

F. W. BINNEY, Secretary.

No. 68.

Minute of Secretary of Railways.

THE returns show that the earnings of the Wallsend traffic, between Newcastle and Wallsend and intermediate stations, amount to 6s. 3¼d. per train-mile; the working expenses are 3s. 2¼d., leaving a net profit of 3s. 0¾d. If the Company are to be paid their demand of 5s. 10d. per train-mile, the Government will have to work the traffic at a loss from the Wallsend Junction to Wallsend. The number of train-miles run on the Wallsend line in one year was 5,716, and 5s. 10d. per mile on this running would amount to over £500 more than stated by the Company. I desire to point out that, even admitting the claim of the Company to share in the profit of this line, their length of line, compared with our length of line, would not entitle them to 22½ per cent. In the year already quoted 5,716 miles were run on the Company's line, and 8,084 miles on our line for the same traffic, and that, as the net profits were only £39 8s. per cent. of the gross, the relative running gives £16 6s. per cent. to the Company, and £23 2s. per cent. to the Government. If the Company can be got to understand this they would no doubt reduce their demand. If the gross earnings for 1875 were, as they say they will be, £5,000, their proportion would be £815, instead of £1,125; and their proportion of the £6,000 for 1876 would be £978, instead of £1,350.

Put into a mileage rate, and taking the ascertained running of one year as the probable running of each year, the former amount would give (say) 2s. 10d. per mile instead of 5s. 10d., and the latter amount (say) 3s. 5d. per mile, instead of 5s. 10d. The Government appear to have made a great concession in allowing the Company to share in the traffic over the main line, but if they give the Company what they ask they will be giving more still.

C.A.G.

No. 69.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 28 December, 1875.

On the 9th instant I wrote you, by the instructions of my Board, stating the terms upon which they were willing to allow the passenger and goods traffic over the Company's line to be continued. Not having heard from you I am desired to ask the favour of a reply as early as possible.

I have, &c.,

F. W. BINNEY,

Secretary.

No. 70.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 1 February, 1876.

On the 28th December last I wrote you asking for reply to my letter of the 9th of that month, in which I had stated the terms the Board were willing to accept from the Government for the continuance of the goods and passenger traffic over the Company's line.

My Directors have expected as each Board day arrived that I should be able to lay your answer before them, but no reply having been received I have been instructed again to write you on the subject, and to state that unless an early reply is received they will have no alternative (however reluctantly) but to give notice for the immediate stoppage of this traffic.

I have, &c.,

F. W. BINNEY,

Secretary.

No. 71.

Minute of Secretary as to modes of settlement.

Wallsend Traffic, 1874.

Train-miles run, Government line	...	...	...	...	...	...	...	8,084
" Company's line	...	...	...	...	...	...	...	5,716

13,800 miles.

Earnings...	£4,330	equal to 6s. 3¼d. per train-mile.
Expenses	2,631	" 3s. 9¼d. "

Net £1,699 equal to 2s. 5½d. per train-mile.

Allowing Company 1s. per train-mile for their expenses, 5,716 = £285 16s., would reduce net profit to £1,413. Taking

Taking the figures of 1874 as a basis for calculation the following results are shewn:—

The Company received, under recent arrangement, 1s. per train-mile, amounting to £285 16s.

On the basis of deducting working expenses, that of Company's included, and allowing the Company a share of the net profits in proportion to its expenditure and that of the Government

The Company would receive 1s. per train-mile expenses	...	...	...	£285 16 0
And proportion of 1s. to 3s. 9½d, on £1,413	...	...	...	293 12 0
				£579 8 0

On the basis of deducting our working expenses and allowing the Company a share in the net profit, in proportion to mile of line used for traffic—

The Company would receive on £1,699 for 2½ chains...	£704 0 0
--	-----	-----	-----	----------

But in all probability they would demand that their working expenses also should be deducted and allowed them, making their remuneration on this basis—

Working expenses	...	...	...	£285 16 0
Proportion 2½ chains on £1,413...	...	...	...	585 16 0
				£871 12 0
Claimed by Company 22½ per cent. on gross proceeds—£4,330	..	...	...	£974 5 0

C.A.G., 4/2/76.

No. 72.

[Let the following letter be written to Wallsend Co. as containing the proposal of the Government in this matter.—J.L., 10/2/76.]

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir,

Department of Public Works, Railway Branch, 9 February, 1876.

I have the honor to inform you that the subject of the remuneration which the Government should pay your Company for running trains over its line has been under consideration for some time, and the delay that has taken place in responding to your communications on the subject has been owing to a desire on Mr. Secretary Lackey's part to arrive at a decision which, while it would be favorable and acceptable to the Company, would not in any undue degree be unfair to the interests of the general public.

It seems to the Secretary for Public Works that your Company in making its demands in this respect has done so without having before it the necessary information to admit of those demands being supported by evidence of their correctness, and he has directed me to state fully to you all the particulars required to make you arrive at a just appreciation of the merits of the case.

In the first place then it must be apparent that no demand for a proportion of the gross proceeds of any undertaking can be satisfactorily made until it has been ascertained what the net proceeds are, and it is clear that your Company in demanding 22½ per cent. of the gross proceeds of the Wallsend traffic have done so in ignorance of the cost of working expenses.

If reference be made to the reply which was given to Mr. Stuart's question asked in the House of Assembly on the 14th May last, it will be seen that the Wallsend traffic earns 6/3¼ per train mile, and as the Government cost of earning amounts to 3/9¾ per train mile on 13,800 miles, and the Company's cost of earning to 1/ per train mile (this being a very liberal estimate) on 5,716 miles, the net profit is reduced to 2/0¼ per train-mile or £32 15s. 7d. out of every £100 received.

These figures are given as those of the year 1874; they will of course vary every year with the amount of earnings and the cost of working expenses.

Without going into the question of whether it is equitable on the part of the Company to seek to share in the profits derived from traffic over the main line, the Government are prepared to concede the claim, and to make a settlement of the matter on the following basis:—To take the actual receipts for the year, and after deducting the ascertained working expenses to the Government and allowing the Company 1s. per train-mile for its working expenses (maintenance of its line for our traffic), to divide the net receipts ratably in proportion to the relative amounts expended by the Government and the Company in working the traffic.

This mode of settlement is at once so easy and (the claim of the Company to share in the profits of the traffic over the main line being conceded) so equitable that the Secretary for Public Works does not anticipate that your Directors will offer any objection to its adoption.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 73.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir,

Newcastle Wallsend Coal Company, Sydney, 24 February, 1876.

I have the honor to acknowledge the receipt of your letter of the 9th instant, informing me that the subject of the remuneration the Government should pay the Company for running trains over its line has been under consideration for some time, and stating that the delay in responding to my communication has arisen from the desire of Mr. Secretary Lackey to arrive at a decision which, while it would be favourable and acceptable to the Company, would not in an undue degree be unfair to the interests of the general public.

I am desired in reply to your letter to state that what the Board has claimed has not been remuneration from the Government for running trains over the Company's line, nor anything unfair to the interests of the general public, but a fair share of the profits derived from the passenger and goods traffic

traffic over such line; and whilst my Directors are willing to give credit to Mr. Secretary Lackey for his intentions, they must remind you that the subject has been under discussion for fifteen months, and that the Government has at last conceded the principle contended for by this Company from the commencement, viz., that it is entitled to a share of the profits.

I am instructed to demur to your remarks that the Company in making its demands had done so without having before it the necessary information. That the Board had pretty good information on the subject is evidenced by the fact that the Company's demand for 22½ per cent. of the gross proceeds for 1874 was equivalent to £974 5s., whilst the demand now is £989 12s. 3d., the latter sum being worked out from the particulars which you state you had been instructed to give "to enable me to arrive at a just appreciation of the merits of the case."

In reference to your proposal to take the actual receipts for the year, and after deducting the ascertained working expenses for the year, and allowing the Company 1s. per train-mile for its working expense (maintenance over its own line for this traffic) to divide the net receipts ratably in proportion to the relative amounts expended by the Government and the Company in working the traffic, I am desired to say that the Board cannot agree with you that this plan of settlement is equitable, because the working expenses do not form a proper basis for division of profits.

They submit that the profits derived from this traffic after payment of working expenses is in the nature of a return for capital invested in the respective railways, and the right of the Company to share in such profits being conceded, that the most equitable plan of distribution is to divide them in proportion to the train-miles run.

I enclose calculations for the year 1874 based on this proposal, which you will find so far as working expenses are concerned agree with those submitted by you, except that in stating the cost of maintenance of the Government line you had calculated it at the total train-miles run 13,800 instead of 8,084, the distance run over the Great Northern Line; the difference 5,716 miles is the distance run over this Company's line and maintained by the Company, the payment for which you have included in the working expenses.

I am desired to add that the Board have given the matter their most earnest consideration, and that they cannot consent to the continuance of the traffic except on these terms.

I have, &c.,

F. W. BINNEY,
Secretary.

[Enclosure.]

	£	s.	d.
TOTAL earnings	4,330	0	0
Working expenses:—			
Locomotive and Traffic 2/9, 3/4; on 13,800 miles 2/9, 3/4	1,941	0	0
Permanent way over Government distance, 8,084	404	0	0
	<u>2,345</u>	<u>0</u>	<u>0</u>
Payment to Company 1s. on 5,716 miles	285	16	0
		<u>2,630</u>	<u>16 0</u>
Net earnings	1,699	4	0
		<u><u>s.</u></u>	<u><u>d.</u></u>
Total earnings, £4,330 over 13,800 miles.....		6	3¼
Working expenses £2,631, including the payment to Company of 1s. per mile for maintenance of permanent way		3	9¼
		<u>2</u>	<u>5½</u>
£1,699 4s., balance of profit, divided according to mileage:—			
To Government for 8,084 miles	£995	7	8¼
To Company for 5,716 „	703	16	3¼
	<u>£1,699</u>	<u>4</u>	<u>0</u>
To Company for maintenance	£285	16	0
„ mileage division.....	703	16	3¼
	<u>£989</u>	<u>12</u>	<u>3¼</u>
Profit £4,330, 22½ per cent. of which amounts to £974 5s.			

No mistake has been made as to charging the working expenses; of course Mr. Binney's statement is incorrect as he has proceeded on a wrong basis, the Board have all the figures, and are in a position to correct the inaccuracy. Draft letter herewith for Commissioner's signature, informing the Secretary of the error he has made.—C.A.G., 25/2/76.

F. W. Binney informed.—25/2/76.

No. 74.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 25 February, 1876.

I have the honor to acknowledge the receipt of your letter of yesterday's date, on the subject of the division of the revenue derived from the Wallsend traffic, and to state that I shall take the earliest opportunity of bringing the views of your Board under the attention of the Secretary for Public Works.

I may however inform you that you are in error in your statement that in giving the cost of maintenance of the Government line (by which you must mean the cost to the Government of maintaining this traffic) I included the cost of the maintenance of your line to the extent of 5,716 miles run over it during 1874. This error of yours of course renders unreliable the calculations which you have favoured me with.

As you have all the information before you to enable you to arrive at a right result as regards the working expenses, it is unnecessary for me to do more than point out the error, which no doubt you will at once correct.

The other matters in your letter will be dealt with hereafter; but previous thereto I shall be glad to receive your corrected statement.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 75.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 2 March, 1876.

I have the honor to acknowledge your letter of the 25th, in reply to mine of the 24th ultimo. In reference to the statement in my letter that, in giving the cost of maintenance of the Great Northern line, the Government had included the cost of maintenance of the Company's line to the extent of 5,716 miles, and your remark that this error of mine renders unreliable the calculations which I had forwarded to you, I would reply that my calculations were based upon figures given by you (though unofficially) to the chairman of this Company.

In this statement the figures given were—	s.	d.	£	s.	d.
Government permanent way, per train-mile ...	1	0			
Locomotive and traffic ...	2	9 $\frac{3}{4}$			
	3	9 $\frac{3}{4}$	=	2,631	0 0
Company for permanent way ...	1	0			
	4	9 $\frac{3}{4}$	=	285	16 0
				£2,916	16 0

The figures as given above, viz., 1/- and 2/9 $\frac{3}{4}$, multiplied by 13,800 train-miles, amount to £2,631; and I concluded that the 1/- per train-mile was calculated for the whole 13,800 miles, as in fact it is. And although the cost at 3/9 $\frac{3}{4}$ per train-mile is less than the cost 4/2 $\frac{3}{4}$, as stated in reply to Mr. Stuart, it was a fair inference that the cost as stated when worked out in detail was the correct cost.

I am desired to say that my Board would be glad to be furnished with the correct statement of cost, if that taken from the figures abovementioned is not correct, as all they wish is their proportion of the actual profit, divided on the plan proposed in my last letter.

I am directed to suggest that the cost of locomotive and traffic expenses only might be charged against the receipts, leaving the Company and the Government to bear the cost of maintaining their respective lines.

I am also desired to say that as the plan of division once settled will probably be acted on for some time, it would be preferable to ascertain the actual cost of working this traffic rather than to take averages calculated over the entire length of the Great Northern Line.

I have, &c.,

F. W. BINNEY,
Secretary.

No. 76.

Minute of Secretary of Railways.

I know nothing of the figures which are stated to have been given "unofficially." If the figures given were as stated they are incorrect.

C.A.G., 6/3/76.

No. 77.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 23 March, 1876.

I am requested by my Directors to ask for a definite reply to my letter of the 28th December last, in which I informed you as to the terms on which the Board were willing to allow the passenger and goods traffic over this Company's railway to be continued.

I have, &c.,

F. W. BINNEY,
Secretary.

No. 78.

No. 78.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 23 June, 1876.
 On the 23rd of March last I wrote you, on instructions from the Board, asking for a definite reply to my letter of the 28th December, 1875, in which I submitted to you the terms upon which the Directors were willing to allow the passenger and goods traffic over the Company's line to be continued.

Not having received any reply to such letter I am instructed to give you notice that unless the matter is settled before the end of July the passenger and goods trains will not be allowed to run over the Company's line after the 31st July next.

I have, &c.,
 F. W. BINNEY,
 Secretary.

No. 79.

Minute of Minister for Public Works.

LET Company be informed that we will agree to submit the matter in dispute to arbitration.

J.L., 19/7/76.

I would suggest that a precis of the case be drawn up and referred to the London Clearing House authorities. They are continually dealing with questions of this kind.—C.A.G., 19/7/76.

Mr. Lackey approves of a reference to the Clearing House for the Railways of the United Kingdom.—J.R., 19/7/76.

F. W. Binney informed.—20/7/76.

No. 80.

Commissioner to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 20 July, 1876.
 Referring to the correspondence that has taken place on the subject of the amount to be allowed by the Government to the Wallsend Coal Company for the privilege of taking over their line the passenger and goods traffic for Wallsend, I have the honor to inform you that the Secretary for Public Works is willing to agree to submit the matter in dispute to arbitration, and he directs me to suggest that the most competent tribunal to decide the matter would be the authorities of the London Railway Clearing House.

A *précis* of the case, in the terms of which both sides would concur, can be prepared and submitted to the authorities alluded to, and their decision could be made to take effect from the date on which the traffic to Wallsend was last resumed.

As neither the Government nor your Company can have any other desire than to have this matter settled on an equitable basis, and by the most competent authority, it is confidently anticipated that your Board will consent to the reference suggested.

I have, &c.,
 JOHN RAE,
 Commissioner for Railways.

No. 81.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 24 July, 1876.
 Your letter of the 20th instant, on the subject of the passenger and goods traffic over this Company's line was only delivered after office hours on Friday, the 21st instant, at 4:15 p.m.; to avoid delay I submitted your letter to a special Board to-day.

I am directed, in reply to the first paragraph in your letter, again to state that the Company does not claim an amount for the privilege of taking over their line the passenger and goods traffic to Wallsend but a share of the receipts from such traffic; and as the Government have admitted this the Directors cannot avoid expressing their regret that in your letters you should not submit your proposals on this basis.

In reference to the offer to refer the matter to arbitration, and suggesting the London Railway Clearing House as the most competent tribunal, &c., and that their decision could be made to take effect from the date at which the traffic to Wallsend was resumed,—I am desired to remind you that when the Company proposed, in January, 1875, to submit the question to arbitration, your reply, on the 27th of that month, was "Nor will they (the Government) consent to refer the question to arbitration, as it is not one that can fairly be settled by such reference," which refusal, in reply to a subsequent offer from the Company, was repeated in your letter of the 8th November last.

Since your letters to this effect, the Government having admitted the principle that the Company contended for, the Directors decline to refer the matter to arbitration.

I am desired therefore respectfully to inform you that the Board cannot alter the terms submitted in my letter of October 26th, and repeated in that of December 9th, 1875.

I am also desired to add, that the subject has now been so long under discussion that unless I receive an acceptance of the terms offered before the 29th instant, the Board must give orders for the carrying out of the notice given you on the 23rd June last.

I have, &c.,
 F. W. BINNEY,
 Secretary.

No. 82.

No. 82.

Secretary of Railways to The Crown Solicitor.

Commissioner for Railways and the Wallsend Coal Company.

For some time past a correspondence has been going on between the Company and the Commissioner for Railways with a view to an arrangement under which passengers and goods may be conveyed over the Company's line on payment by the Government of a portion of the receipts. It has been proposed to leave the matter in dispute to the London Railway Clearing-house for decision, but the Company decline to acquiesce in this arrangement, and by letter of 24th instant have intimated that unless their terms are agreed to they will stop the traffic on the 29th instant,—that is to say, so far as allowing the carriage of passengers and goods over their line; they will, however, no doubt continue to require the Government to find the haulage power for their coal trucks.

As the claim of the Company appears to be an unfair one the Minister is unwilling to accede thereto, and is desirous of being advised whether under the 3rd section of the Act 23 Victoria—under which the Wallsend Railway has been formed—the Company can be compelled to allow the Commissioner to run passenger waggons and railway trucks over their line on payment of a toll of 3d. a ton, that section expressly declaring that the railway and locomotives shall be open to the public use on payment of the toll mentioned therein.

And in case of refusal by the Company to allow the Commissioner to exercise this right what steps can be taken to enforce the right.

As this matter is very urgent the Minister would feel obliged by the Crown Solicitor obtaining the Hon. the Attorney General's opinion thereon with as little delay as possible.

C.A.G., 25/7/76.

No. 83.

The Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 25 July, 1876.

I have the honor to return herewith the papers relating to the correspondence between the Wallsend Coal Company and yourself, respecting the carriage of goods and passengers over the Company's private line of railway, and to forward a copy of Mr. Attorney General's opinion upon the question submitted in the memo. of this day's date.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.*In re* Wallsend and Newcastle Coal Company and Commissioner for Railways.

I HAVE perused the correspondence between the Newcastle Wallsend Coal Company and the Department of Public Works, forwarded herewith.

With regard to the notice of 23rd June, given by the Company, that unless matters in dispute between the Government and themselves are settled before the end of July they will not allow the passengers and goods trains to run over their line after the 31st July, I may remark that they are obliged under section 3 of their Act of Incorporation to leave their railway and locomotives open to public use upon payment of a toll to the Company of 3d. per ton per mile. It appears to me that the Company is bound therefore to keep its railway open to public use on this payment being made. It is true there is nothing said in this section about the carriage of passengers, but I am informed that according to the railway practice in England a certain number of passengers are calculated as a ton, and the use of the words trucks or waggons in the latter part of the clause would appear to favor the idea that it was not intended to exclude the carriage of passengers, inasmuch as the word waggon is the generic term under which all kinds of railway carriages are included. One thing is clear that the railway and locomotives of this Company are to be open to the use of the public.

The language of such enactments as this, which invest private persons for their own benefit and profit, with privileges and powers interfering with the property and rights of others, is to be construed more strictly than any other kind of enactment.

The provision in section 3 is one of the conditions upon which the Company obtained its powers. These are not powers conferred on public bodies for essentially public purposes but on a private Company for its private profit; and when doubt arises as to the construction of language which confers exceptional powers upon such companies, the benefit of the doubt is to be given to those who might be prejudiced by the exercise of the powers and against those who claimed to exercise them. As to the second question submitted to me as to the steps which may be taken to assert the right of the Commissioner, on behalf of the public, to use the Company's line, I would suggest that immediate notice be given to the Company of the intention of the Government, notwithstanding the intimation conveyed in the Company's letter of 23rd June, to run over the Company's line, leaving the Company to take such steps as it may be advised to resist such action on the part of the Government. I am informed that the haulage of the Company's trucks is performed by the Government locomotives. As the Commissioner is under no statutory obligation to supply such haulage it may be suggested that a speedy way of bringing matters to a satisfactory settlement would be to intimate to the Company that the Government decline to send an engine over the line unless accompanied by the Government trucks and carriages.

Crown Law Offices,
Sydney, 25 July, 1876.WILLIAM B. DALLEY,
Attorney General.

No. 84.

Secretary, Newcastle Wallsend Coal Company, to The Minister for Public Works.

Sir, Newcastle Wallsend Coal Company, Sydney, 26 July, 1876.
Having been informed through Mr. H. C. Dangar that you wished an interview with the Chairman or one of the Directors of this Company and myself on the subject of the traffic for passengers and goods over the Wallsend line, I am directed to say that the chairman and myself will be willing to meet you at any time you may appoint either this or to-morrow afternoon.

I have, &c.,
F. W. BINNEY.

No. 85.

Secretary, Newcastle Wallsend Coal Company, to The Minister for Public Works.

Sir, Newcastle Wallsend Coal Company, Sydney, 28 July, 1876.
I am instructed by the Board to inform you that as requested at the interview with you this morning they have consented that the traffic for passengers and goods over the Wallsend line shall be continued until the end of August, on the understanding that in the meantime the matter in dispute will be adjusted.

I have, &c.,
F. W. BINNEY, Secretary.

No. 86.

Secretary, Newcastle Wallsend Coal Company, to The Minister for Public Works.

Sir, Newcastle Wallsend Coal Company, Sydney, 30 August, 1876.
In reference to the traffic over this Company's line, would you please arrange for a further interview on the subject at your earliest convenience; the month in which it was to be considered is about expiring. I am aware that the Session lasted longer than was expected when the Directors met you, but I know they are desirous to have this matter closed, and I have therefore taken the liberty of writing you.

I have, &c.,
F. W. BINNEY, Secretary.

Friday week at half-past 11. Inform.—J.R., 30/8/76.

No. 87.

Commissioner to Secretary, Newcastle Wallsend Company.

Sir, Department of Public Works, Railway Branch, Sydney, 30 August, 1876.
In acknowledging the receipt of your letter of this day's date, I have the honor to state that, as surmised in your letter, the postponement of the prorogation of Parliament, and the pressure of business consequent thereon, have prevented Mr. Secretary Lackey from devoting his attention to the subject of the Wallsend Traffic. The matter will now receive his attention, and he has appointed Friday, the 8th proximo, at half-past 11 a.m., as a convenient time to receive a deputation from your Directors, which you wished should wait on him on the subject.

I have, &c.,
C. A. GOODCHAP,
Pro Commissioner for Railways.

No. 88.

Minute of the Minister for Works.

Traffic over the Wallsend Railway.

At the interview which the Directors of the Company had with me to-day I made the following proposition for the settlement of this question:—

That from the gross earnings should be deducted—

- 1st. The working expenses of the Government for conducting the traffic.
- 2nd. Interest at the rate of 5% per annum upon the capital invested in the rolling stock, &c., used, which for the present should be estimated at £9,000.
- 3rd. The estimated working expenses of the Company, viz., 1s. per train mile for the maintenance of their line, to be paid to Company.

That the balance should be divided between the Government and the Company in proportion to the train-mileage run over each line. The Company to make necessary provision in the shape of Station buildings for conducting the traffic at Wallsend. Now make the proposition to the Company in writing.—J.L., 8/9/76. F. W. Binney informed, 16/9/76.

No. 89.

Minute of Secretary of Railways.

THIS proposal for the division of receipts works out as follows, taking the transactions of 1874 as the basis of calculation:—

	£	s.	d.
Gross earnings	4,330	0	0
Government working expenses	2,631	0	0
	£1,699	0	0
Deduct 1s. per train-mile, due to Company as working expenses, on 5,716 miles	285	16	0
Leaving a balance of	£1,413	4	0

From

From this amount would have to be deducted £450, being 5 per cent. on £9,000 for rolling stock, leaving £963 to be divided between the Government and the Company, of which the Company, for 5,716 miles, would receive £398 17s. 6d., and the Government, for 8,084 miles, £564 2s. 6d.

The Company, under this arrangement, would receive—

Working expenses	£285 16 0
Proportion of net Revenue	398 17 6
	£684 13 6

C.A.G.

No. 90.

Commissioner to Secretary Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, 16 September, 1876.

At the interview which the Directors of the Wallsend Railway Company had with Mr. Secretary Lackey on the 8th instant, with reference to the traffic over their line, he made the following propositions to them with a view to an equitable settlement of the question, and he now desires me to place them before your Company in writing. They are as follows:—

1. From the gross earnings shall be deducted—
 - 1st. The working expenses of the Government for conducting the traffic.
 - 2nd. Interest at the rate of 5% per annum upon the capital invested in the railway stock, &c., used, which for the present should be estimated at £9,000.
 - 3rd. The estimated working expenses of the Company, viz., 1s. per train-mile for the maintenance of their line to be paid to the Company.
2. The balance shall be divided between the Government and the Company, in proportion to the train-mileage run over each line.
3. The Company to make the necessary provision in the shape of station buildings for conducting the traffic at Wallsend.

I have the honor to request that you will lay this matter before your Directors and acquaint me with their decision as soon as may be convenient.

I have, &c.,
 JOHN RAE,
 Commissioner for Railways.

No. 91.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 21 September, 1876.

I have the honor to acknowledge your letter of the 16th instant, stating in writing the proposition made by Mr. Secretary Lackey to the Directors of this Company at their interview with him on the 8th instant, on the subject of the passenger and goods traffic over this Company's line.

I am instructed, in reply, to state, that the Directors agree to the principle of settlement contained in your letter; at the same time I am desired to ask you to furnish me with the particulars of the locomotive and rolling stock employed, and the data upon which the expenses of working such traffic are calculated, both of which Mr. Lackey promised should be furnished, so that the Company should have the opportunity of examining them.

I am desired to say that the Directors would be glad to have the promised particulars at your earliest convenience.

I have, &c.,
 F. W. BINNEY,
 Secretary.

Will Mr. Higgs please state what is a fair average of rolling stock which should be debited to Wallsend Company for the traffic over their line:—

- Engines.
- Breakvans.
- 1st class carriages.
- 2nd class carriages.
- Trucks.
- Covered vans.
- Horse-boxes.
- Carriage trucks.
- Sheets.
- Ropes.

Urgent. C.A.G., B.C., 26/9/76.

Return herewith, shewing particulars of the rolling stock used in conducting the Wallsend traffic. Has anything been decided as regards the responsibility in case of accidents? At present the risks of accidents in my opinion are very great at Wallsend, owing to the want of fencing and proper crossing for the public; in fact the public use the line when walking as much as they do the streets?

J. HIGGS, 27/9/76.

No. 92.

List of Rolling Stock, &c.

Inform that the £9,000 for rolling stock is made up as follows :—

- 1 engine.
- 1 1st class carriage.
- 5 2nd class carriage.
- 1 covered van.
- 8 trucks.
- 2 break-vans.
- 50 sheets, ropes.

Say that the working expenses are based upon the actual return of the working expenses over the whole line at per train-mile for locomotive power.

- do. Permanent way so far as main-line is concerned.
- do. Repair of rolling stock.
- do. Traffic expenses.
- do. Damage and loss of goods.
- do. Personal injury.

Give Traffic Manager's opinion as to the liability of accident at Wallsend through want of fencing and proper crossings and urge attention to this matter.—C.A.G.

F. W. Binney informed, 10/10/76.

No. 93.

Secretary of Railways to Secretary, Newcastle Wallsend Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 10 October, 1876.

In reference to your letter of the 21st ultimo, acknowledging the receipt of our letter of the 16th idem, submitting to you in writing the propositions made by Mr. Secretary Lackey to the Directors of the Newcastle Wallsend Coal Company at their interview with him on the 8th, agreeing with the principle of the proposed settlement, and asking to be furnished with particulars of the locomotives and rolling stock to be employed, and the data upon which the expenses of working such traffic are calculated,—I have the honor to inform you that the £9,000 for rolling stock is made up as follows :—1 engine, 1 1st class carriage, 5 2nd class carriages, 1 covered van, 8 trucks, 2 break-vans, 50 sheets, ropes, &c. The working expenses are based upon the actual return of the working expenses over the whole of the line at per train-mile for locomotive power, permanent way (so far as the main line is concerned), repair of rolling stock, traffic expenses, damage and loss of goods, and personal injury. At present the risk of accidents to the public is very great at Wallsend, owing to the want of fencing and proper crossings; this is a matter to which I would suggest your Directors immediate attention should be given and proper precautionary measures taken.

I have, &c.,

C. A. GOODCHAP,
Secretary of Railways.

No. 94.

Secretary, Newcastle Wallsend Coal Company, to Commissioner.

Sir, Newcastle Wallsend Coal Company, Sydney, 23 October, 1876.

I am desired by the Board to acknowledge your letter of the 16th September last, together with that of the 10th instant, and copy figures quoted by Mr. Secretary Lackey at the interview with him on the 8th of September last. I am further desired to inform you that the Board agree to accept the proposal for the settlement of the question as submitted in your letter, viz. :—

No. 1. That from the gross earnings shall be deducted—

- 1st. The working expenses of the Government for conducting the traffic.
- 2nd. Interest at the rate of 5 per cent. per annum upon the capital invested in the rolling stock, &c., used (which for the present is to be estimated at £9,000).
- 3rd. The estimated working expenses of the Company, viz. :—1s. per train-mile for the maintenance of their line to be paid to the Company.

No. 2. The balance shall be divided between the Government and the Company in proportion to the train-mileage run over each line.

No. 3. The Company to make the necessary provision in the shape of station buildings for conducting the traffic at Wallsend.

The Board were only waiting for the settlement of the question to proceed with the erection of a proper station, and I am desired to inform you that the Directors have given the necessary instructions for erecting same immediately.

I am further directed to ask that you will be good enough to direct that a statement be furnished of the amount due to the Company for the year 1875.

I have, &c.,

F. W. BINNEY,
Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY BARS, PLATE IRON FOR LOCOMOTIVES,
HYDRAULIC CEMENT.

(BONUSES FOR MANUFACTURE OF.)

Ordered by the Legislative Assembly to be printed, 15 December, 1876.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated the 27th July, 1876, That there be laid upon the Table of this House,—

“ Copies of all Correspondence, Minutes, and other documents that have passed between the Government of this Colony and private persons, since the year 1866, with reference to the granting of Bonuses for the manufacture of Railway Bars, Plate Iron for Locomotives, and Hydraulic Cement.”

(Mr. Cameron.)

SCHEDULE.

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RAILWAY BARS, PLATE IRON FOR LOCOMOTIVES, HYDRAULIC CEMENT.

No. 1.

The Chairman, Fitzroy Iron Company, to The Minister for Works.

Sir,

116, Pitt-street, Sydney, 19 June, 1866.

I have the honor to address you, as Chairman of the Board of Directors of the Fitzroy Iron Works Company.

The Directors, realizing the absence of the required skill to carry out the various departments of an extensive iron works, and the indisposition in this Colony to embark sufficient capital in such an undertaking, have been for some time in correspondence with some influential gentlemen in London, with a view of inducing them to join in the undertaking and supply both the skill and capital necessary to develop the Fitzroy Iron Works. The negotiations are assuming a very favourable and practical shape.

In order to assist the Directors in completing arrangements, they are desirous of obtaining the guarantee of an order from the Government for 10,000 tons of iron rails at £14 per ton, delivered at the nearest station to the works.

The Directors respectfully submit that it is of the utmost importance to any Country to possess the means of converting the ore into merchantable iron, and it is of special importance to New South Wales to obtain a manufactory that will very soon sustain a population of thousands.

The Directors further submit that, owing to the advancing price of iron, rails by the time they are taken to Mittagong will cost the Government about the price named, and that Fitzroy rails will be much superior and more durable, owing to the superiority of the iron, resembling, as they would, steel rails of England.

A reply in time for the out-going mail will much oblige,—

Sir, your most obedient servant,

E. VICKERY,

Chairman.

Submitted.—20/6/66.

No. 2.

Minute of Secretary for Public Works.

I AM of opinion that an offer of £12 12s. per ton may fairly be offered to the Fitzroy Iron Mining Company for rails produced at that establishment, keeping in view the conditions proposed by my predecessors.

J.B., 21/6/66.

E. Vickery, Esq., informed.—22/6/66.

Railways, for information, B.C., 22/6/66.—G.H.

Mr. Whitton,—B.C., 22/6/66. J.W.—23/6/66.

No. 3.

The Under Secretary for Public Works to The Chairman, Fitzroy Iron Company.

Sir,

Department of Public Works, Sydney, 22 June, 1866.

In acknowledging the receipt of your letter of the 19th instant, I am directed by the Honorable the Secretary for Public Works to inform you that the Government will be prepared to enter into a contract with the Fitzroy Iron Company for the supply of 10,000 tons of railway bars, of pattern and quality to be approved by the Engineer-in-Chief, and delivered in such portions of the various extensions as may be required, at twelve pounds twelve shillings per ton, as soon as the Company are in a position to ensure the completion of such contract within a reasonable time.

I have, &c.,

JOHN RAE.

No. 4.

D. Smith, Esq., to The Minister for Public Works.

Sir,

Fitzroy Works, Mittagong, 13 July, 1875.

This Company is desirous to make a contract to supply the Government with twenty thousand (20,000) tons of Bessemer steel rails, same weight and section as the rails last imported, at twelve pounds sterling (£12) per ton, at the Mittagong Station. The rails to be delivered within the next two years, and guaranteed for three years.

I may beg leave to remark that, should you decide to accept this offer, you will very materially benefit the Government, and at the same time enable this Company to firmly establish the iron industry in this Colony.

I have, &c.,

DAVID SMITH.

Mr. Whitton,—B.C., 26/7/75. J.R.

No. 5.

D. Smith, Esq., to The Minister for Public Works.

Sir,

Mittagong, 27 July, 1875.

Since I had the honor of submitting an offer to you for the supply during the next two years of 20,000 tons of Bessemer steel rails, I have received a communication from England relative to the great risk and large amount of capital required to erect a complete Bessemer plant, together with a powerful rolling mill in this Colony, to do this work.

I

I may mention that there is but one class of iron ore that will produce a pig that can be converted into Bessemer steel, and consequently there must be great risk of failure in introducing this industry into a *new Country*, the entire plant for which will cost upwards of £100,000.

It is doubtless of the greatest importance to the welfare of this Colony that the iron trade should be immediately established here, and, while admitting this great fact, the capitalists of this Colony refuse to invest the money to establish this industry.

It is therefore evident the money must be raised at home.

To do this, after the experience I have had in this Colony, after an outlay (as I am informed) of £180,000, we must show a reasonable prospect of a return for the capital necessary to carry out this work.

I would beg to suggest that the Government give me a six months optional contract for 50,000 tons of Bessemer steel rails, at say £12 per ton, at the works. 20,000 tons to be delivered within the first *two years*, and 10,000 *tons per year* for the next *three years*, a three years guarantee given with all the rails, and the whole made in the Colony.

With this optional contract I will go home by the next mail, and I do not doubt that I can induce my friends to subscribe the capital, erect the necessary works, and firmly establish here one of the greatest of the six great trades of the world,—the iron trade.

I have, &c.,
DAVID SMITH.

Mr. Whitton, for report.—J.R., 28/7/75.

No. 6.

Minute of the Engineer-in-Chief.

I ADVISE the Commissioner to decline to give any such guarantee. The Bessemer steel rails are not, in my opinion, the best rails, nor could I recommend their use on any of the lines. Other Companies will no doubt be established, and each would be entitled to similar protection; and as I thoroughly believe in free trade, I cannot advise that any assistance from public funds be given in support of what is called native industry.

I think protection against any competition in the Colony of 20,000 tons of steel rails, Lander, Siemens, Steel Co. process, at £12 a ton, is as much as can be expected, and is nearly equal to the requirements of 200 miles of railway. Probably this Company would be two or three years before starting to roll, and would thus have a monopoly for seven or eight years.

Commissioner, 29/7/75.

J. W., 29/7/75.

No. 7.

Minute of Commissioner.

DECLINE offer for guarantee to any extent beyond the 10,000 tons offered to the old Company.

Mr. D. Smith informed.—5/8/75.

J.R., 4/8/75.

No. 8.

The Commissioner for Railways to D. Smith, Esq.

Sir,

Department of Public Works, Railway Branch, Sydney, 9 August, 1875.

In acknowledging the receipt of your letter of the 27th ultimo, suggesting that the Government should give you a six months optional contract for 50,000 tons of Bessemer steel rails, at £12 per ton, delivered at the works, Mittagong, so that capitalists in England may be induced to invest in the necessary machinery for the making of these rails,—I have the honor to inform you that no guarantee can be given you beyond that given to the Fitzroy Iron Mining Company in the year 1866, viz., to purchase 10,000 tons of railway bars, of pattern and quality to be approved by the Engineer-in-Chief, and delivered on such portions of the various extensions as may be required, at twelve pounds twelve shillings per ton. Copy of letter dated 22nd June, 1866, enclosed.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 9.

Minute of Secretary for Public Works.

Subject—Premium for the manufacture of iron and tin plates from ores the produce of New South Wales.

Premium to be paid to the first colonial manufacturer of 4,000 tons of railway iron rails, from ores the product of New South Wales, equal in quality to the imported article	£ 4,000
Premium to be paid to the second manufacturer of a like quantity	2,500
Premium to be paid to the first colonial manufacturer of 2,000 tons of plate iron for locomotive and ship-building, from ores the product of New South Wales, equal in quality to the imported article	3,000
Premium to be paid to the second manufacturer of a like quantity	1,500
Premium to be paid to the first colonial manufacturer of 1,000 tons of tin plates, from ores the product of New South Wales, equal in quality and price to the imported article	2,000
Premium to be paid to the second colonial manufacturer of a like quantity	1,500
Premium to be paid to the first colonial manufacturer of 1,000 tons of galvanized iron, equal in quality to best imported, and made from the ores of New South Wales	2,000
Premium to be paid to the second colonial manufacturer of a like quantity	1,500

Place on Loan Estimates for 1875 as withdrawn from Additional Estimates for 1874.

JOHN SUTHERLAND.

No. 10.

No. 10.

Minute of Under Secretary for Public Works.

WITH reference to the above, it is considered desirable to mention that a sum of money was placed on the Additional Estimates for 1874 for premiums for the above-mentioned materials, as well as for hydraulic cement, but was taken off in Cabinet, with a view to having it placed on Loan Estimates for 1875. It does not appear that any sum was included in Loan Estimates for 1875.—JOHN RAE, 15/12/76.

No. 11.

Letter from M. Fitzpatrick, Esq., M.P.

Sir,

251, George-street, 14/7/74.

Perhaps it is not too soon to remind you of the correspondence and interview I have had with you with respect to the replacing on the Estimates the bonus previously voted for first 250 tons of hydraulic cement made in the Colony.

You were good enough to inform me in May last that the item was withdrawn from the Supplementary Estimates, to be placed on Estimates-in-Chief for next year.

I have, &c.,

MICHAEL FITZPATRICK.

No. 12.

The Under Secretary for Public Works to M. Fitzpatrick, Esq., M.P.

Sir,

Department of Public Works, Sydney, 24 July, 1874.

In reply to your letter of the 14th instant, I am directed to inform you that the Secretary for Public Works has directed that the sum of £500 be included on the next Estimates as a premium for the first 250 tons of hydraulic cement manufactured in the Colony from colonial materials, equal in quality to the imported article and lower in price.

I have, &c.,

JOHN RAE.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION.

(APPLICATIONS OF CONTRACTORS ON BATHURST AND ORANGE LINE FOR EXTENSION OF TIME)

Ordered by the Legislative Assembly to be printed, 12 December, 1876.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15 August, 1876, That there be laid upon the Table of this House,—

“Copies of all Papers, Applications, Letters, and Minutes, having reference
“to an application made by the Contractors of the Great Western Railway
“Extension from Bathurst to Orange for an extension of time for the
“completion of their contract.”

(Mr. Nelson.)

SCHEDULE.

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RAILWAY EXTENSION.

No. 1.

Messrs. W. Mason & Co. to The Minister for Public Works.

Great Western Railway Extension, Bathurst to Orange.

Sir,

Sydney, 1 August, 1876.

We have the honor to lay before you some facts with reference to our contract for constructing the abovenamed extension from Bathurst to Orange.

1. On the acceptance of our tender by the Government we did not lose a day in making preparation to carry out the works, and up to the present moment have carried on the contract as vigorously and quickly as possible.

2. After our preparations, and the engagement of labour by us, we were prevented going upon certain lands on various points of the line, and were threatened with action at law by the owners in consequence of the Government not having settled or arranged with the said owners.

3. In deference to the wishes of the Department we avoided taking forcible possession, and submitted to a delay of several weeks.

4. This caused many of our men to leave the district, and in addition to delay we were put to great expense and trouble in various ways.

5. According to our contract the rails for the permanent-way were to be delivered to us *free* at Bathurst; they were only delivered at Kelso, as the bridge over the river was not then finished; and as we were anxious to avoid any delay in carrying out our works we undertook to convey the rails to Bathurst at our own expense.

7. Subsequent to the contract being signed additional work was added some time after the contract was in progress,—the item of “boxing-up” the permanent-way with ballast alone occupying the best part of several months.

8. This item of additional labour we reasonably consider entitles us to your consideration.

9. We have never troubled the Department with complaints, but have had great difficulties to contend against in not being able to obtain skilled labour when we required it; also having the works retarded during the severe winter months by heavy falls of rain and snow, which penetrated the ground, making it impossible for the men to work.

10. We have used our best endeavours to complete the line into Blayney at the earliest possible time, in accordance with the expressed wishes of the Government, and to effect this purpose have concentrated the bulk of the labour at our command on that portion of the line, and more men will be put on as fast as they can be procured. This is a difficult matter, as skilled and *suitable* men have been and are still very scarce.

11. We have made such progress in carrying out the requirements of the Government that we hope to have the permanent-way laid to Blayney by the end of September, as requested by the Engineer-in-Chief.

12. We beg to assure you that every exertion has been made by us from the commencement to have the works completed within or as near to the contract time as possible, so as to render the asking for an extension of time unnecessary, but owing to various circumstances, not under our control, some of which we have already named, we have not been able to do so.

13. On the above noted causes of delay, and taking into account the extra work, we respectfully submit that we are fairly entitled to claim an equivalent extension of time, say “three months,” from the 31st December, for the completion of our contract.

We may be here pardoned for mentioning that contracts Nos. 9 and 10, Raglan to Bathurst, including the erection of the Macquarie Bridge, were practically completed *within* the contract time.

And as our works have always given satisfaction till this moment, and we believe our monthly progress has been far greater than on any other line, we humbly seek for your kind consideration and help.

With the promise that every endeavour will be used by us to hand over the works completed with all dispatch,

We have, &c.,

WILLIAM MASON & Co.,

Contractors for G. W. Railway, Bathurst to Orange.

No. 2.

Messrs. W. Mason & Co. to Commissioner.

Railway Extension, Bathurst to Orange.

Sir,

Sydney, 25 August, 1876.

We have the honor to enclose, for your information, and in support of our special claim for an extension of time asked for in our letter of 1st instant, addressed to the Minister for Works, certain original memos. and copies of letters addressed to the District Engineer, and replies, also letters to us from certain parties against our taking possession of lands, &c.

You will note that the extra ballast is estimated 28,160 yards cubic.

We have to ask that the documents now enclosed will be returned to us after being submitted to your Law Officers.

We have, &c.,

WILLIAM MASON & Co.

[Enclosures.]

[Enclosures.]

Mr. W. Mason to District Engineer Wade.

Sir,

Bathurst, 30 October, 1874.

I have the honor to inform you that the men to whom I have let the work of excavation, &c., near Blayney, on the extension Bathurst to Orange, were stopped from commencing the work on the 28th instant by the proprietors of the land through which the railway passes, who told the men they would not allow it to be touched until they were paid for the land, or arrangements made to that effect.

I need hardly state that this will greatly impede the progress of the works now that men and plant are on the ground ready to start.

I beg that you will take such steps as may be necessary to immediately remove this difficulty so that the men may go to work without delay.

I have, &c.,
W. MASON.

Memo. of W. Mason.

Wednesday, 28 October, 1874.

MEN stopped by owners of land beyond Blayney; went and asked Mrs. Clements, Stinson, Marsh, and Burton, in presence of Dr. Flatau, if they refused to allow the men to work on their ground; they all refused to allow the men to work as they said they had received no notice from the Government about the land being taken by the Government for railway purposes; had to stop work in consequence.

W. MASON.

Mr. M. Mumford to Messrs. W. Mason & Co.

Gentlemen,

Vale Road, 2 November, 1874.

I beg to give you notice that in consequence of the Government of New South Wales not furnishing me with the required printed form for compensation, in order that I may lodge my claim for No. 13, as laid down on the survey map of the railway line from Bathurst to Orange, which is £1,200 (twelve hundred pounds) for damages sustained to my land on the Vale Road, that I will not permit you or your men to enter my premises, and that if you persist in so doing without this notice being furnished from the Government I shall summons you for trespass or any men you may have in your employ.

I have already lodged an objection, through Messrs. McIntosh, Pinnock, & Price, to your taking possession of my grounds for railway purposes, according to notice given in the *Government Gazette*, in consequence of no provision being made for egress and ingress to the public highway in front of my premises.

I am, &c.,
M. MUNFORD.

Mr. W. Mason to Mr. W. Wade.

Sir,

Bathurst, 6 Nov., 1874.

I have the honor to enclose you copy of letter I received from Mr. Mumford, stopping me from entering his ground for the purpose of excavating the cuttings.

I have, &c.,
W. MASON.

Mr. W. Mason to Mr. W. Wade.

Sir,

Bathurst, 12 Nov., 1874.

I have the honor to inform you that my men have been stopped from taking fencing timber in the line at Spring Hill.

They were stopped by a man named Seaton.

I have, &c.,
W. MASON.

Memo. made by me, Thursday, 12th November.

Saw M'Kenna at Bathurst; said he came to tell me he had been stopped at Spring Hill by a man named Seaton from putting his fencing timber on the ground. Wrote Mr. Wade, informing him.—W. MASON.

Mr. W. Mason to Mr. W. Wade.

Sir,

Bathurst, 18 Nov., 1874.

Enclosed is copy of notice I received yesterday from John Edwards, stopping me from entering his land.

I have, &c.,
W. MASON.

Mr. J. Edwards to Mr. E. Mason.

Sir,

"Bridge Inn," Vale Road, 18 Nov., 1874.

I hereby give you notice that I will not allow you to cut through my property till I have some satisfactory assurance or proof that the Government will fairly compensate me for shifting buildings, &c., and give me *just value* for the land you propose to cut in two.

I am, &c.,
JOHN EDWARDS.

Great Western Railway Extension, Bathurst to Orange.

Memorandum to W. Mason & Co.

Bathurst, 31 August, 1875.

In reply to your letter of August 21st, respecting straightening rails and boxing-up the road, the Engineer-in-Chief is of opinion that your prices are much too high; he is willing to allow 1s. 6d. per lin. yard. for boxing-up the road, and £25 per mile for straightening the rails.

W. B. WADE.

Sir,

19 October, 1875.

Referring to your memorandum of the 31st August last, we will undertake to do the boxing-up at the price therein offered, viz., 1s. 6d. per lineal yard—that is for all we can procure gravel for out of the bed; we have the tramway too at present and the two beds between Denny's foundry and the Macquarie Bridge, and if any broken stone is required for the boxing-up we will require 2s. per lineal yard for same.

The right to procure gravel from the two beds between Denny's foundry and the Railway Bridge free of charge, to be secured to us.

Regarding rail straightening, we are satisfied to accept the price offered to our Mr. Mason, verbally, by Mr. Whitton, viz., £30 per mile—that is for all rails in Bathurst at the present time.

We have, &c.,
MASON, ELKINGTON, & Co.,
per J. T. W.

Great Western Railway Extension, Bathurst to Orange.

Memorandum to W. Mason & Co.

Bathurst, 5 November, 1875.

THE Engineer-in-Chief will allow 1s. 6d. per lin. yard for boxing-up the line, and £30 per mile for straightening rails as previously offered, but he declines to accept any conditions or alternative arrangements as proposed in your letter of October 19th. Please inform me at your earliest convenience whether you accept or decline the above prices.

W. B. WADE.

Mason,

Mason, Elkington, & Co. to Mr. W. B. Wade.

Sir,

20 November, 1875.

We have the honor to acknowledge receipt of your memo. of the 5th instant, informing us that the Engineer-in-Chief will allow 1s. 6d. per lineal yard for boxing-up the line, and £30 per mile for straightening rails, which terms we accept. At your request we name prices for fixing iron gates at level crossings and supplying the ironbark posts in accordance with your drawing:

14 ft. gates.....	£6 10 0 each.
18 "	6 10 0 "
10 "	6 5 0 "
Small wicket gates	1 10 0 "

We have, &c.,

MASON, ELKINGTON, & Co.

Great Western Railway Extension, Bathurst to Orange.

Memorandum to W. Mason & Co.

Bathurst, 11 December, 1875.

THE Engineer-in-Chief has decided to have the gates for this line made according to the original specification and drawing.

W. B. WADE.

When I started first Wade told me not to make gates according to drawing supplied for this contract, as Mr. Whitton thought of putting up iron gates, and that a drawing would be sent up showing what was required, and I was then to give a price for fixing the iron gates (they finding gates); the drawing was not sent up until last October, when I gave price for fixing them; after waiting for some weeks I received this memo. from Wade, when at the eleventh hour I had to start and make gates.

W. MASON.

No. 3.

Minute of Engineer-in-Chief on Mason & Co.'s application.

Department of Public Works, Railway Branch,
Engineer's Office, Sydney, 21 August, 1876.

Subject—Progress of Works on W. Mason, jun., contract.

Great Western Railway, Bathurst to Orange—47 miles.

WITH reference to the application of Mr. Mason, jun., for an extension of time, I consider that he has in no way shown that he is entitled to it, beyond the fact that other contractors have had an extension granted to them.

He could have completed the works in the contract time had he considered it imperative to do so, but he no doubt was under the impression that if application were made for an extension as a matter of form it would be granted.

The contract time for the completion of the line to Orange expired on the 1st of the present month and not on the 31st December, as might be inferred on reading Mr. Mason's letter of the 1st instant.

See Mr. Wade's report herewith.

JOHN WHITTON.

Memorandum to Mr. Wade.

Government Railways, Engineer-in-Chief's Branch, 17 August, 1876.

A LETTER from Messrs. Wm. Mason and Co., with reference to the extension, Bathurst to Orange, is forwarded herewith for your report.

You will be good enough to make your report on a separate paper.

W. H. QUODLING.

Mr. W. B. Wade's Report on Messrs. Mason and Co.'s letter.

Great Western Railway Extension, Bathurst to Orange.

Contract No. 1.

PARAGRAPH No. 1.—The latter portion is certainly incorrect. For a long time the plant was insufficient and the delay in carrying out the brickwork is quite inexcusable.

Nos. 2 and 3. As far as I am aware the landowners' objecting were all beyond Blayney, and as the rails are now laid only 20 miles from Bathurst I do not see how this can have affected the progress. Any delay from this cause would arise from the earthwork not being ready for the permanent way. At the two cuttings, Nos. 46 and 63, when such delay has taken place no objection was made by landowners.

No. 4. At any time of the two years that the contract has been in hand there has been room for many more men than were employed if the contractor had supplied the necessary plant.

No. 5. I do not know what correspondence has passed on this matter, but it appears to me the only claim would be for cost of haulage from Kelso to Bathurst, not for loss of time.

Nos. 7 and 8. There are now about 13 miles boxed up, or very nearly finished. I think I am correct in stating that the whole of this boxing up has been done at times when the linking in was stopped from causes within the contractor's control. So far from this being a cause of delay it has enabled the contractor to keep men employed at times when he would otherwise have been obliged to discharge them. Any delay from this cause is yet in the future.

Nos. 9 and 10. I believe there has been great difficulty in procuring the skilled labour for such works as brickmaking, splitting timber, and all the branches of permanent way. The winter of 1875 was very unfavourable for work. The present winter was remarkably fine until about a month ago, since which time work has been nearly impossible.

No. 11. I am afraid there is now no chance of the line being completed to Blayney by the end of September.

I see nothing in the contractors' statement to entitle them to demand an extension as a matter of justice, and they have omitted what in my opinion has influenced their rate of progress more than any of the reasons they have adduced, that is, they have always (and more especially after extension of time was granted to contractors in the South and North) taken it for granted that an extension of time would be conceded whenever applied for.

W. B. WADE, 18/8/76.

No. 4.

No. 4.

Minute of The Secretary for Public Works.

In furtherance of decision of Cabinet I herewith forward this case for consideration of Crown Law officers.—J.L. Crown Solicitor.—C.A.G., pro Commissioner, B.C., 21/8/76.

No. 5.

The Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 1 September, 1876.

I have the honor to return herewith the paper relating to Messrs. Mason and Co.'s contract Railway Extension Bathurst to Orange, and to state that I have submitted the same to Mr. Attorney General, whose advising thereon I forward herewith. I have, &c.

JOHN WILLIAMS,
Crown Solicitor.

[Enclosure.]

OPINION OF THE HON. THE ATTORNEY GENERAL RE MASON AND COMPANY'S CONTRACT FOR RAILWAY FROM BATHURST TO ORANGE AND THEIR APPLICATION FOR EXTENSION OF TIME.

I HAVE carefully considered the papers forwarded from the Department of Public Works in connection with the Minute from the Engineer-in-Chief for Railways, of date 21st August, 1876. These papers have been forwarded in furtherance of the decision of the Cabinet that the whole matter should be submitted for my opinion. On equitable grounds I should have had little difficulty in advising my colleagues that the application of the contractors for extension of time should be favourably entertained. I think it is pretty clearly shown that the causes of delay specified in the second paragraph of the letter of the contractors, of date August 1st, really existed; and as these causes originated in the delay of the Government it appears to me that it will be very hard to make the contractors answerable for them, which would practically be the effect of excluding all such causes from consideration in determining such an application as this. It is not denied in the Report of the Engineer of the department in charge of this extension, that the assertion of the contractors, that after their preparations and the engagement of labour by them, they were prevented from going on certain lands on various points of the line in consequence of the Government not having arranged or settled with the owners, has some foundation in fact. And it is idle to attempt an explanation of this fact by any speculations on the part of the scientific officers as to whether this could or could not affect the progress of the work. The contractors allege that the immediate consequence of this delay was the loss of a considerable amount of labour which they could not employ, and that they were subjected to great expense and trouble in various ways. I think the contractors are also entitled to consideration by reason of the delay owing to the non-delivery of rails for the permanent-way at Bathurst. If, as they alleged, they were entitled to have those rails delivered to them free at Bathurst, and owing to the non-completion of the bridge over the river, the rails were only brought to Kelso; and if, as is affirmed, the contractors, anxious to avoid delay, took delivery at Kelso, and conveyed the rails at their own expense to Bathurst, this circumstance ought to be taken into consideration in any application of this kind. I am not quite certain whether the extra work specified in paragraph 7 of the contractor's application was of such a character as to increase the dimension of the works to be done under the contract, or to alter their situation or to vary the materials from any of them. If they were of this character the Engineer had power to direct their execution, and the alteration of the works in no way annulled the contract or extended the time for its completion (see sec. 5 of the General conditions appended to the Articles of Agreement between the contractors and the Commissioner for Railways).

If they were not of this character, and if their performance involved the employment of labour extending over several weeks or months, I think this is a strong ground for fairly considering a claim for extension. It appears from the Report of the Engineer of the line that on the 18th August about 13 miles of this work had been very nearly finished. It is admitted also that the winter of 1875 was very unfavourable for work, and I notice moreover that these contractors have not had any extension granted to them.

Under all the peculiar circumstances of this case, although I am unable to perceive that any strictly legal claim is made out for this extension, I think it is one supported by so many and such various equitable grounds that it would be extremely hard upon these contractors to discard the consideration of them altogether.

Crown Law Offices,
1 September, 1876.

W. B. DALLEY,
Attorney General.

No. 6.

Minute of The Secretary for Public Works.

Railway Contract, Bathurst to Orange.

THE Government have had under their consideration the letter of Messrs. Mason & Co., applying for an extension of time for the performance of their contract, and showing reasons why their application is entitled to favourable consideration. After taking the opinion of the Attorney General on the matter, as well as the report of the Railway Officer, and having given the case very careful consideration, the Government have come to the decision that the time may be extended to the 31st January, 1877; but they feel that they are bound to insist upon the payment of the penalties provided by the articles of agreement, and that such penalties date from the 1st of August last, that being the time at which their contract to Orange had to be completed.

J.L., 6/9/76.

No. 7.

Messrs. W. Mason & Co. to The Secretary for Public Works.

Sir,

Sydney, 6 September, 1876.

We have the honor to ask that, pending the drawing up of the necessary papers in our case, you will authorize the Engineer-in-Chief for Railways to pass our certificate on to the Treasury for payment. We are in urgent need of the money to repay our bankers for an advance of cash to-day for the purpose of paying the men engaged on this line.

We have, &c.,
W. MASON & Co.,
Contractors for Railway, Bathurst to Orange.

No. 8.

Minute of The Secretary for Public Works.

INFORM contractors of the decision of the Government.—J.R., 6/9/76.

On the contractors intimating their readiness to proceed with the works on those terms any certificates due may at once be paid, pending preparation of extension agreement, to facilitate the progress of the works. J.L., 6/9/76.

No. 9.

Commissioner to Messrs. W. Mason & Co.

Gentlemen, Department of Public Works, Railway Branch, Sydney, 6 September, 1876.

I have the honor to inform you that the Government have had under their consideration your letter of 1st ultimo, applying for an extension of time for the performance of your contract for the railway from Bathurst to Orange, and urging reasons why your application is, you consider, entitled to favourable consideration.

After taking the opinion of the Honorable the Attorney General on the matter, as well as the report of the railway officer, and having given the case very careful consideration, the Government have come to the decision that the time for the completion of your contract may be extended to the 31st January, 1877; but they feel that they are bound to insist upon the payment of the penalties provided by the articles of agreement from the 1st August last, that being the date on which the contract to Orange was to have been completed.

I have to refer you to the Crown Solicitor for the execution of the necessary extension agreement.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

P.S.—On your intimating to me, in writing, your intention to comply with these conditions authority will be given for the payment of certificates.—J.R.

No. 10.

Messrs. W. Mason & Co. to Commissioner.

Railway Extension, Bathurst to Orange.

Sir,

Sydney, 7 September, 1876.

We have the honor to acknowledge the receipt of your letter of 6th instant, in reply to our application for an extension of time in carrying out the railway contract, Bathurst to Orange, and note that the Government having carefully considered our claims have been pleased to grant us an extension of time till 31st January, 1877.

We regret to notice however that the Government feel bound to insist upon the payment of the penalties provided by the "Articles of Agreement from the 1st August last." This will come so very hard upon us that we most respectfully protest against its infliction at this juncture, as being undeserved and without precedent, and we pray for its reconsideration.

We are so situated that we must accept the terms stated in your letter but without prejudice to our rights of seeking a remission of penalties, should we be enabled to shew that we have grounds for the Government's consideration.

We will sign the necessary extension documents when prepared by the Crown Solicitor.

We have, &c.,

WILLIAM MASON & Co.

P.S.—We would ask you as a great favor not to deduct any penalty from our August certificate as we are urgently in need of the whole of the money to pay the workmen's wages earned during that month.—W. MASON & Co.

See decision on 76/6896 herewith, as this is a consent to proceed with works, any certificate due may be paid, the fines due up to the end of August to be deducted.—8/9/76. Mr. Whitton.—J.R., B.C. Voucher certified and fines for four weeks (£800) deducted.—W.H.Q., 8/9/76. Commissioner.—J.W., 13/9/76. Forwarded to Crown Solicitor for preparation of agreement for extension to 31st January, 1877; the penalty (£200 per week) is to be enforced from 1st August, 1876—the date of expiry of proper time for completion of contract.—C.A.G., *pro* Commissioner, Crown Solicitor, B.C., 14/9/76

No. 11.

Messrs. W. Mason & Co. to Commissioner.

Railway Extension No. 1—Bathurst to Orange.

Sir,

Sydney, 30 September, 1876.

We have the honor to direct your attention to our letter of 7th instant, in which we pray for the reconsideration of the clause in your letter of 6th, when imposing upon us a penalty of £200 per week for the non-completion of our contract to Orange before 1st August last.

This penalty is without precedent even in cases where a flagrant breach of contract has been made by contractors, and its imposition in our case is, we think, extremely harsh and undeserved, inasmuch as we are prevented at this moment from finishing the line into Blayney, owing to the backward and unfinished state of the stations, both at George's Plains and Blayney.

In addition to the works being impeded as above we have suffered great loss of credit by the extreme measures adopted by the Government towards us and we have great difficulty in paying the workmen's wages, owing to the deduction of £800 per month from our certificate in addition to the 10 per cent. detention money.

We

We have now respectfully to ask that you will solicit the favor of the Government in either remitting the monthly penalty or during its consideration by them you will make us an equivalent allowance off the £19,400 now held by the Department on account of this contract, in order to meet our engagements now falling due, and which will place us in a very unenviable position if not paid.

We have to impress upon you the urgency of our case.

We have, &c.,
WILLIAM MASON & Co.

No. 12.

Minute of The Secretary for Public Works.

THE decision in regard to enforcement of penalties must be adhered to. When, however, the line is opened to Blayney the contractors will fairly become entitled to receive a portion of the retention money, and I shall be prepared to authorize the payment to them of £5,000 on that account. J.L., 4/10/76.

Mason and Elkington informed.—5/10/76. Mr. Whitton to see.—C.A.G., *pro* Commissioner, 5/10/76. The non-completion of the stations at George's Plains and Blayney has nothing to do with Messrs. Mason & Co.'s contract, and it is absurd to say that the laying of the permanent-way has been delayed in consequence; the excuse is bad, and the contractors know it.—J.W., 20/10/76. Commissioner. Seen.—J.R., 25/10/76.

No. 13.

The Secretary for Railways to Messrs. W. Mason & Co.

Gentlemen, Department of Public Works, Railway Branch, Sydney, 5 October, 1876.

I have the honor to inform you that I have laid before the Honorable the Secretary of Public Works your letter of the 30th ultimo, representing the inconvenience to which you are put by the fines for the non-completion of your contract for the Great Northern Line within the prescribed time being deducted from your monthly certificates.

Mr. Secretary Lackey desires me to say that the decision in regard to the enforcement of the penalties must be adhered to. When, however, the line is opened to Blayney you will, he considers, fairly become entitled to receive a portion of the retention-money, and he will be prepared to authorize the payment to you of £5,000 on that account.

I have, &c.,
C. A. GOODCHAP,
Secretary for Railways.

No. 14.

The Crown Solicitor to Commissioner.

Sir, Crown Solicitor's Office, Sydney, 28 October, 1876.

In compliance with the instructions contained in your memo., B.C., 14/9/76, endorsed on letter of 7 September, 1876 (herewith), I have had prepared, and forward herewith, duly executed, the agreement as to extension of time for the completion of Messrs. H. Mason & Co.'s Contract No. 1 Extension, Bathurst to Orange, Great Western Railway.

The original contract and all other papers herein are returned herewith.
The official seal of the Commissioner should be affixed to the agreement in the usual manner.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor,
Per W. S. HARTE.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION.

(MESSAGE No. 41.)

Ordered by the Legislative Assembly to be printed, 9 July, 1877.

HERCULES ROBINSON,
Governor.

Message No. 41.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the propriety of making provision for the completion of the Railway Extension into Bathurst, and to complete the extensions from Bathurst to Orange, from Goulburn to Wagga Wagga, and from Murrurundi to Tamworth.

*Government House,
Sydney, 9th July, 1877.*

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY EXTENSION TO THE QUEENSLAND BORDER.

(PETITION IN FAVOUR OF—RESIDENTS OF ARMIDALE, TAMWORTH, WALCHA, BENDEMEER, URALLA, AND GLENNINES.)

Ordered by the Legislative Assembly to be printed, 20 June, 1877.

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

The Petition of the undersigned Residents of the Districts of Armidale, Tamworth, Walcha, Bendemeer, Uralla, and Glen Innes,—

HUMBLY SHOWETH:—

That your Petitioners, in view of the proposed extension of the Northern Railway to the District of Armidale, respectfully desire to point out to your Honorable House the route which seems to them the best, having regard to the equitable claims of the Northern Districts, as well as viewing such extension as a national undertaking. That an extension of the line from Tamworth, by Uralla, Armidale, and Glen Innes to Tenterfield and the Queensland Border, will, as your Petitioners believe, attain the object proposed in the first paragraph of this petition, for the following reasons, viz. :—

First—That such line will pass through the most populous and settled portions of the New England table-land, as shown by the comparative statement shown as under, viz. :—

POPULATION OF LAST CENSUS, 1871.							
Armidale	...	...	...	...	...	...	9,706
Glen Innes	...	...	...	...	...	...	2,648
							12,354
Deduct Inverell	...	...	...	...	...	...	2,366
							9,988
In favour of Armidale	...	...	...	...	...	...	9,988

Second—That it will bring within easy access to a Railway a larger number of towns than the proposed Railway lines of Barraba or other routes, as shown on a plan forwarded by your Petitioners to the Honorable Secretary for Works, from which it will appear that the Railway will run within 12 miles of Walcha, 20 miles of Bendemeer, through Uralla within 40 miles of Bundarra, through Armidale 40 miles of Inverell, through Glen Innes within 12 miles of Vegetable Creek and other tin mines in its vicinity, through Tenterfield and the proposed extension of the Southern Railway in Queensland to Stranthurpe.

Third—That the proposed line by Armidale will return a larger revenue immediately upon its construction than the line by Barraba to Inverell, will be apparent from the comparative statement shown as under, viz. :—

RETURN OF STOCK, 1875.

	Horses.	Cattle.	Sheep.	Pigs.
Armidale	11,679	117,249	796,579	3,277
Glen Innes	4,656	69,407	225,757	756
	16,335	186,656	1,022,336	4,033
Deduct Inverell	3,161	27,159	200,027	962
Balance in favour of Armidale	13,174	159,497	822,309	3,071

		GOLD, 1875.		£	s.	d.
Rocky River	1,178	0	0
Armidale	1,724	18	1
				2,902	6	2
Inverell—Nil.				£10,922	6	2

411—

TIN.

TIN.

Vegetable Creek and other mines, 3,040 tons; value, £96,480.

AGRICULTURAL, 1875.

	Number of acres under cultivation.	Wheat.	Maize.	Barley.	Oats.	Rye.	Potatoes.	Hay.
		Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.	Tons.
Armidale	10,596	78,102	15,022	902	16,047	218	1,717	2,650
Glen Innes	3,578	7,574	10,688	685	5,356	106	731	1,439
	14,174	85,676	25,710	1,587	21,403	324	2,448	4,089
Deduct Inverell	4,742	35,697	17,143	365	416	.....	234	743
Balance in favour of Armidale	9,432	49,979	8,567	1,222	20,987	324	2,214	3,346

Fourth—That it will pass through a greater area of land fit (from climate and otherwise) for the permanent settlement of people on the soil, and without being subject to periodical droughts and floods (like the Western district), is proved from the immense area of land conditionally purchased, sold at auction, or leased, as hereafter set forth (the larger portion of which land is situated on the east, north-east, and south-east of Armidale):—

Armidale Land Office only.

	1874.	1875.	1876.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Land sold by auction	1,818 6 6	3,523 4 6	20,589 14 4	25,931 5 4
Sales after being submitted to auction	4,330 12 3	4,859 3 8	6,913 19 4	16,103 15 3
Conditional purchases	13,363 7 3	10,825 4 11	14,225 13 2	38,414 5 4
Under 31st clause		563 2 10	2,555 12 0	3,118 14 10
Interest on conditional purchases	1,897 3 8	2,229 13 3	3,355 18 6	7,482 15 5
Balance on conditional purchases, paid up	1,644 18 6	916 3 0	626 10 0	2,707 11 6
Releases	275 13 0	348 16 11	1,028 12 2	1,653 2 1
Timber licenses	59 5 0	50 15 0	40 0 0	150 0 0
				£95,561 9 9

MEMO. of Conditional Purchases taken up from 1st January to 10th May, 1877	...	...	...	7,012 0 0
Selection after auction	4,006 5 0	Auction sales	...	9,014 0 0
Under 31st clause	2,077 0 0	Releases	...	384 0 0
From 1st January to 10th May, 1877	3,863 4 5	Balances of land	...	189 5 0
		Paid up	...	9,946 9 5
	£9,946 9 5			£26,545 14 5

	1874.	1875.	1876.	Total.
	Acres.	Acres.	Acres.	Acres.
Number of acres of land purchased	1,818	3,523	20,589	25,930
Selected after auction	4,330	4,859	6,913	16,102
Conditional purchases, in which 5s. only is paid	53,452	43,300	56,900	153,652
				Acres 195,684

MEMO. Conditional Purchases from 1st January to 10th May, 1877 (equal to 14½ selections per week)	...	...	...	Acres. 28,048
Selections after auction	...	...	...	4,006
Auction sales	...	...	...	9,014
Under 31st clause	...	...	...	2,077
				Acres 43,145

Your Petitioners would also respectfully remind your Honorable House that the proposed Railway by Gunnedah to Walgett will amply open up the Western districts until branch lines are constructed, and that the proposed line, *via* Barraba, would run in close proximity to Gunnedah and Walgett line, as well as run through over sixty miles of barren country.

Your Petitioners therefore humbly pray that your Honorable House will take the premises into your favourable consideration, and grant such redress as in your wisdom may seem just.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 2,402 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY EXTENSION INTO THE CITY OF SYDNEY.

(PETITION SIGNED BY JOHN MACINTOSH, AS CHAIRMAN OF A PUBLIC MEETING OF CITIZENS AND OTHERS.)

Ordered by the Legislative Assembly to be printed, 16 May, 1877.

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

The Petition of the undersigned Chairman of a Meeting of Citizens of Sydney, in public meeting assembled,—

HUMBLY SHOWETH:—

That the following Resolutions were unanimously passed, including a Petition to your Honorable House to be signed and presented:—

1st Resolution.—That this meeting is of opinion that the large population in and around Sydney, amounting to nearly one-third of the people in the Colony, has a just claim to greater railway facilities than are now enjoyed; and, believing that no part of the railway line yet opened will yield such profitable return for the outlay, or contribute so largely to the commercial, social, and sanitary well-being of the community as the extension of the railway through the City of Sydney to Circular Quay, resolves to urge upon Parliament the immediate prosecution of this much needed extension.

2nd Resolution.—That, in the opinion of this meeting, the slow and wasteful mode of conveying wool and produce from the Railway Station at Redfern to the Circular Quay, and of railway and other material from there to the Station, is a source of great national loss and public inconvenience, to remedy which the extension of the railway to the Circular Quay is imperatively demanded.

3rd Resolution.—That the Petition now read be adopted and signed for presentation to Parliament.

Petition as under:—

The Petition of the undersigned citizens and residents of Sydney and suburbs humbly showeth:—

“That, in the opinion of your Petitioners, the present railway accommodation is very inadequate to the growing requirements of our commerce and passenger traffic.

“And they respectfully request that the extension of the railway from Redfern to the Circular Quay may be undertaken.

“Your Petitioners therefore humbly pray that your Honorable House will be pleased to take such steps as may be deemed necessary.

“And your Petitioners, &c., &c.”

Your Petitioner therefore humbly prays that your Honorable House may take above premises into your favourable consideration, with a view to give effect to the same.

And your Petitioner, as in duty bound, will ever pray.

JOHN MACINTOSH,
Chairman.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY EXTENSION TO CIRCULAR QUAY.

(PETITION IN FAVOUR OF—RESIDENTS OF SYDNEY AND SUBURBS.)

Ordered by the Legislative Assembly to be printed, 13 June, 1877.

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

The Petition of the undersigned residents of Sydney and suburbs,—

HUMBLY SHOWETH:—

That, in the opinion of your Petitioners, the present railway accommodation is very inadequate to the growing requirements of our commerce and passenger traffic.

They therefore respectfully request that the extension of the railway from Redfern to the Circular Quay may be undertaken.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take such steps as may be deemed necessary.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 11,309 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION TO CIRCULAR QUAY.

(PETITION IN FAVOUR OF—RESIDENTS OF BURWOOD AND VICINITY.)

Ordered by the Legislative Assembly to be printed, 15 June, 1877.

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

The Petition of the undersigned Residents of Burwood and vicinity,—

HUMBLY SHOWETH:—

That, in the opinion of your Petitioners, the present railway accommodation is very inadequate to the growing requirements of our commerce and passenger traffic. They, therefore, respectfully request that the extension of the Railway from Redfern to the Circular Quay may be undertaken.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take such steps as may be deemed necessary; and your Petitioners, as in duty bound, will ever pray.

[Here follow 284 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION TO CIRCULAR QUAY.

(PETITION IN FAVOUR OF—RESIDENTS OF ASHFIELD AND VICINITY.)

Ordered by the Legislative Assembly to be printed, 18 June, 1877.

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

The Petition of the undersigned Residents of Ashfield and its vicinity,—

HUMBLY SHOWETH :—

That, in the opinion of your Petitioners, the present railway accommodation is very inadequate to the growing requirements of our commerce and passenger traffic. They, therefore, respectfully request that the extension of the Railway from Redfern to Circular Quay may be undertaken.

Your Petitioners, therefore, humbly pray that your Honorable House may be pleased to take such steps as may be deemed necessary ; and your Petitioners, as in duty bound, will ever pray.

[*Here follow 154 signatures.*]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TRIAL SURVEYS.

(INSTRUCTIONS TO THE ENGINEER-IN-CHIEF, AND ALL PAPERS, LETTERS, MINUTES, AND REPORTS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 1 May, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 16th January, 1877, That there be laid upon the Table of this House,—

“Copies of all Instructions given by the Government or the Secretary for Public Works to the Engineer-in-Chief for Railways or to any other person; also a copy of all Papers, Letters, Minutes and Reports having reference to Trial Surveys for Railways throughout the Colony, which have not already been laid upon the Table of this House; also a Report of the progress made and amount of money expended upon each line.”

(Mr. Nelson.)

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RAILWAY TRIAL SURVEYS.

No. 1.

Engineer-in-Chief to Commissioner.

7 June, 1876.

PLANS and Sections of proposed Railway Extensions to be laid upon the Table of the House of Assembly.

The undermentioned plans and sections of proposed Railway extensions are forwarded herewith, to be laid upon the Table of the House of Assembly as exhibits only, viz. :—

G.S.R.—Wagga Wagga to Albury. Parliamentary plan and section.

G.N.R.—Werris Creek to Gunnedah. Plan and section. Trial survey.

G.W.R.—Orange to Wellington and Dubbo. Plans only.

JOHN WHITTON.

No. 2.

Engineer for Trial Surveys to Engineer-in-Chief.

Sir,

21 August, 1876.

In accordance with your verbal instructions, I am making arrangements for carrying out the following surveys :—

Permanent staking.

Orange to Dubbo, *via* Ironbarks and Wellington.

Werris Creek to Gunnedah.

Tamworth to District of Armidale.

Junee to Narrandera.

Trial surveys.

Improving original trial survey, Wallerawang to Mudgee, *via* Rylstone.

Continuation of present trial survey, Tamworth to Armidale, to join line surveyed from Tamworth to Tenterfield *via* Inverell.

Orange to Wilcannia, via Parkes.

On the above surveys I propose to distribute the present staff of surveyors and three additional surveyors who have applied for work in this department, in the following order :—

Permanent staking.

Orange to Dubbo: Messrs. Cowdery, Hardy, and Gowan.

Werris Creek to Gunnedah: Messrs. Mountain and Carver.

Tamworth to District of Armidale: Mr. Hotson.

Junee to Narrandera: Messrs. Francis and Mayes (on completion of the trial survey they are now making).

Trial surveys.

Wallerawang to Mudgee: Messrs. Jamieson and Kennedy.

Armidale, towards Glen Innes: Messrs. Vine, Herbert, and Hoyle.

Orange to Wilcannia: Messrs. Townsend and Fitzgerald.

To carry out these arrangements, I have to request that you will recommend the appointment of Messrs. Gowan, Hotson, and Hoyle, if such appointments meet with your approval.

J.W., 12/9/76.

I have, &c.,

HERBERT PALMER.

No. 3.

Engineer-in-Chief to Commissioner.

RAILWAY SURVEYS—SOUTHERN.

Junee to Narrandera.

A TRIAL survey of this extension was commenced in June, 1876, and has been completed within the last few days. The junction with the main line is at a point 286 miles distant from Sydney, at the crossing of the road from Junee to Wantabadgery.

The two surveyors employed on this trial survey are now making an amended survey of the first 15 miles of the original line. The section of this portion is not satisfactory, and it is probable that, to make any considerable improvement, a junction with the main line must be made a few miles to the north of the one already described. On the completion of this amended survey, the permanent staking for contract of this extension will be immediately proceeded with.

WESTERN.

Orange to Dubbo.

Trial surveys from Orange to Wellington *via* Ironbarks and *via* Molong, and from Wellington to Dubbo, have been completed. During the last two months one surveyor has been employed in making amended surveys of portions of the original survey on the Ironbarks route, and three more surveyors were

were last week sent to Orange for the purpose of permanently staking this route, and on its completion they are to proceed with the staking as far as Dubbo. Estimates from trial survey have been prepared of the sections *via* Ironbarks and *via* Molong, and further estimates will be made when the Ironbarks line has been staked.

Orange towards Wilcannia.

Two surveyors have been sent to Orange to commence a trial survey from the neighbourhood of Orange towards Wilcannia. It is proposed to make a junction with the main line at Orange, and to proceed thence in a westerly direction between the townships of Parkes and Forbes towards Condobolin.

The ultimate direction of this survey from the point where the line will leave the Lachlan cannot be decided upon until the trial survey of the first 150 miles has been made.

Wallerawang to Mudgee.

Trial surveys, as already described, have been made between Wallerawang and Mudgee, both in the direction of the main road by Cherry-tree Hill, Aaron's Pass, Bocoble Mountain, and Queen's Pinch, into Mudgee, and also *via* Rylstone, to a point opposite to Mudgee, on the north side of the river Cudgegong. Two surveyors have since been sent to make amended surveys of the heaviest portions of the Rylstone route, and I anticipate being able to show considerable improvement in this section when these amended surveys are completed.

NORTHERN.

Werris Creek to Gunnedah.

Plans and sections of this trial survey have been completed, and two surveyors are now permanently staking the line for contract. The section throughout is very light, and the few alterations requiring to be made before permanently fixing the direction of the line will be made as the staking is advanced.

Tamworth to District of Armidale.

Trial surveys have been completed from Tamworth, *via* Manilla, Barraba, Inverell, and Wellinggrove, to Tenterfield; also from Tamworth *via* Moonbi to Armidale. Trial surveys are now being commenced from Armidale northwards, with a view of joining the line already surveyed to Tenterfield.

Mr. Palmer will visit this district next week, after which I shall be better able to report as to the direction the surveyed line will take beyond Armidale.

No. of Surveyors employed.

	<i>Southern.</i>						
Junee to Narrandera ... ..	...	...	...	...	...	...	2
	<i>Western.</i>						
Orange to Wellington ... ..	...	...	...	...	...	...	4
Do. to Wilcannia ... ..	...	...	...	...	...	...	2
Wallerawang to Mudgee ... ..	...	...	...	...	...	...	2
	<i>Northern.</i>						
Werris Creek to Gunnedah ... ..	...	...	...	...	...	...	2
Armidale towards Wellinggrove ... ..	...	...	...	...	...	...	3
Parramatta to Newcastle ... ..	...	...	...	...	...	...	2
							—
							17

September 19th, 1876.

JOHN WHITTON.

No. 4.

Engineer for Trial Surveys to Engineer-in-Chief.

TRIAL SURVEYS completed in 1875 and 1876.

	Miles.
Cootamundra to Gundagai (two lines)	57
Liverpool and Campbelltown to Wollongong	59
Wollongong to Kiama (three lines)	40
Redfern to City and Circular Quay (various lines)	6
Inverell to Tenterfield (including abandoned portions)	127
Lawrence to Tenterfield (2 lines)	133
Wyon to Casino	20
Iluka to Woodburn	24
Werris Creek to Gunnedah (three lines)	72
Tamworth to Tenterfield, <i>via</i> Armidale (to date)	149
Wallerawang to Mudgee (various lines)	187
Junee to Narrandera (various lines)	98
Orange to Wellington, Dubbo, and Narromine	151
Orange towards Parkes and Wilcannia (to date)	30
Sydney towards Newcastle	42
	—
Total	1,195

H.P., 13/12/76.

No. 5.

Engineer-in-Chief to Commissioner.

TRIAL SURVEYS.

Wallerawang to Mudgee.

TRIAL surveys have been made from Wallerawang, *via* Piper's Flat, Crown Ridge, Cherry-tree Hill, Ilford, Aaron's Pass, Bocoble, Queen's Pinch, to Mudgee, and from a point near Round Swamp to Rylstone, and thence to a point opposite to Mudgee, on the north side of the river Cudgegong.

There are heavy works on both routes; the line *via* Rylstone is now being thoroughly worked up, and in the course of two months I hope to be able to furnish a section of the best line procurable.

The line as surveyed *via* Ilford has the advantage of passing through the town of Mudgee, while the Rylstone line terminates about a mile from the town and on the opposite side of the river.

The distance *via* Ilford from Wallerawang to Mudgee is $82\frac{1}{2}$ miles, and *via* Rylstone the distance is $84\frac{1}{2}$ miles.

Orange to Dubbo.

Trial surveys have been made from Orange to Wellington, *via* Ironbarks and *via* Molong, and from Wellington the survey has been continued to Dubbo.

The Molong route is $8\frac{1}{2}$ miles longer than that by Ironbarks, and the works, gradients, &c., average about the same per mile by either route. The shorter line (*via* Ironbarks) is now being permanently staked, and the section *via* Molong is being worked up in the office to the same scale as the working sections, in order that a comparative estimate between the two routes can be made if required.

The lengths of these surveys are as under:—

	Miles.	Miles.
Orange to Wellington <i>via</i> Ironbarks	55	...
Orange to Wellington <i>via</i> Molong ... ..	...	$63\frac{1}{2}$
Wellington to Dubbo	30	30
Orange to Dubbo <i>via</i> Ironbarks and Wellington	85	...
Orange to Dubbo <i>via</i> Molong and Wellington... ..	...	$93\frac{1}{2}$

J.W., 28/12/76.

No. 6.

Engineer for Trial Surveys to Engineer-in-Chief.

Sir,

TRIAL SURVEYS.

I have the honor to submit the following Report on the Railway Trial Surveys completed during the year 1876:—

GREAT SOUTHERN RAILWAY.

Junee to Narrandera.

This trial survey was commenced in June, and the survey, plan, and section of a through line to Narrandera, 64 miles in length, leaving the Great Southern Railway at a point $286\frac{1}{2}$ miles from Sydney, was completed in September; other trial surveys were then made at the Junee end, and improvements made in the original trial line, so that the final staking might be proceeded with. I visited this district in November, and after examining the different lines gave instructions for the permanent staking to be commenced. Three surveyors are now employed on this work, two on the staking and one making alterations on the trial line in advance of the staking.

In a few weeks time the sections of these alterations will be completed, and the Parliamentary plan, section and book of reference will then be immediately proceeded with. The length of this branch line will be about 62 miles.

GREAT WESTERN RAILWAY.

Orange to Dubbo.

A trial survey from Orange through Molong to Wellington was completed in June. Sections of the two routes *via* Ironbarks and *via* Molong were then worked up, and comparative estimates made. It was then decided that the trial line on the Ironbarks route should be again taken up with a view of making all the improvements possible before this extension was finally staked. The permanent staking was commenced in September, and is still in hand. A Parliamentary plan, section, and book of reference from Orange to Dubbo, taking the Ironbarks route between Orange and Wellington, is also being proceeded with.

Orange to Wilcannia.

Trial surveys are now being made between Orange and Parkes, and these will be extended to Wilcannia as circumstances permit.

Wallerawang to Mudgee.

At the commencement of the year four surveyors were employed on this trial survey, and the through surveys of the two routes (described in my Report for 1875) were completed in July.

It was then found that although the works on the Rylstone route were extremely heavy, still this route presented on the whole less difficulties than that *via* Cherry-tree Hill and Queen's Pinch. The Queen's Pinch route terminates in the town of Mudgee, passing at the rear of the newly-erected hospital, while the Rylstone route terminates on the northern side of the river Cudgegong, about a mile distant from the post and telegraph offices.

A trial line was also surveyed to connect these two routes, leaving the Rylstone line near the Broombie Gap, passing through this Gap, thence across the river Cudgegong through Mr. Charles Cox's estate, and parallel to the Sydney Road, to a junction with the Queen's Pinch line.

Two

Two surveyors returned to this district at the end of August, one taking up the length from Wallerawang to Capertee Camp, and the other the length from Capertee Camp to Rylstone.

They are still making improvements on the original trial lines, and thoroughly working up these lengths, and in about two months time I hope to be able to furnish the best section that can be obtained through this difficult country; and on the completion of these trial surveys, the permanent staking, if required, could be rapidly proceeded with before the surveyors leave the neighbourhood. I have lately visited this district, and was much pleased with the thoroughly efficient manner in which the surveyors (Messrs. Jamieson and Kennedy) are carrying out this work.

GREAT NORTHERN RAILWAY.

Tamworth to Armidale, Glen Innes, and Wellington Vale.

Plans and sections of a through trial survey from Tamworth to Inverell, and thence to Tenterfield, were completed in October, 1875. It was then determined that trial surveys should be made from Tamworth to Tenterfield by way of Armidale, and from that date to the present time these surveys have been in hand. The length from Tamworth, *via* Jamieson's Creek, Surveyors Creek, Congi, and Gostwyck, to Armidale, was completed in May. A trial line was then surveyed from a point on the first trial line (not far from the head of Surveyors Creek) to Uralla, and thence to Armidale.

The survey of this line is now being continued from Armidale, *via* Puddledock, to the table-land at the summit of the Devil's Pinch; thence by the Mother of Ducks Lagoon to Ben Lomond and Glen Innes, and from there to a point on the Inverell and Tenterfield survey, about 5 miles north of the Wellington Vale Station and 36 miles to the south of Tenterfield.

Another survey is also being made from Uralla to join the line from Armidale to Glen Innes, at a point near the Mother of Ducks Lagoon. This line passes about 6 miles to the west of the town of Armidale, and will, I think, prove the most favourable ascent to the high table-land between the Devil's Pinch and Ben Lomond. I expect the whole of these surveys to be completed in March.

Diagram, plans, and sections are now being made from Tamworth northwards, and a comparison can soon be made between the two routes *via* Inverell and *via* Armidale.

Werris Creek to Gunnedah.

Various alterations and improvements on this trial survey were in hand up to June, and the permanent staking of this extension was commenced in September.

At Gunnedah there are three trial lines surveyed, one passing through the town, one terminating about 3 miles to the south-west of the town, and heading direct for Narrabri, and a third line connecting this back line with the town line, at a point about a mile to the westward of the centre of the town.

It has now to be decided which of these three routes is to be selected and permanently staked. The back line would be about 3 miles shorter than the town line in the event of an extension to Narrabri, and about 2 miles shorter than the connecting line.

With the exception of a few cuttings at the Werris Creek Gap, the works throughout will be extremely light.

There has been much delay in the permanent staking of this extension, owing chiefly to the excessive heat and want of water, both serious drawbacks to surveying on the Plains.

The worst portion is, however, completed, and I hope to have the contract plans and sections finished in about two months.

Iluka to Woodburn.

This trial survey, commenced at the end of 1875, was completed in February, 1876. The surveyed line is 24 miles in length, and the section throughout is an easy one—the highest point attained where the line crosses the ridge dividing the waters of the Clarence and Richmond Rivers is only 47 feet above high-water-mark.

Sydney towards Newcastle.

I visited the Hawkesbury in January, and examined the river from Broken Bay to its junction with the Colo, with a view of selecting a favourable crossing for the proposed line of railway from Sydney to Newcastle. After this a trial survey was made, leaving the Great Western Railway near the town of Parramatta; thence following the main direction of the road to Wiseman's Ferry to the head of Dalgetty's Creek, a descent of 650 feet is made to the Hawkesbury by following this creek downwards, and the river is crossed about 5 miles below Wiseman's Ferry. The course of the river is then followed upwards on the northern bank to the confluence of Myrtle Creek, and an ascent of 700 feet is then made by following a branch of this creek to its head. At this point the trial survey was discontinued, as there were other and more important surveys urgently required, and the surveyors employed were in consequence withdrawn. The crossing of the Hawkesbury would entail a very large expenditure. At the point where I should propose to cross, the bridge required, including approaches, must be half a mile in length, the main channel of the river being 15 chains in width, and in times of heavy flood nearly 100 feet in depth. The section generally, as far as the survey extends, shows works of the heaviest description, with long and steep inclines. In a length of 9 miles there are eight tunnels—three on the southern, and five on the northern side of the Hawkesbury, amounting in the aggregate to $1\frac{1}{2}$ mile in length, while the earthwork quantities for the length surveyed (42 miles) amount to 1,370,000 cubic yards.

Wollongong to Kiama.

At the date of my last report trial surveys in different directions had been completed between Sydney and Wollongong. One surveyor then remained in this district, and was employed until June in making trial surveys from Wollongong to Kiama.

Several lines were surveyed, one *via* the coast in continuation of the Sydney and Wollongong line, crossing the entrance to the Illawarra Lake, and thence to Shellharbour and Kiama.

Another line left the trial line from Campbelltown to Wollongong, at a point about 2 miles to the north of the latter town, and passing through Fig-tree and Dapto, skirted the western side of the Illawarra Lake, and joined the first line at a point between Shellharbour and Kiama.

Another line was also surveyed, leaving the Sydney and Wollongong line at its terminal point, and joining the last-described line between Fig-tree and Dapto.

CLARENCE AND NEW ENGLAND.

Lawrence to Tenterfield.

The trial surveys in this district were nearly completed at the end of 1875; the last of the surveys was completed in March, 1876, and the surveyors were then withdrawn from the district. The whole of the plans and sections of the different trial lines have since been completed, and quantities taken out. A diagram section has also been prepared, which shows the whole of the lines surveyed on one sheet, and I intend to prepare a diagram plan to accompany the section.

Mileage of surveys.

Appended is a statement of the number of miles of lines permanently staked, and of the trial surveys made during the year 1876.

N.B.—The mileage returned is that of the plans and sections of lines staked out, and on which quantities, &c., have been worked out, and does not include abandoned trial lines, rough traverses, &c., which in many districts are necessary before a final trial line is selected.

MILEAGE OF SURVEYED LINES—1876.

<i>Permanent staking:</i>							
							Miles.
Orange to Wellington	...	...	...	...	...	...	22
Junee to Narrandera...	...	...	...	...	...	...	10
Werris Creek to Gunnedah...	...	...	...	...	...	...	22
							—
						Total	54
							—
<i>Trial surveys.</i>							
Junee to Narrandera...	...	...	...	...	...	...	98
Wallerawang to Mudgee	...	...	...	...	...	...	132
Orange to Dubbo	...	...	...	...	...	...	53
Orange to Wilcannia...	...	...	...	...	...	...	30
Tamworth to Armidale, Glen Innes, and Wellington Vale	...	...	...	...	...	...	90
Werris Creek to Gunnedah...	...	...	...	...	...	...	30
Iluka to Woodburn	...	...	...	...	...	...	9
Sydney towards Newcastle	...	...	...	...	...	...	42
Wollongong to Kiama	...	...	...	...	...	...	25
Lawrence to Tenterfield	...	...	...	...	...	...	15
							—
						Total	524
							—

I have, &c.,
HERBERT PALMER.

No. 6A.

Engineer-in-Chief to Commissioner.

REPORT ON RAILWAY SURVEYS.—1st MARCH, 1877.

GREAT SOUTHERN RAILWAY.

Wagga Wagga to Albury.

Working plans and sections of the Extension from the end of Contract No. 3, near to Wagga Wagga, to Albury, a distance of 82 miles, were completed in September, 1875. The plans are also ready to lay before the Assembly.

Tenders might be invited for the construction of this length in one month from this date.

Hanging Rock to Deniliquin.

Parliamentary plans and sections of the Extension from Hanging Rock, on the Albury line, to Deniliquin, passing through Urana and Jerilderie, a distance of 125 miles, were completed in September, 1875, and are ready to lay before the Assembly.

Junee to Narrandera—62 miles.

Plans, sections, and book of reference of this length will be ready to lay before the Assembly in about ten days. The working plans and sections will be completed ready to invite tenders in about three months.

GREAT WESTERN RAILWAY.

Orange to Wellington and Dubbo.

Trial surveys and sections beyond Orange, *via* Ironbarks, to Wellington, Dubbo, and Narramine, were completed in October, 1875, a distance of 104 miles.

Trial surveys and sections from Orange to Wellington, *via* Molong, were completed about July, 1876.

The permanent staking of the Western line from Orange to Wellington and Dubbo, by Ironbarks, was commenced in September, 1876, and 30 miles are now completed.

Parliamentary plans, sections, &c., of the line by Ironbarks, and also by Molong, will be ready to lay upon the Table of the Assembly in about a fortnight from the present date.

Orange to Wilcannia.

Trial surveys were commenced in September, 1876, from Orange to Wilcannia, by Parkes, and on the 31st December 42 miles had been levelled.

Wallerawang to Mudgee.

The first trial surveys of the line from Wallerawang to Mudgee, 85 miles, were commenced in October, 1875, and finished in July, 1876. Additional trial surveys were continued in August, 1876, by Rylstone, and these are nearly completed.

The Parliamentary plans and sections are being prepared, and will be ready to lay before the Assembly about the end of April next.

GREAT NORTHERN RAILWAY.

Tamworth to Tenterfield.

Trial plans and sections from Tamworth through Manilla, Barraba, Inverell, to Tenterfield, were commenced in January, 1874, and completed in October, 1875, being a distance of 222 miles.

Tamworth to Armidale.

Trial surveys from Tamworth direct to Armidale were commenced in October, 1875, and completed to Armidale in May, 1876. A deviation from this line, commencing at the head of Surveyors Creek, has since been surveyed through Uralla, joining the former line near to Armidale, which has been continued to Glen Innes, joining the Inverell and Tenterfield survey near Wellington Vale, about 36 miles south of Tenterfield.

Another line commencing from the first deviation near to Uralla is being surveyed, passing about 8 miles to the west of Armidale, and joins the through trial survey between Armidale and Glen Innes, about 25 miles north of Armidale.

The whole of these surveys will be completed in about two months.

As these routes are entirely distinct, it will be desirable for the Assembly to determine which route shall be adopted, so as to save the time and expense of preparing plans for both routes, as each through line is about 220 miles in length.

Werris Creek to Gunnedah—42 miles.

The trial survey of this line was commenced in July, 1875, and completed in January, 1876.

This line has since been staked out, and the working section prepared.

Parliamentary plans will be ready to lay before the Assembly in about a fortnight.

Tenders might be invited for this length in about two months.

JOHN WHITTON.

NEW SOUTH WALES RAILWAYS.

<i>Number of Miles of Sections for which Tenders may be called in May, 1877.</i>				<i>Number of Miles of Trial Surveys which will be completed in April, the routes of which are to be approved before final surveys are made for Parliamentary Plans and Sections.</i>					
				No. of Miles.					No. of Miles.
Wagga Wagga to Albury	...	...	...	82	Tamworth, <i>via</i> Inverell, to Tenterfield	...	...	222	
Orange towards Dubbo	...	...	...	40	Tamworth, <i>via</i> Armidale, to Tenterfield	...	...	216	
Junee to Narrandera	...	...	...	62	Deviation through Uralla	...	...	60	
Werris Creek to Gunnedah	...	...	...	41	Wallerawang to Mudgee	...	...	85	
Total number of miles	...	...	...	225	Orange to Parkes	...	...	70	
Orange towards Dubbo, remaining portion in July, 1877	...	...	...	46	Total number of Miles	...	...	653	
Hanging Rock to Deniliquin, in October, 1877	...	...	...	125					
Total number of Miles	...	...	...	396					

Dates on which Plans, &c., can be laid before Parliament.

Wagga to Albury—Immediately.
 Hanging Rock to Deniliquin—Immediately.
 Junee to Narrandera—20th March.
 Orange to Dubbo—20th March.
 Werris Creek to Gunnedah—20th March.
 Wallerawang to Mudgee—30th April.

J.W.—1st March, 1877.

Junee to Narrandera.

No. 7.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Junee, 29 May, 1876.

I have delayed reporting on the route from Junee to Narrandera up to the present time, in expectation of rain, which would enable me to examine the country more thoroughly than I have been able to do.

The country is destitute of grass, and there is no water, except such as is to be found in tanks, which are not easily found by one unacquainted with the country.

Owing to these drawbacks, I have only been able to give the country a very hasty and partial examination. The large areas of country which are enclosed by wire fencing also make it difficult to travel on or near the direct route. The country is not so easy as I expected to find it, and it will be necessary

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necessary to deviate from the direct route in order to obtain a practicable line. The difficulties begin at the starting point, which is in a valley bounded on the west side by a pretty steep range.

There is a low place in this range over which the line may be carried, but there will be heavy cuttings and steep gradients. (A better starting point might, I think, be found about a mile back on the line.) After crossing this range, the country undulates for about 15 miles, when another range is reached, and a short distance beyond that again rises the Malebo Range.

This range seems to offer a rather formidable obstruction, but there is a low place in it about a mile south of the direct line, over which I think the line may be carried. I purpose examining this range more thoroughly from my next camp, which will be at an easy distance from it.

The direct line as marked on the map is shaping a little to the south of a high point on the Malebo range, called the Pinnacle.

The country between the Malebo Range and Narrandera is undulating, and there is very little even ground on the route, except about Narrandera. The most difficult country is, however, on the first 30 miles from Junee, and it will not be necessary to deviate much from the route marked by you on the map at the Narrandera end.

I have, &c.,

A. FRANCIS.

H.P.—2/6/76.

No. 8.

Engineer for Trial Surveys to Mr. Mayes.

Mr. Mayes, "Belmore Inn," Deepwater, Wagga Wagga,

6 September, 1876.

On the completion of your plan and section of the length you are now surveying, I wish you to send them to this office *without delay by post*, as I must see these documents before I can send you further instructions, which I will do by telegraph to Wagga Wagga.

HERBERT PALMER.

No. 9.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis, Wagga Wagga,

6 September, 1876.

On the completion of the plan and section of the length you are now surveying, I wish you to send them to this office *without delay by post*.

I will send you further instructions by telegraph to Wagga Wagga as soon as I have seen them.

HERBERT PALMER.

No. 10.

Engineer for Trial Surveys to Mr. Francis.

15 September, 1876.

I have received the plan and section of your surveyed line from Junee towards Narrandera.

Before anything is done in the way of permanently staking this extension, the Engineer-in-Chief requires further surveys to be made with a view of improving the first 20 miles of the section, and I wish you now to examine the ground thoroughly both to the north and south of your present junction with the Southern Railway, and endeavour to survey a more favourable line. When you have made this examination of the country, I should like you to report to me as to the point at which you will leave the main line, and also the point where you will contemplate joining the original trial survey, as I wish to employ Mr. Mayes also on this amended survey.

HERBERT PALMER.

No. 11.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis, Junee,

25 September, 1876.

Enclosed I forward a tracing from the working plan of the Southern Railway, showing the centre line and B.M.'s from 284 miles to 286 miles.

I have instructed Mr. Mayes to proceed to Junee to assist you in making the second trial survey from Junee. You will be good enough to arrange the work so that it may be carried out as expeditiously as possible.

HERBERT PALMER.

No. 12.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Junee, 25 September, 1876.

In accordance with your instructions of the 15th inst., I have completed the examination of the country between the Great Southern Railway and the Malebo range, with the view of improving the first 20 miles of the survey between Junee and Narrandera, and am of opinion that the best line, both for direction and section, is to be obtained by starting from the commencement of the curve at the 285 miles on the Great Southern Railway.

As with the first trial line there is a difficulty at starting, the same range having to be crossed, but there is a favourable opening in the range opposite the 285 miles, which will I think afford a very fair line with a short 20 or 25 feet cutting. After clearing this range the line will run west for about 7 miles over very even country. Crossing the Junee and Wagga Road close by the southern end of the township of

of Junee, there will then be a low range to cross, which intersects the route at right angles, and cannot be avoided. Having passed this range, the country is even until the Pinnacle Range is reached. I have succeeded in finding a low place in this range over which I think the line may be carried with a short cutting of about 15 or 20 feet. After the Pinnacle Range is crossed the line will run over favourable country in a westerly direction, and close on or about the 19 miles on the first trial lines, cutting out the crooked work by Cox's Woolshed. The amended line will be more direct, and consequently shorter than the first line by a mile at least, and the section will be much improved.

There is no better way of crossing the Malebo Range at the 19 miles on first trial line than that already surveyed.

There are but few watercourses to be crossed on this proposed route, and none of much importance, one at the commencement of the line and the Junee Creek being the most important.

I have, &c.,

A. FRANCIS.

H.P., 28/9/76.

No. 13.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Junee, September 28, 1876.

Immediately after I had staked out that portion of the amended trial line from Junee to Narrandera which joins the main line, a licensed surveyor named Cummins commenced and measured a block of land for sale across the line. If the route I have pegged out should be adopted, the land measured by Mr. Cummins will probably be required for station purposes.

I have, &c.,

A. FRANCIS.

Mr. Lackey has requested the Minister for Lands to reserve the land required for railway purposes between Junee and Narrandera. See 76-4,019.—W.H.Q., 5/10/76. H.P., 19/10/76.

No. 14.

Mr. Mayes to Engineer for Trial Surveys.

Junee and Narrandera Railway.

Sir,

Loxton's Dam, near Junee, 7 October, 1876.

I expect to finish this length, ending near 19 miles, about the 17th instant. This (19 miles) part of the trial line is about east of my station, and curve No. 12 at 37 miles. These two portions of the line (viz. 19 and 37 miles) should have been connected by as straight a line as possible, as per tracing of county maps, but there is an error in these maps of about 70 chains in latitude between the Forest Reserve and 37 miles, which I did not fully ascertain until I connected my trial line with Mr. Francis' line. I can probably save 20 chains between 19 and 37 miles by straightening the line as originally intended, continuing my present amended line westward beyond 19 miles. Mr. Francis knows nothing (personally) of this error in the tracing of county maps. I have mentioned it because in the neighbourhood, otherwise I should not have referred to it until the permanent survey was required.

I am, &c.,

CHAS. MAYES.

H.P., 19/10/76.

No. 15.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Junee, 7 October, 1876.

I beg to inform you that unless there are further alterations to be made in the second trial line—from Junee to Narrandera, I shall finish here about the 25th or 26th of the present month. Mr. Mayes arrived here on the 26th of last month, and I divided the work into two lengths, giving him the part between the Pinnacle Range and the Malebo Range, a distance of about 8 miles, reserving a length of about 10 miles for myself. As the country on which Mr. Mayes is engaged is mostly open plains and easy ground, he will probably finish about the same time as myself. Will you be good enough to state whether you wish to have all the work laid down on the same paper, or shall I send my length of plan and section to the office as soon as completed?

I have, &c.,

A. FRANCIS.

Instructions forwarded to Mr. Francis.—H.P., 19/10/76.

No. 16.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

19 October, 1876.

With reference to the question in your letter of the 7th instant, I should prefer having the plan and section of the length from the point of departure from the main line to the junction with the original trial line (Junee to Narrandera) plotted continuously. If, however, either Mr. Mayes or yourself have your work already plotted, I do not wish the work to be replotted, and will have it in separate lengths. I shall also require you to collect the necessary information to enable you to compile a book of reference, as the 10-chain plan of the through trial survey will probably be used for a Parliamentary plan.

Forward the plan and section to this office as soon as completed; after which, while waiting for instructions, obtain the information for book of reference.

HERBERT PALMER.

Instruct Mr. Mayes to act similarly as regards the plan, section, and reference of his length.—H.P.

No. 17.

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No. 17.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Junee, 21 October, 1876.

I transmit by this mail 10 miles 7·49 chains of second trial line from Junee to Narrandera.

I handed this length over to Mr. Mayes for him to plot his length in continuation, but he returned it to me without doing so, preferring to plot his own work on separate paper.

The plan will be ready for transmission about the 25th or 26th instant if Mr. Mayes does not plot his length on it.

I have, &c.,

A. FRANCIS.

Mr. Mayes to explain why he did not plot his work in continuation of Mr. Francis' length.—H.P. 23/10/76. Mr. Mayes, Junee. Recd., 25/10/76.—C.M.

MEMO.—I did not prefer plotting my work on separate paper, as herein stated by Mr. Francis; I was compelled to do so, his section paper being much too short for my work.

This I stated in a note to him, sent with his section, and which he has not sent to you or informed you of.

I posted my section (plotted to Mr. Francis' datum) to the Engineer-in-Chief to day. I trust this explanation will be satisfactory.—CHARLES MAYES, 25/10/76.

H.P., 28/10/76.

No. 18.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis, Junee,

October 24, 1876.

Under separate cover I have forwarded to you tracings of the plan of the original trial survey (Junee to Narrandera) from 19 miles to the end of Mr. Mayes' length at Narrandera. I have also forwarded with the tracings, reference sheets. You will now be able to collect all the requisite information to complete a book of reference, and can arrange to go through the whole length yourself or divide the work with Mr. Mayes.

Inform me by return what arrangements you make in this matter, and what will be your address after leaving Junee.

HERBERT PALMER.

No. 19.

Mr. Mayes to Engineer-in-Chief.

Sir,

Loxton's Dam, Junee, 25 October, 1876.

I send herewith the section of the length I have now completed. Mr. Francis has just sent me his plan of the first 10 miles. I shall forthwith plot my work on same, and send it with the names of the owners, &c., of the land passed through, in a few days.

I have, &c.,

Section received.—H.P., 30/10/76.

CHARLES MAYES.

No. 20.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

6 November, 1876.

Attached is a tracing showing both trial lines from the Southern Railway towards Narrandera, also, by a *dotted red line*, the direction of a third line which I wish you to make a trial survey over. The junction of your second line with the main line is not a satisfactory one as regards station arrangement. You are not of course bound to follow exactly the long straight line shown dotted, but to get the best line you can, coming in to the main line at the point shown. I wish you to instruct Mr. Mayes to assist you in making this survey, and to arrange to commence the permanent staking as soon as the first portion of trial survey is approved.

As soon as you send in the plan and section of this last portion of trial survey, arrange your own and Mr. Mayes' camp for the first length of permanent staking.

You can do the staking and plan, and Mr. Mayes the levelling and section.

HERBERT PALMER.

No. 21.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

6 December, 1876.

The mileage of the proposed extension to Narrandera may be commenced as for a branch line, at the junction with the Main Southern Railway, that is, at 286 miles, 29 chains, 27 links, you start the Narrandera mileage as 0 miles 0 chains, 0 links.

HERBERT PALMER.

No. 22.

No. 22.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

6 December, 1876.

I have instructed Mr. Mason to proceed with his party to Junee, to assist you in the permanent staking of the line to Narrandera. He is to act under your instructions while on this survey, and you will be good enough to arrange the work so that no time may be lost, as a Parliamentary plan and section are urgently required.

Plan and section paper for three 20-mile lengths will be forwarded to you shortly.

HERBERT PALMER.

No. 23.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

12 December, 1876.

I have to-day forwarded to you at Junee, per Cobb & Co., a parcel containing three rolls of mounted paper for the working plan of the extension to Narrandera.

The section I will have plotted in this office, and you will therefore be good enough to forward the levelling books as soon as the levels are checked, as the work is proceeded with.

HERBERT PALMER.

No. 24.

Engineer for Trial Surveys to Mr. Francis.

5 January, 1877.

PLEASE send me a tracing (10 ch. scale) showing the centre line of the permanently staked line as far as it is determined, so that I can lay it down accurately on the original trial plan.

Send in the levels of the staked line as they are checked, so that the plotting of the working section may be proceeded with in this office.

HERBERT PALMER.

No. 25.

Mr. C. T. Mason to Engineer for Trial Surveys.

Sir,

Camp, Junee, 10 January, 1877.

I beg to inform you that I have levelled, checked the levels, and cross-levelled for a distance of 8 miles and 60 chains.

I purpose moving camp to-morrow; my address will then be Marror, near Wagga Wagga.

The weather keeps intensely hot, and water is very scarce.

I have, &c.,

CLAYTON T. MASON.

No. 26.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis, Marror, *via* Junee,

20 January, 1877.

When I was at Junee, I spoke to the contractor for the Junee Dam then being constructed, about the lockspitting of the centre line of the Narrandera Extension. He said he would state a price for this work, and now that you have a few miles ready for lockspitting it will be well for you to arrange for its being done, if you have a chance of letting it at a reasonable price.

HERBERT PALMER.

No. 27.

Mr. Mayes to Engineer for Trial Surveys.

Sir,

Narrandera, 27 January, 1877.

I received your memo. of the 17th current, with section paper on the 22nd, and beg to forward you the first sheet of tracing plan.

I was not able to follow the line you proposed; because the original trial line between 26 and 32 miles was not straight as shown. I have run the first 4½ miles of new line over twice, and find the divergence from first trial line in excess of what it should be if straight.

The angle of divergence I ascertained to be 6° from a length of 342 chains, as per memo. on plan. The plan also shows the actual distances square with first trial line and the tangents in pencil of 6° at the same places from 26 to 30 miles.

As this error has merely caused me some slight extra work, I have not gone into details respecting it. I know of no other disadvantage attending it, and regret that I am compelled to refer to it in explanation.

I was forced to abandon the blue line (on plan) or else alter the relative position of the whole of the first survey as shown on tracing plan.

I am glad to be able to state that the whole of the measured deviations between my first and present survey form points in the straight line I have just run ending north of B.M. 24 A.

Allowing for a contraction of about 1 link in each chain, or 80 links per mile, I have been able to use the plan, and have shown by the production of my broken blue line how the first 5 miles may be shown on a new tracing.

I will send you the other plan and section in about a week.

I have, &c.,

CHARLES MAYES.

Utterly unintelligible. Plan returned to Mr. Mayes for further information.—H.P., 30/1/77.

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No. 28.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis, Marror, *via* Junee,

30 January, 1877.

Under separate cover I return the tracing on which you have shown the staked line. I have put on this tracing the numbers corresponding with the reference of the trial survey, and have also marked in pencil where additional numbers are required.

I wish you to give me a reference for these places, so that I can compile a new reference for Parliamentary plan; also let me have tracing of each additional tangent line as you fix them.

HERBERT PALMER.

No. 28A.

Mr. Mayes to Engineer for Trial Surveys.

Sir,

Narrandera, 6 February, 1877.

I received your letter of the 30th with tracing plan in due course, and find the word "only" is required to make my meaning clear, as explained in my memo. on tracing plan, re-sent herewith, and which omission I trust you will excuse. To prevent further misunderstanding, I send a pencil tracing of the first 6 miles of altered trial line.

I have not run two lines on the ground, but was forced to show the firm blue line in its true position, or else re-plot the whole of my first survey, shown by red lines, &c. Of the two evils I chose the least.

You do not appear to notice the force of the fact mentioned by me in my letter to you of the 27th ultimo, viz., that the whole of the measured deviations between my first and present survey form points in the straight line I have just run ending N. of B.M. 24 A. On referring to the draft of my letter just quoted, I find these words after the above sentence ending with B.M. 24 A, viz., "proving the practical accuracy of the whole of my work in the first long line from 33 miles to 53 miles." I marked these words out in the draft letter, thinking they would read egotistically; I now find I did wrong in doing so.

*I have by me the 14-inch level by Troughton and Simms you recommended me to buy, and also one of Dolland's best 5-inch transit theodolites (with struts), and which is now in excellent adjustment. I shall therefore start the survey of Narrandera (as instructed by Mr. Francis) to-morrow.

Your obedient servant,

CHARLES MAYES.

H.P., 26/2/77.

* Memo.—H.P., 27/2/77.

No. 28B.

Engineer for Trial Surveys to Mr. Francis.

Mr. Francis,

21 August, 1876.

I wish to be informed when you expect to complete the plan and section of your length from Junee to the point where you will connect with Mr. Mayes' line.

HERBERT PALMER.

No. 28c.

Engineer for Trial Surveys to Mr. Mayes.

Mr. Mayes,

21 August, 1876.

I wish to be informed when you expect to be able to forward to me the plan and section of your length from Narrandera to the point where you will connect with Mr. Francis' line.

HERBERT PALMER.

No. 28d.

Engineer for Trial Surveys to Mr. Mayes.

Mr. Mayes, Berembed, Narrandera Road, *via* Wagga Wagga,

17 January, 1877.

Under separate cover I have forwarded to you a length of paper for the section of the alterations made on the Narrandera survey.

You will be able to plot these alterations on the tracing of the original plan, and I wish you to forward the plan and section to this office as early as practicable, as the Parliamentary plan is urgently required.

On receiving these documents, I will send you further instructions by telegraph to Narrandera.

HERBERT PALMER.

No. 28E.

Mr. Francis to Engineer for Trial Surveys.

Sir,

Cox's Station, Marror, *via* Wagga Wagga, 4 February, 1877.

Mr. Pettiford, the contractor for the Junee Dam, called at my camp to-day, and states that he is willing to undertake the nicking of the centre line—Junee to Narrandera—price seven-pence per chain (7d.) He will commence forthwith if you wish it.

The ground is very hard, and the price seems reasonable.

I have, &c.,

A. FRANCIS.

Approved.—J.W., *pr.* W.H.Q., 7 February.

No. 28F.

No. 28F.

Mr. Francis to Engineer for Trial Surveys.

Sir, Cox's Station, Marmor, *via* Wagga Wagga, 12 February, 1877.
I have the honor to inform you that I have this day notified to Mr. Pettiford that his price for nicking the centre line, Junee to Narrandera—7d. per chain—is approved of; and I have intimated to him that he can proceed to work at his earliest convenience.

I have, &c.,
A. FRANCIS.

Orange to Dubbo.

No. 29.

Mr. Wade to Engineer-in-Chief.

My dear Sir, Bathurst, 28 January, 1876.
I met Mr. G. Lord at Mt. Victoria on my way home, and I think quite understand his ideas about a route to Molong. He thinks we should follow over Ironbarks route for about a mile from Orange, and follow a ridge that leads to the Bell Run by way of Kangarooobie. I believe it will be very bad country, but will take an early opportunity of examining it, and if at all practicable I suppose Mr. Cowdery had better survey it, or we shall be said to have wilfully neglected a good line.

Yours faithfully,
W. B. WADE.

As Mr. Lord is considered by many people a great authority on this question, the line he suggests should be tried.—J.W., 29/1/76. Mr. Wade.—W.H.Q., 29/1/76.

I saw Mr. Cowdery when in Orange this week; he tells me he received a letter from Dr. Ross, as Secretary of Molong Railway League, introducing two persons as delegates or guides, who, on learning the route Mr. Cowdery was surveying, stated that was precisely the line they came to point out to him; he has now completed 7 miles of this, and I have instructed him to survey the line recommended by Mr. Lord as far as he can reach from camp; you will then have sufficient data to decide which line shall be continued to Molong.—W.B.W., 4/2/76.

No. 30.

Mr. Cowdery to Engineer-in-Chief.

Sir, Camp, Ploughman's Creek, *via* Orange, 4 February, 1876.
I have the honor to report to you that I have carefully traversed and plotted about seven (7) miles of the line from Orange towards Molong, over ground selected by Mr. Wade and self. I cross Ploughman's Creek at 194 miles 50 chains, with a 23 feet embankment, and cutting about the same; Broken Shaft Creek, at 196 miles 30 chains, I cross with an embankment about 20 chains long, averaging about 30 feet deep, with cuttings on either side to match. The Molong Creek, at about 199 miles 10 chains, will be the next to cross. I have run a line down near it, but have not yet crossed: this will be very rough, I do not expect to get over with less than 40 to 50 feet cuttings and banks.

I was nearly ready to shift camp when I met Mr. Wade, on Monday evening, and he instructed me to explore another route through Kangarooobie and across the Bell River to Molong. On Wednesday I rode over to Molong and got two men, Mr. Samuel Beadle and Mr. H. Betts, who volunteered to show me over the ground; they are old residents, one of them over thirty years in the district; they are, I believe, both well known to Mr. Smith and Mr. Lord.

We rode back over the route on Thursday. The Racecourse, about 2 miles out from Molong, would be the best site for a station, from there to Guanna Hill a very good line could be got. From this to the Bell River would be somewhat rough and tortuous; but from the Bell up to the table-land, over the best ground I could see or have pointed out to me, would be something tremendous; in about 1½ mile we rose 490 or 500 feet, and in the next 1½ mile we rose 220 feet more—this brought us on to the top. I am quite satisfied there is no use in trying this direction any further.

The route I have commenced I believe is the best that will be found, and which is approved of by two men sent out by the Molong Railway League to show me the country, it being exactly the ground they were going to point out.

Waiting instructions which line to shift camp to,—

I have, &c.,
GEORGE COWDERY.

This is the route recommended by Mr. G. Lord. I have instructed Mr. Cowdery to run a traverse, and level it from summit at Orange to Bell River.—W.B.W., 5/2/76. To Engineer-in-Chief. Approved,—J.W., 7/2/76. Mr. Wade. W.B.W., 10/2/76.

No. 31.

Mr. Cowdery to Engineer-in-Chief.

Sir, Camp near Springall's, Two-mile Creek, *via* Molong, 6 June, 1876.
I have the honor to inform you that since my last report I have completed 16½ miles more of the line, making in all about 24½ miles from Molong. I am now down on to Miller's Flat.

The whole length so far is very good; there is only about 1½ mile in the last length that is at all rough, with nothing worse than two short 20-foot cuttings, and a few short ones from 5 to 10 feet deep.

Some of the gradients are rather heavy—some 1 in 40, and some very nearly approaching it. I shift camp in a few days to Newrea, or near it (weather permitting). It is raining now.

I have, &c.,
GEORGE COWDERY.

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No. 32.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade,

9 June, 1876.

As it is probable that the sections of the trial survey from Orange to Wellington and Dubbo must be laid on the Table of the House next week, I shall be glad if you will return the original section to this office.

The plans we have here.

HERBERT PALMER.

No. 33.

Mr. Cowdery to Engineer-in-Chief.

Sir,

Wellington, 29 June, 1876.

I have the honor to inform you that I have this day completed the traverse of the above line, the chainage being 254 miles 8 chains 66 links to 152 tangent point, on the Ironbarks line, where it junctions. The last 14 miles is not yet levelled, but it is very good; there will be one cutting from 18 to 20 feet deep, and one from 10 to 15 feet deep; the remainder will be little more than forming. Since my previous report I have altered about 2 miles of the line, which is a little rougher, but the gradient is better, and it leads into better country. I consider the whole line from Molong to Wellington very good. I return to the Black Rock to-morrow, to complete the survey, which I hope to effect in about a fortnight.

I have, &c.,

GEORGE COWDERY.

W.B.W., 1/7/76. Mr. Palmer.—W.H.Q., 5 July. This chainage noted on plan of trial survey by Ironbarks route. The through distance, Orange to Wellington *via* Molong, 8 miles 55 chains longer than by Ironbarks.—H.P., 5/7/76.

No. 34.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade,

31 August, 1876.

By to-night's train I am forwarding to the Bathurst station a mounted tracing of the through trial survey, Orange to Wellington *via* Ironbarks, which will serve for field plan while the extension is being staked. The section of the same is not quite completed, but will be forwarded to you in a day or two, and Mr. Cowdery can then obtain the information you wrote for on the 27th inst.

HERBERT PALMER.

No. 35.

Mr. Cowdery to Engineer-in-Chief.

Sir,

Ironbarks, 6 September, 1876.

I have the honor to inform you that during the last month I have been engaged endeavouring to improve the line past the Ironbarks by a deviation of from 9 to 10 miles running through the township. I have traversed and levelled it through roughly, and find there will be $1\frac{1}{2}$ mile less of 1 in 40 gradients on it. I do not know as yet that it will have any other advantages, but I am now staking it out, and working it up a little closer.

I have, &c.,

GEORGE COWDERY.

W.B.W., 13/9/76. J.W., 14/9/76.

No. 36.

Engineer for Trial Surveys to Mr. Wade.

18 September, 1876.

Will you please let me have the level books of the trial survey, from Orange to Wellington *via* Molong, as it will be necessary to plot a 4-chain section by this route to make a fair comparison with the line as you will have it staked by Ironbarks.

HERBERT PALMER.

No. 37.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 18 October, 1876.

Messrs. Cowdery, Hardy, and Gowan are working together at the staking out, and have nearly completed a length of $8\frac{1}{2}$ miles at their first camp. Mr. Cowdery is running the tangents and setting out the curves. Mr. Gowan follows with the chainage and permanent stakes, and afterwards makes detail survey and plots the plan. Mr. Hardy takes the levels and plots the section. The two latter are instructed that the services of themselves and men are to be available for anything that will forward the work, and whoever has time is to take cross-sections. Mr. Cowdery checks the levels. Mr. Hotson is in advance taking cross-sections for the improvement of the line.

Two small deviations have been made in the first length, cutting out two curves, and saving about 16 chains in length, the works being slightly increased; a number of curves as set out by Mr. Donkin have been altered to an increased radius without affecting the section.

J.W. Mr. Palmer.—W.H.Q., 20/10/76. H.P.—23/10/76.

W. B. WADE.

18

No. 38.

Mr. Cowdery to Engineer-in-Chief.

Sir, I have the honor to inform you that I have now staked near 11 miles of the permanent line from Orange; some small improvements have been made, and the line shortened about a quarter of a mile.

Camp, near M'Kinnon's, 31 October, 1876.

I have, &c.,

GEORGE COWDERY.

W.B.W.—2/11/76. J.W.—21/11/76.

No. 39.

Engineer for Trial Surveys to Mr. Wade.

10 November, 1876.

ENCLOSED is a tracing of a proposed bridge over the Macquarie River at Wellington, from which you will be able to determine the position of the borings that will be required.

The section you sent of this crossing shows no chainage, so there are no figured distances on the tracing I enclose.

HERBERT PALMER.

No. 40.

Mr. Wade to Engineer-in-Chief.

Orange to Wellington.

Memorandum to Engineer-in-Chief,

Bathurst, 17 November, 1876.

The surveyors have finished the length at their first camp, and will finish a second length in about ten days, making about 18 miles in all. The paper is cut into lengths of 21 miles. I will forward the first section as soon as completed.

W. B. WADE.

J.W., 21/11/76.

No. 41.

The Chief Clerk to Mr. Wade.

18 November, 1876.

For the future you will be good enough to report upon each trial survey under your charge separately, so that the papers referring to each survey may be kept distinct.

W. H. Q.

No. 42.

Mr. Cowdery to Engineer-in-Chief.

Sir,

5 December, 1876.

I have the honor to inform you that I have permanently staked about 16 miles of the line from Orange. I should have been rather more forward only for the bad way Mr. Donkin's work has been done; neither the plan nor the work on the ground is correct. I have to traverse and plot it all over again, however, I will endeavour to keep ahead so as not to hinder the others.

I am sorry to inform you that I have been obliged to stay in camp for the last three days, having injured one of the sinews of my right leg, but I hope soon to get out again.

The men are busy clearing lines and cutting stakes.

I have, &c.,

GEORGE COWDERY.

W.B.W., 6/12/76.

No. 43.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 6 December, 1876.

The plan and section are plotted for about 14 miles, and the staking a little more forward. Some of Mr. Donkin's work is very incorrect, and has caused delay, as it can only be detected by some one else re-traversing it.

Men are employed on trial holes. The first 11 miles are very light.

W. B. WADE.

J.W., 7/12/76.

No. 44.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 26 December, 1876.

I hope to be able to forward the first sheets of plan and section of a length of 22 miles next week. This work was begun under very unfavourable circumstances; the surveyors came on to the work at different dates, everything in the way of preparation had to be commenced *de novo*, the timber for stakes was scarce, and the weather for two or three weeks was continuous rain or snow, with gales of wind. I think when a length of 40 miles is completed the time occupied will not appear so long. It must be remembered that there will be no extras attaching to this work, the stakes are cut by the men, the lockspitting also is done by the men, and the plan and section will be complete, ready for laying down gradients and widths. At the same time I think three surveyors working together is not quite a satisfactory arrangement. I believe

a better result per man would be obtained by employing an additional surveyor, and dividing the staff into two parties of two each. I should have urged this before, but I hesitated to suggest any additional expenditure while the route remains unsettled, and there is a possibility of the work going for nothing. If the route is definitely settled by the approaching visit of Ministers, I hope you will consider the propriety of appointing a fourth hand.

I think also there is no necessity to print on the plan in ink, or to plot cross sections in the field, as that might be done in the office by a junior hand. I enclose replies from surveyors to your memo.

W. B. WADE.

From the journals enclosed it is quite clear that there are too many engaged in one party. Mr. Hardy employs himself in lockspitting and ringing, and Mr. Cowdery employs himself to fill up his time in doing labourer's work, sharpening saws and putting in axe-handles.

This kind of employment is not intended for surveyors, and must be discontinued. The lockspitting might be let at per chain for about 6d., and putting in axe-handles might be entrusted to a labourer; pegs might also be contracted for, and the men kept to perform the duties for which they were engaged. Another assistant and the forming of another party could only apply to setting out the centre line, curves, &c., as the chainage must be continuous.—J.W., 28/12/76.

Mr. Wade. W.B.W., 8/1/77.

No. 45.

Mr. Wade to Engineer-in-Chief.

Orange to Wellington.—Permanent Survey.—Progress report to December 31st, 1876.

MESSRS Cowdery, Hardy, and Gowan were sent on to the permanent survey of this extension *via* Ironbarks in the second week of September. Mr. Cowdery was able to start running the tangents and curves as soon as he had a supply of stakes prepared, but it was nearly the end of the month before work was fairly organized—Mr. Cowdery running tangents and staking out curves; Mr. Gowan putting in the chainage stakes, making detailed survey, and plotting the plan; Mr. Hardy taking levels and plotting the section, the lockspitting being done by the surveyors' men. In the middle of November a party of men were put on sinking trial-holes.

At the end of the year the surveyors had just moved to their third camp at Shepherd's Creek, 25 miles from Orange. Mr. Cowdery had run the tangents for 25 miles; the staking and levelling were done for about 18 miles, and plotting to same distance, the lockspitting being up with the staking nearly, and trial-holes about 5 miles behind.

W. B. WADE.

No. 45A.

Mr. Wade to Engineer for Trial Surveys.

Memorandum to Mr. Palmer.

Orange, 21 January, 1877.

I have just received the first length of plan and section of this line, and will send it away to-morrow. I also enclose the level and survey books for comparison in the office, as I have to be away on Orange line all the week. You will observe an error of 2 chains in the plan at 198 miles. The work was so far advanced when it was discovered that it would have spoilt the plan to correct it. Care must be taken to allow for it in all copies. I send the cross sections as far as plotted, and the levels for remainder in book. I shall be able to send results of trial shafts on this length in about a fortnight.

I forward a tracing of a deviation near Ironbarks. The Engineer-in-Chief has seen and approved of it. Please make a copy for your Parliamentary plan, and return me the tracing at once, as it will be wanted for permanent staking.

I am not quite certain that we have all the private properties noted. There are no signs of any others on the ground, and we can get no information from residents, but I shall be able to make a final comparison with the District Surveyor when I have some more information.

W. B. WADE.

H.P., 23/1/77.

No. 45B.

Mr. Palmer to Mr. Hardy.

Mr. Hardy, Ironbarks, near Orange,

28 February, 1877.

Some cross sections are, which I find were taken by you, but have not been plotted.

As I can make nothing of your book I forward it to you per same mail, with cross section paper ruled, and wish you to plot the sections from 238 miles 10 chains to 238 miles 15 chains, and from 238 miles 38 chains to 238 miles 41 chains, and return them with the book as early as practicable.

HERBERT PALMER.

No. 45C.

Engineer for Trial Surveys to Mr. Cowdery.

Mr. Cowdery, Newrea, near Wellington,

16 June, 1876.

Under separate cover I have forwarded to you a tracing (unmounted) of Wellington, and about 4 miles of the trial line from Wellington towards Orange, as requested by Mr. Wade.

HERBERT PALMER.

No. 45D

No. 45D.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade, 6 September, 1876.
 Under separate cover I have forwarded to you a tracing of the through section of trial survey from Orange to Wellington, *via* Ironbarks. HERBERT PALMER.

No. 45E.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade, Bathurst, 12 December, 1876.
 Enclosed is a tracing, showing both plan and section of that portion of the trial survey *via* Molong which you asked for in your memo. of the 10th instant. HERBERT PALMER.

No. 45F.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade, 19 January, 1877.
 I have been instructed by the Engineer-in-Chief to prepare a Parliamentary plan and section of the extension from Orange to Wellington *via* Ironbarks.
 I shall be glad if you will let me have the working plan and section of the first length as early as practicable, as I intend to reduce the 4 ch. plan as far as it is done, and to take the plan of the trial survey for the remainder. HERBERT PALMER.

No. 45G.

Engineer for Trial Surveys to Mr. Wade.

Mr. Wade, 29 January, 1877.
 Under separate cover I forward the tracing you sent me of the deviation to be made at Ironbarks.
 I was under the impression that this tracing had been returned to you with part No. 1 of the working plan.
 Will you please send back the tracing that was by mistake rolled up with the working plan. HERBERT PALMER.

No. 45H.

Engineer-in-Chief to Mr. Wade.

Mr. Wade, 24 February, 1877.
 The plans of the extension Orange to Wellington and Dubbo by Ironbarks and Molong are required at once for laying upon the Table of the Assembly, and cannot wait until the lines are staked. I therefore wish you to send some one to take the references throughout for both lines, and have them forwarded here as early as practicable.
 There must be no delay in this work, and probably two persons had better be employed—one from Orange to Dubbo by Ironbarks, and the other on the Molong portion. JOHN WHITTON.

No. 45I.

Engineer for Trial Surveys to Mr. Cowdery.

Mr. Cowdery, 31 March, 1876.
 Under separate cover I forward to you a traced copy of the town plan of Molong, which you will be good enough to return to this office when your trial survey is completed. HERBERT PALMER.

Orange to Wilcannia.

No. 46.

Resolution of the Legislative Assembly of the 27th June, 1876.

1. That, in the opinion of this House, it is desirable that a Trial Survey of a Railway Line be made from a point on the Western Line at or near Orange, and *via* the valley of the Lachlan, and thence to Wilcannia and Menindie, on the Darling River.
2. That the above Resolution be transmitted by Address to His Excellency the Governor.
 Put and passed.

This survey to be commenced as early as practicable.—J.W., *p.* W.H.Q., 11/8/76. Mr. Palmer.
 Arrangements have been made for sending two surveyors on this trial survey.—H.P., 11/8/76.

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No. 47.

Engineer-in-Chief to Commissioner.

EXTRACT from Report on Trial Surveys.—Orange towards Wilcannia.

Two surveyors have been sent to Orange to commence a trial survey from the neighbourhood of Orange towards Wilcannia. It is proposed to make a junction with the main line at Orange, and to proceed thence in a westerly direction, between the townships of Parkes and Forbes, towards Condoumlin.

The ultimate direction of this survey from the point when the line will leave the Lachlan cannot be decided upon until the trial survey of the first 150 miles has been made.

Sept. 19th, 1876.

JOHN WHITTON.

No. 48.

Mr. Fitzgerald to Engineer for Trial Surveys.

Trial Survey.—Great Western Railway, Orange to Wilcannia.

Progress Report from 11th to 30th September, 1876.

Camp near Orange, 30 September, 1876.

STAKED out line from Orange to junction with Mr. Townsend, and partly surveyed 3 miles, 2,600 links.

W. FITZGERALD.

No. 49.

Mr. Townsend to Engineer-in-Chief.

Sir,

Camp near Orange, 2 October, 1876.

I have the honor to inform you that I have rough staked and levelled five and a half miles (5½) from opposite the Canobolas school-house—the starting point given me by Mr. Wade.

I have plotted the survey and have nearly reduced the levels; I shall plot the section to-day.

I shall have enough pegs made by to-night, and I shall get the whole staked and marked early this week; that will be all I can do from this camp.

I have, &c.,

GEO. WM. TOWNSEND.

No. 50.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 18 October, 1876.

Mr. Fitzgerald is on a short length of 3½ miles near Orange; there are three possible ways of connecting with the Bathurst and Orange line, so I am keeping him there until he has all necessary work done to enable you to fix the junction. Mr. Townsend has nearly finished a length of about six miles beyond Mr. Fitzgerald's.

I have not been able to make myself acquainted with the country from Orange to Parkes as yet, for I am unable to leave the Blayney extension for many days at a time just now, but I think I now understand the first 20 miles.

I was recommended a route from Orange to the head of Oaky Creek, and from there to Eugowra and Forbes; this looks well on the map, but on crossing from Macquarie to Lachlan waters the whole country falls so rapidly I had to give up the idea and fall back on the Boree route, which is available either for Parkes or Forbes; the line I am now trying will leave the Bathurst and Orange line south of Orange, bear a little south of west for nearly 3 miles, then bear north of west to German's Hill, a spur from the Canobolas dividing the waters of the Macquarie and Lachlan, then bear nearly north-west following the dividing ridge until a good spur occurs leading down to Boree Creek. So far the line is pretty good, excepting two very considerable depressions when it crosses the two main heads of Molong Creek. The descent to Boree Creek will be very severe, but it is inevitable; there are two apparent ways of getting down; I have instructed Mr. Townsend to try the most direct line first, which follows a spur on the left of the Forbes Road and gets down near Keenan's Bridge; if this proves too steep, the line will have to bear a long way north of the right direction, keeping the side-lying ground of the dividing ridge until Boree Creek is reached on the right of Forbes Road. I propose to send Mr. Fitzgerald (when he is ready to move) to the length beyond Boree towards Parkes, and Mr. Hotson, who is now taking cross sections on the Wellington line, had better go to Parkes and work this way over what I believe is level country, until I can get down to him.

W. B. WADE.

Mr. Palmer.—W.H.Q., 20/10/76. H.P., 23/10/76.

No. 51.

Mr. Fitzgerald to Engineer for Trial Surveys.

Progress Report.

October, 1876.

FINISHED line to junction with Mr. Townsend. Changed several curves. Surveyed 9 miles. Levelled 8 miles.

Orange, 31 October, 1876.

W. FITZGERALD.

No. 52.

No. 52.

Mr. Townsend to Mr. Wade.

Sir,

Camp Cave Creek, Forbes Road, 2 November, 1876.
I have the honor to inform you that I have rough staked and levelled a line to Cave Creek, 5 miles 12 chains, will be $5\frac{1}{2}$ miles when staked.

The crossing is such as you proposed, and will need a high level bridge about 80 feet.

The incline is nearly 1 in 40 the whole way, but excepting the heavy gradient it does not give a bad section. Before I stake the line, I intend examining the country by Cheeseman's Creek.

My camp is on Cavé Creek, about $\frac{3}{4}$ mile above Keenan's; Higgins' Royal Mail Hotel on the Forbes Road is the nearest place; he will show you the way should you come out without seeing me.

I have, &c.,

GEO. WM. TOWNSEND.

No. 53.

Engineer-in-Chief to Mr. Wade.

Mr. Wade,

8 November, 1876.

At your earliest convenience, I wish you to explore the country between Molong and the District of Parkes, with a view to the extension of the railway in that direction, in the event of the Molong route from Orange being adopted by Parliament.

JOHN WHITTON.

Examined this country during week ending December 2nd. I was obliged to return on 2nd instant, to send in monthly pay-sheets, and had not time to thoroughly trace out the green line, but was on the dividing waters and am confident a fair line can be got.—W.B.W., 4/12/76.

J.W., 5/12/76.

I have seen Mr. Wade on this matter, and instructed him to have a survey made of the line shown upon the accompanying tracing in green.—J.W., 11/12/76.

Mr. Palmer to see.—W.H.Q., 13/12/76. H.P., 13/12/76.

No. 54.

Mr. Wade to Engineer-in-Chief.

Bathurst, 16 November, 1876.

Memorandum to Engineer-in-Chief.

In selecting a route from Orange to Molong, it was necessary to keep as low a level as possible, and avoid the spurs from the Canobolas by passing to the north of the town of Orange. To reach Parkes or Forbes it is necessary to cross from Macquarie to Lachlan waters, and so reach the Dividing Range by the higher ground to the south of Orange. Three junctions with the Bathurst and Orange Railway have been surveyed; the best one seems to be a line joining at 191 miles 48 chains, or just outside of the Orange station. The line will bear a little south of west, passing close to M'Kay's homestead, Dalton's farm, and the Orange racecourse, over a fair table-land for about 4 miles, with two very heavy crossings of the heads of Molong Creek, the depth from hill to valley being in each case about 100 feet. The Dividing Range is crossed at the German's Hill, a spur of the Canobolas, about 6 miles from Orange. The ground on the Lachlan slope then falls with great rapidity, so it is necessary to keep close to the watershed for some miles. The next inevitable point is Boree, 20 miles from Orange; at this place the country to the south of Boree Creek rapidly becomes very broken, and on the north a steep range of hills called the Pine Ridge, runs from Boree Creek northwards past Molong; the greatest difficulty on the length from Orange to Parkes is the descent from the dividing ridge to Boree. German's Hill is crossed at a level of 2,950 feet, the line then follows the natural fall of the watershed for nearly 3 miles, falling to 2,750 feet, then a descent of 700 feet has to be made in the next 6 miles. This portion will necessarily be all steep gradient and heavy work, though a great portion of the ground is a smooth sidling very favourable for fixing the position of the line. The Forbes Road is crossed four times, but may be diverted in each case; the last half-mile of this descent is very rough. Cave Creek is reached at a level of 2,040 feet on the bank, with the water over 80 feet below the valley, is about 8 chains wide. After crossing Cave Creek the descent is more moderate, the line will gradually approach the road, running to the south of and parallel to it for about 4 miles, cross the road near Boree Station, cross Boree Creek at the foot of the Pine Ridge, and then traverse a level country for 9 miles, cross Mandagery Creek near the mail station, and follow up Manildra Creek from its junction with the Mandagery for about 7 miles. Boree is 2,750 feet, and the general level varies very little for the next 15 miles. On leaving the valley of Manildra Creek, about 38 miles from Orange, the spurs from Croker's Range commence. The first severe hill on the road is 2,300 feet, but a favourable gap occurs about a mile north of the road, at a level of 2,180 feet, to which a fair ascent can be got from Manildra Creek, then just skirting the head waters of Dulloderry Creek, the main ridge of Croker's Range will be crossed near to the road, at a little over 2,200 feet; the line will then be on the waters of the Parkes, Billabong, and there will be another difficult descent of 500 feet to make after reaching the Billabong water, 2 or 3 miles north of Bunbury, at a level of 1,700 feet. Another difficulty is met with in the Dungeon Range. Hitherto all the mountains and streams have fallen towards the south in the direction of the Lachlan. The Dungeon is a spur from Croker's Range running due north, and diverting the course of the Billabong northwards until it gets through a rough gorge in the spur and runs westwards to Parkes. The road crosses the Dungeon in a tortuous gap with very heavy gradients and works; the railway will keep clear of the range, and just cross its point about half a mile south of the northern bend of the creek. From this point to Parkes the country is very favourable, only falling 400 feet in 16 miles. The line will just skirt the southern portion of the township of Parkes with a good site for station at a level of 1,200 feet, and with a good get-away westward over what is represented to me as a perfectly level country to the Darling.

Between Orange and Parkes there will be about 14 miles of expensive line with heavy gradients and works, 19 miles of fair line about 12,000 cubic yards to the mile, the remainder will be very light work;

work ; the distance is said to be 70 miles, but I believe it is over-estimated. Boree and Mandagery Creeks will require bridges, Cave Creek may require a high level bridge unless there is surplus earthwork there ; the remaining streams are small. Basaltic stone of good quality for ballast is found plentifully throughout ; there is a good deal of box timber fit for fencing, and some inferior ironbark, but nothing fit for bridge girders or piles, and I fear nothing fit for sleepers except the pine at the Parkes end of the line.

With the exception of some 10 miles about Croker's Range, the whole country traversed by this line is of the most superior description. The 30 miles next Orange are closely settled in every direction, and selection is said to be rapidly increasing.

J.W., 21/11/76.

W. B. WADE.

No. 54A.

Mr. Wade to Engineer-in-Chief.

Extract from Mr. Wade's Report on Trial Surveys beyond Orange.
Orange to Parkes.

Messrs. Fitzgerald and Townsend have completed 9 miles. Mr. Townsend has been for nearly a fortnight on a second length, which includes the descent to Boree ; Mr. Fitzgerald moves this week to the length beyond Boree ; Mr. Hotson is at Parkes, working towards Orange.

W. B. WADE, 17/11/76.

No. 54B.

Mr. Townsend to Mr. Wade.

Sir,

Camp, Cave Creek, 1 December, 1876.

I have the honor to inform you that I have staked and levelled 8 miles 76 chains of line, the curves set out in 5-chain chords from this camp, crossing Cave Creek just above Keenan's ; this brings me to nearly a mile past Hughes's.

As this line gives a very heavy section, I have tried a line keeping north of Cave Creek, thus avoiding crossing that creek ; this will give a better section, and being half a mile longer will break the very heavy fall in this length ; this leaves the first-named line at 4 miles 60 chains.

I have staked a mile and a half of the second line, the curves in long chords.

I have, &c.,

W.B.W., 14/12/76.

GEO. WM. TOWNSEND.

No. 54C.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 3 December, 1876.

The most obvious connection between Molong and Parkes is by way of Manildra, meeting the proposed Orange and Parkes line near the junction of Manildra and Mandagery Creeks, but this line presents very considerable difficulties. Immediately west of Molong there is a high ridge called the Pine Ridge, running north from Boree ; the road crosses this range by a depression known as Lord's Gap, and I see no other way of getting through it. The connection with the Orange and Molong line would have to be to the north of the township, as the only practicable ascent is up a valley running N.N.E. The ascent and descent of this range are each nearly 400 feet, and the distance in each case about 2 miles ; the only choice of ground is for a considerable distance confined to a narrow gully ; without survey I could not pronounce it practicable for railway gradients. This route is also open to the grand objection that it quite excludes the Boree and Toogong country from railway communication, although after passing the Pine Ridge the country is favourable for railway construction and for agriculture. This route is shown on accompanying diagram by a *blue* line.

Another connection is shown by the *dotted blue* line in diagram, and would give a fair line, with rather a heavy descent to Boree Creek. The very bad direction of this line will, I anticipate, be a final objection in your view.

The connection that appears to me most suitable is to follow the surveyed line to Molong for about 14 miles to the point A, and then branch down Cheeseman's Creek by the line marked in *green* on plan to Boree Creek. This route is about 3 miles shorter to Parkes than the Manildra line ; it keeps clear of the difficulties at the Pine Ridge, and will fairly serve the settlers on the Boree and Toogong country.

I append a table of distances by the various routes to Wellington and Parkes, taken generally from reputed distances, which I generally find to be over-estimated, but as a comparison, absolute accuracy will not affect the question.

W. B. WADE.

TABLE of distances by the different routes between Orange and Wellington and Orange and Parkes.

Description of Route.	Miles of new Railway.	Miles Orange to Wellington.	Miles Orange to Parkes.
Direct line from Orange to Wellington <i>via</i> Ironbarks, and direct line from Orange to Parkes through Boree	125½	55½	70
Line from Orange to Wellington <i>via</i> Molong, and direct line Orange to Parkes	134	64	70
Line from Orange to Wellington <i>via</i> Molong, and branch from Molong to Manildra and Parkes. (Blue line, see diagram.)	120	64	78
Line from Orange to Wellington <i>via</i> Molong, and branch from Molong to Boree and Parkes. (Dotted blue line on diagram.)	124	64	82
Line from Orange to Wellington <i>via</i> Molong, and branch from point "A" down Cheeseman's Creek, and through Boree to Parkes. (Green line on diagram.)	125	64	75

No. 54D.

No. 54D.

Mr. Wade to Engineer-in-Chief.

Memorandum to Engineer-in-Chief,

Bathurst, 6 December, 1876.

The length completed from Orange is only about 9 miles, at which point Mr. Townsend begins his second length; the descent to Boree Creek gets into very rough country at the lower end. Mr. Townsend is now trying a line on the right of road, which promises better. Mr. Fitzgerald is on a length beyond Boree, over easy country. He has none of it complete yet. Mr. Hotson is working from Parkes eastwards. He starts about 2 miles west of Parkes, and has staked to about 7 miles east of the township.

W. B. WADE.

J.W., 7/12/76.

Mr. Palmer,—W.H.Q., 11/12/76.

H.P., 7/12/76.

No. 54E.

Mr. Wade to Engineer-in-Chief.

Progress Report to December 31st, 1876.

Messrs. Townsend and Fitzgerald commenced work in the third week of September; Mr. Fitzgerald starting at Orange from the Bathurst and Orange extension, and Mr. Townsend joining him about 4 miles from Orange, and carrying on the line with a shift of camp to Boree Nyrang, about 19 miles from Orange, beyond which place Mr. Fitzgerald joins him, and has in hand a length of about 15 miles, terminating at Manildra Creek, about half way between Orange and Parkes. At the beginning of November Mr. Hotson, having completed some cross sections on the Wellington line, started work at Parkes, working towards Orange. In the second week of November I explored the whole length from Orange to Parkes, and was able to fix approximately the line to be run, some portions of which present very considerable difficulties.

At the junction with the Bathurst and Orange line four different ways of joining have been tried, two of which were abandoned; plans and sections of the other two junctions are prepared for your approval. For about 9 miles from Orange the line is staked, levelled, and plotted over a table-land with two considerable creeks; beyond this the descent of 900 feet to Boree Creek commences. A line was run crossing Cave Creek, on the left of main road, but the earthworks at the lower end came out so very heavy, it was found necessary to try another line to the right of main road, and keeping to the right of Boree Creek. This line gives an improved section, but the direction is bad. At the end of the year Mr. Townsend had completed the staking, and was taking the section of that portion beyond Mr. Townsend's farthest point at Boree Nyrang. Mr. Fitzgerald first ran a line meeting Mr. Townsend's first line on left of creek, but had afterwards to change it to meet the line on right of creek. About 6 miles was staked and levelled from the first camp, and at the end of the year Mr. Fitzgerald was camped at Mandagery Creek, running a line to Manildra.

At the end of the year Mr. Hotson had staked, levelled, and plotted about 17 miles of easy country eastward from a point 3 miles west of Parkes, and had just got to the intricate Dungeon Range, which will take several trial lines.

The total work done, exclusive of abandoned trials, is about 42 miles staked and levelled and 30 miles plotted.

W. B. WADE.

No. 54F.

Mr. Townsend to Mr. Wade.

Sir,

Camp, Cave Creek, on Fisher's Road, near Orange, 2 January, 1877.

I have the honor to inform you that I have staked and levelled the line as far as Boree Nyrang; a 40 radius curve joins well with Mr. Fitzgerald's route, and gives a good crossing at the creek.

I have rough-staked a line from 206 miles on Molong survey to 207 miles 20 chains on the Wilcannia line; the distance from point to point will be about 3 miles, making the 207½ miles on the Wilcannia line about 209 miles by the Molong route: it will, I think give a good section.

I have, &c.,

GEO. WM. TOWNSEND.

W.B.W., 8/1/77.

No. 54G.

Mr. Townsend to Mr. Wade.

Sir,

Camp, near Simpson's, Parkes Road, 1 March, 1877.

I have the honor to forward herewith my papers.

I have staked the line from about 3 miles this side of Coombes' to Townsend's eastern boundary fence on the Billabong Creek, between 2 and 3 miles from Packham's.

I shall be ready to shift camp in about three weeks.

My eyes are still very weak; I can manage in the field all right, but writing or reading are most painful to me.

I fear my eyes are permanently injured, as I cannot look at anything for long without their becoming so dim that I can neither read or even make out large printing.

I have, &c.,

GEO. WM. TOWNSEND.

Wallerawang

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Wallerawang to Mudgee.

No. 55.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Ilford, Mudgee Road,

8 March, 1876.

When you complete the plan and section of your present length, I wish you to send them in to this office without delay; I shall then require you to proceed to Rylstone, near which town you will find Mr. Townsend; find out from him all particulars concerning the route he has examined between Rylstone and Mudgee, and fix upon a starting point about 10 miles ahead of Mr. Townsend's present work, and work to meet Mr. Jamieson, whom I have instructed to work from Mudgee towards Rylstone.

HERBERT PALMER.

No. 56.

Engineer for Trial Surveys to Mr. Jamieson.

Mr. Jamieson, Cudgegong, Mudgee Road,

8 March, 1876.

As it appears that you and Mr. Hardy will complete your present work before Mr. Kennedy, I wish you, if this will be the case, when your plan and section is completed, to assist Mr. Kennedy, so that I may have the through plan and section from Wallerawang to Mudgee as early as possible.

When these plans are sent in, I wish you and Mr. Hardy to return to Mudgee to work to meet Mr. Townsend from Rylstone. One line may be tried by the Broombie Gap to join your first line into Mudgee, and a second line may be kept on the northern side of the Cudgegong, terminating at some point opposite to Mudgee, from which a favourable direction may be obtained for the continuation of the line northwards towards Gulgong.

HERBERT PALMER.

I have written to Mr. Hardy, instructing him to assist you on the length from Mudgee towards Rylstone. You may divide the work as you think best.—H.P.

No. 57.

Engineer for Trial Surveys to Mr. Hardy.

Mr. Hardy, Cudgegong, Mudgee Road,

8 March, 1876.

I have instructed Mr. Jamieson to return to Mudgee when the plans of the through line are sent in, to work to meet Mr. Townsend from Rylstone. I wish you to accompany Mr. Jamieson to assist on this work.

HERBERT PALMER.

No. 58.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend,

3 April, 1876.

The through levels of the section from Wallerawang to Mudgee are of course carried forward from your starting point at Wallerawang.

I see from your books that this starting point is B.M. 161 on the main line to Bathurst. You appear to have had some doubts about this B.M., as I see a note in your book, "*believed to be* B.M. 161." The level as carried forward to your point of junction with main line does not agree with the level of this point as shown on the working section by rather more than 3 feet, consequently, I conclude that you did not take the level of the original B.M. Let me know what you remember about this point, as I wish to have the through levels to Mudgee carried forward correctly.

HERBERT PALMER.

No. 59.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend, Ilford,

3 May, 1876.

With reference to the extremely heavy section, from 134 miles to 143 miles (Wallerawang to Mudgee, *via* Rylstone), I wish you to show, on your finished plan, cross sections reduced to true datum, in all places where shortening the radii of the curves from 15 chains to 12 or 10 chains would materially lessen the earthwork quantities.

I also wish to be informed when you expect to finish the field work of your trial survey to the commencement of Mr. Kennedy's length at Rylstone.

HERBERT PALMER.

No. 60.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend, Ilford, Mudgee Road,

8 May, 1876.

I shall require a plan and section of the line you are now staking to the point where you will close with Mr. Kennedy's line at Rylstone, before you commence the survey of the line to join Mr. Kennedy's work at Ilford.

There is no occasion for you to carry forward the through levels to Rylstone until your line is definitely staked.

HERBERT PALMER.

No. 61.

Mr. Townsend to Engineer for Trial Surveys.

Sir,

Camp near Ilford, 31 May, 1876.

I have the honor to inform you that I have staked and marked the line to 147 miles 40 chains, making 43 miles 40 chains from Wallerawang.

We have had, and still have, very stormy weather that prevents work being pushed on quickly.

The timber on the last 6 miles is poor; coarse sandstone can be had in many places along the line, and in Rylstone I noticed one or two houses built with a hard ferruginous sandstone that splits off in thin beds, similar to a stone that is largely used in Adelaide, S.A., for buildings of all descriptions in the form of coursed rubble; it is very durable, and, when lime is plentiful, very cheap.

I think clay for bricks can be had on the flats in limited quantity.

There is very little sand fit for building purposes.

H.P., 2/6/76.

I have, &c.,

GEO. WM. TOWNSEND.

No. 62.

Mr. Kennedy to Engineer-in-Chief.

Sir,

Camp, Dungaree, 31 May, 1876.

I have the honor to inform you that I have the trial line from Rylstone to Mudgee staked out for a distance of 15 miles, on the first 8 miles of which the necessary surveys and other field work is completed.

The curves and gradients are good; with the exception of two cuttings (short ones) of about 25 ft. there will probably not be any heavier than from 10 to 15 feet.

If there is a plan of the township of Dungaree in the office, will you please to have it forwarded to me to Dungaree, for the purpose of having it in position on 10-chain plan.

I have, &c.,

THOMAS KENNEDY.

Tracing of village plan of Dungaree forwarded to Mr. Kennedy.—H.P., 3/6/76.

No. 63.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Dungaree, *via* Rylstone,

22 June, 1876.

Herewith I forward to you six reference sheets. By same post I have written to Mr. Townsend, instructing him to inform me when his field work will be completed.

If you do not hear from me to the contrary, I shall require you to proceed to assist Mr. Townsend as soon as you complete the plan and section of your present length.

The plans and section of the deviation through Rylstone are urgently required.

HERBERT PALMER.

No. 64.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Dungaree, *via* Rylstone,

26 June, 1876.

Mr. Townsend informs me that he cannot complete his field work until the 15th of July.

I wish you to see Mr. Townsend as early as practicable, and to assist him in any way you may consider most necessary for the advancement of this work.

HERBERT PALMER.

No. 65.

Engineer for Trial Surveys to Mr. Jamieson.

Mr. Jamieson, Mudgee,

28 June, 1876.

On the completion of the trial survey upon which you are now engaged between Rylstone and Mudgee, I wish you to return to this office, to work up the section, take out quantities, &c.

HERBERT PALMER.

No. 66.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend, Ilford,

1 July, 1876.

On the completion of the field work of your present length of trial survey to your junction with Mr. Kennedy, I wish you to return to this office, to finish the plotting of all plans and sections and take out quantities, &c., in connection with this extension.

HERBERT PALMER.

No. 67.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Rylstone,

1 July, 1876.

You may stake the continuation of your survey from Rylstone to join Mr. Townsend in a similar manner to your previous work, and plot the same on your finished plan and section.

HERBERT PALMER.

No. 68.

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No. 68.

Engineer for Trial Surveys to Mr. Hardy.

Mr. Hardy, Mudgee,

1 July, 1876.

On the completion of the trial survey upon which you are now engaged, I wish you to return to this office, to assist in taking out quantities.

HERBERT PALMER.

No. 69.

Mr. Kennedy to Engineer for Trial Surveys

Sir,

Camp, Rylstone, 2 July, 1876.

With reference to Mr. Townsend's work, I beg to say there are about 7 or 8 miles to stake out. I have about 3 miles rough staked, and Mr. Townsend is going to remove his camp and work to meet me.

He informs me that his plan and section have to be plotted yet; after the field work is completed he will come to my camp, and I will assist as much as possible to get them finished. I cannot say how long it will take to make the plan and section, but if he will plot it I will soon get it drawn. I probably will have about 5 miles out of 7 or 8 mentioned staked out and levelled this week.

Will you please send three chainman's pay sheets.

I have, &c.,

THOMAS KENNEDY.

Mr. Kennedy and Mr. Townsend instructed to return to this office immediately they complete the staking of the trial survey, to plot plan and section here.—H.P., 4/7/76.

No. 69A.

Mr. Townsend to Engineer-in-Chief.

Sir,

Camp, near Ilford, 3 July, 1876.

I have the honor to inform you that I have restaked a portion of the line from 140 miles to 138 miles, using curves of 10 and 12 chain radii. I have not removed the original staking. I did this as I had received instructions from Mr. Palmer to put cross sections in such portions of the line as would be improved by using smaller curves than those I originally used. The country is so rough and uneven that the number of cross sections needed would take longer to make than the restaking has done, and would, unless very close together, not be so intelligible when made.

There are still two places, one at 138 miles 20 chains and one at 140 miles 30 chains, which need altering. These I will send cross sections of.

I should like to go back to 136 miles and alter some of the work there; it would make very little difference to the through chainage, but a great deal to the section.

I have, &c.,

GEO. WM. TOWNSEND.

I consider Mr. Townsend has neglected to carry out my instructions by re-staking his line instead of showing cross sections on his plan, as I instructed him on the 3rd of May. Mr. Townsend will make no further alterations in his staked line, but return to this office as soon as he connects his work with Mr. Kennedy's.—H.P., 5/7/76.

No. 70.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Rylstone,

4 July, 1876.

I shall require you to return to this office immediately on the completion of the staking to your junction with Mr. Townsend. The plotting of both plan and section can be finished here.

HERBERT PALMER.

No. 71.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend, Ilford,

4 July, 1876.

I hear from Mr. Kennedy that you purpose removing to his camp, to plot the plan and section of your present length of trial survey.

It will not be necessary for you to do this, as I shall require you to return to this office immediately on your closing with Mr. Kennedy's line from Rylstone, to plot all plans and sections here.

HERBERT PALMER.

No. 72.

Engineer for Trial Surveys to Mr. Jamieson.

Mr. Jamieson, Mudgee,

6 July, 1876.

I cannot at present inform you when or in what direction your services will next be required in the field. You can, however, safely promise your chainmen that you will be in a position to re-employ them in the course of a few weeks, but their wages must be discontinued during the time you will be employed in this office.

HERBERT PALMER.

No. 73.

No. 73.

Mr. Nardin to Mr. Jamieson.

My dear Sir,

Mudgee, 12 July, 1876.

The timber of the Mudgee bridge was brought chiefly from near Reedy Creek, 32 miles from here, on the road from Cassilis to Mudgee; the remainder was from Tallawang and Goodunan Ranges, 30 miles away, in the Dubbo direction, from which locality all the timber for the Slasher's Flat Bridge was also obtained. All the timber is either slaty gum or ironbark, and I know of no other place around here where good timber of such sizes can be had. There is stringy-bark between Ilford and Rylstone. I don't like the former, and the latter does not attain a sufficient size for large bridges.

Down the road it is more difficult still to get suitable timber. There is some at Wolgan, but the railway bridge work would have to be supplied from the coast.

In great haste, faithfully yours,

ERNEST A. NARDIN.

H.P., 15/7/76.

No. 74.

Mr. Jamieson to Engineer for Trial Surveys.

Sir,

Camp, Havilah, 13 July, 1876.

I have the honor to transmit herewith, under separate cover, plan and sections of the proposed line from near Dungaree to Mudgee, a distance of about 20 miles.

The line as surveyed and levelled from Mr. Kennedy's ending, and my commencement at or near Dungaree, follows generally the direction of the Rylstone Road for about $1\frac{1}{2}$ mile. Thence in a westerly direction for 4 miles, crossing small watercourses (see plan), and crosses the Rylstone Road, leaving "Havilah," the head station of Mr. N. P. Bayley, about 36 chains north. From this point onwards the line skirts round the foot of the spurs of the high range dividing the watersheds of Cudgegong River and Lawson's Creek, until Broomby Gap is reached.

I beg to state that from near Havilah to Broomby Gap the line becomes circuitous, and in places rough, as I have had to use a number of small curves of 20 chains radii, in order to avoid crossing of Lawson's Creek, yet the earthworks on the whole will be tolerably light.

From Broomby Gap onwards the line then crosses Cudgegong River, near Broomby House, the residence of C. C. Cox, Esq., trending westward to the main road leading from Wallerawang to Mudgee; thence following said road for some $3\frac{1}{2}$ miles, and crossing same about 1 mile east of Mudgee, and joins the line *via* Queen's Pinch, near the new hospital; thence crossing several unimportant streets, town of Mudgee, and terminates at a point about $1\frac{1}{2}$ mile westerly from the above junction in a good direction for continuation towards Gulgong if necessary.

The line shown in red on plan from Broomby Gap, at station No. 25, follows the north bank of Cudgegong River for some $2\frac{1}{2}$ miles; thence crossing Rylstone Road, Lawson's Creek, and on to Bumberra Hill, and crossing Maitland Road about 1 mile north of Mudgee. At this point a suitable station could be erected if found hereafter to be more direct for future extension, thence on to a point marked D on plan.

I beg to inform you that the country over which this line traverses is, I must say, very soft and spongy, but nothing very heavy as to earthworks; there will be long straights and large curves.

I may here mention that a bridge over Lawson's Creek will be nearly as expensive as over Cudgegong River.

The green line, as shown on plan, commences at Δ No. 7, and crosses Rylstone Road and Lawson's Creek; thence skirting the spurs of high range just above flood waters, and crosses Maitland Road, Gulgong Road, and on to a point marked B on plan, and in a good direction for continuation towards Gulgong.

I think a good and suitable place could be got for a station (if required) at the crossing of Maitland Road.

It will be useless for me to offer at present any suggestions as to which will be the best line to adopt, as I am quite in the dark as to where the line is to be taken to hereafter.

I have, however, as you will see, made a complete and extended survey, as it looks like another North Yass business to me; but when the earthwork quantities are taken out, and an estimate of each line, you will be in a better position to decide which of the surveyed routes shall be adopted.

I beg to enclose a note from Mr. Nardin, Road Superintendent, Mudgee, as to timber, &c., &c.

I have, &c.,

GEO. JAMIESON.

Mr. Palmer.—W.H.Q., 15/7/76. H.P., 15/7/76.

No. 75.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Wallerawang,

2 September, 1876.

Herewith I enclose a tracing of the Wallerawang Station arrangement, with the through mileage from Sydney shown. From this you will be able to carry on the correct mileage towards Mudgee.

I presume you took with you the levels of the B.M.'s about Wallerawang which will enable you to carry forward the through levels.

HERBERT PALMER.

No. 76.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Wallerawang,

12 September, 1876.

Attached is a tracing showing several B.M.'s and their reduced levels, on each side of the Wallerawang Station. To check the correctness of your starting point, take a height on the rails opposite the passenger platform, which should read 3,027-95.

HERBERT PALMER.

No. 77.

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No. 77.

Mr. Jamieson to Engineer for Trial Surveys.

Sir,

Camp, Round Swamp, Mudgee Road, 30 September, 1876.

I notice by Mr. Townsend's plan that he has used a good many 10-chain curves on the Rylstone side of Tumut. Can I use same on this side?

I beg to inform you that I have re-staked the original line and levelled it, but my levels do not agree with former levels, *in fact nothing will agree*. I will check my levels when I have amended line set out.

I have cross-levelled about 4 miles of this work, and from what I can see at present I shall, I think, be able to reduce the works by say one-half.

The original line has not by any means been well selected, for instance, see section at 135 miles, where tunnel is shown, there is no necessity for a tunnel here.

I need not say more at present until I have the survey of this side completed.

Please inform me as soon as convenient if I can use 10-chain curves on this side, or shall I stick to 12? Of course you are well aware what a difference 10-chain will make in section in this place.

I beg also to inform you that this is a very rough and broken part of the country, and will necessarily take some time to work up properly.

I have, &c.,

GEO. JAMIESON.

Telegram to Mr. Palmer, 5/10/76.

Instructions forwarded to Mr. Jamieson.—H.P., 19/10/76.

No. 78.

Mr. Kennedy to Engineer for Trial Surveys.

Sir,

Camp, Wallerawang, 2 October, 1876.

I have the honor to inform you that I have completed the staking and levelling of line from Wallerawang Station to near Hunt's Creek, about $9\frac{1}{2}$ miles. I cross-levelled nearly the whole of this length. I have a good deal of surveying done, but there is a considerable amount to do yet, as there is a great deal of detail on the first 5 miles from Wallerawang. I have not reduced my levels, but I can tell by comparing from B.M. to B.M. with Mr. Townsend's levels that they agree fairly.

I have, &c.,

THOMAS KENNEDY.

H.P., 11/10/76.

No. 79.

Engineer for Trial Surveys to Mr. Jamieson.

19 October, 1876.

HAVING been absent from Sydney, I have been unable to answer your letter of the 30th of September. If you have not already set out any 10-chain curves, I should prefer your using nothing less than 12-chain curves on either side of the tunnel. The cross sections which you will show on your finished plan will enable me to determine how far the earthworks could be reduced by using curves of 10 chains radius.

I have instructed Mr. Kennedy to plot his plan and section to the 4-chain scale, and I also wish you to do the same. If you have not a sufficient supply of plan and section paper for this purpose, let me know what length of each you will require.

HERBERT PALMER.

No. 80.

Mr. Kennedy to Engineer for Trial Surveys.

Sir,

Camp, Cullen Bullen, Jews Creek, 30 November, 1876.

With reference to the state of the work I am employed on, I beg to inform you that I have staked and levelled to 123 miles, that is opposite Patterson's, at the Crown. I have also check-levelled my work up to the same point.

The 4-chain section is plotted up to 123 miles, and the plan is drawn up to 113 miles. I have cross-levelled about 3 miles of my second length; it will all require cross-levelling.

It will probably be three weeks yet before I have plan and section completed up to Patterson's. I have followed the line as staked out by Mr. Townsend from the road crossing on the Mudgee side of Jews Creek, to 123 miles.

I have not seen anything of country beyond the Crown Ridge yet, but will spend some time in examining it before I shift camp.

As the paper I got for plan was intended for 10-ch. scale, it is used up. Will you be good enough to send me 50 feet of cartridge paper 2 ft. 6 in. wide. I shall require a good deal of this for rough plottings.

I have, &c.,

THOMAS KENNEDY.

No. 81.

Engineer for Trial Surveys to Mr. Jamieson.

5 December, 1876.

UNDER separate cover, I return the plan and section of your rough plottings.

The survey of the line from point B. may be continued as you recommend to Capertee Camp.

I will come up and go through all this work as soon as I can, but am not certain if I can manage to do this before Christmas.

HERBERT PALMER.

No. 82.

No. 82.

Mr. Jamieson to Engineer-in-Chief.

Sir,

Camp, Round Swamp, Mudgee Road, 21 December, 1876.

I have the honor to forward, under separate cover, rough plan and section of trial survey from Capertee Camp to 138 $\frac{1}{2}$ miles on original survey.

I beg to inform you that I have examined and tried the country very carefully from Capertee to the Rylstone side of tunnel, and have gone to a considerable amount of trouble in trying to improve the original line with a view of getting through "Vincent's Mountain" with a shorter tunnel, and I am now positive there is no other way it can be accomplished unless by adopting one or other of the lines as shown on rough plan, viz., either by leaving the original line near 136 miles, and running along the face of the mountain, thence through Carlow's Gap, and keeping the eastern side of range as shown on plan in blue line and joining the old line at 138 miles. This line would form an ugly shape, and some 3 $\frac{1}{2}$ miles longer than the original, but would shorten tunnel say 30 chains.

In my opinion the line marked No. 1 on rough plan would be the better line to take, viz., commencing at Capertee Camp, thence on to Δ 106, from this point onwards take line marked No. 3, as far as Δ 82. Of course it would be some 20 chains longer than line No. 1, but the section would, I think, be better with lighter works, and good sweeping curves of large radii; thence crossing Freeman's Creek and through Carlow's Gap (see plan).

These lines are as you can see only in a very crude state, but are capable of much improvement; and have written on in pencil where improvements can be effected.

I was in hopes when I commenced this line that I would have made it shorter, but such is not the case—it will be some $\frac{1}{2}$ of a mile longer when straightened up.

As you have the rough plottings of plan and section, as also the original, you will be better able to decide if it will be necessary for me to stake out and work up my new line from Capertee Camp to the point above referred to.

I may just mention that this line would shorten the tunnel 30 chains, also improve the get-away to Dividing Range on the Rylstone side, consequently my impression is that it would be well worth the extra expense to complete up this survey from Capertee Camp to 138 miles, after which reliable quantities could be taken out and the best line adopted afterwards.

I beg to inform you that in doing this work I have had to make a temporary camp, and have had to leave my main camp back 5 miles; I have also had to draw water for camp use from Round Swamp, distance 5 miles, as there is no water that I can get at fit for use nearer, and being anxious to push on the survey, I found it necessary to employ an extra man, which I hope you will allow me to charge on my pay sheet, and also allow me to keep on until I reach the Dividing Range.

This is a very difficult piece of work to get at, and it is impossible even to get a pack-horse over the range, all supplies must be carried from main camp to temporary one; I have made ladders to get over the precipice 160 feet down to get at Rylstone side of tunnel, to avoid going round the range.

I hope you will not object to this extra man for a couple of months, or until I get to the dividing range.

I am aware I should have obtained your sanction for this, but found myself completely crippled, having to send men away for rations, water, &c., but if you do not approve I will pay him myself up to end of month.

Please send me instructions as soon as practicable with reference to my future movements.

I have, &c.,

GEO. JAMIESON.

Extra man approved,—J.W., 22/12/76.

No. 83.

Engineer for Trial Surveys to Mr. Jamieson.

22 December, 1876.

UNDER separate cover I return the rough plottings of plan and section of your trial lines from Capertee Camp. You may now work up and stake the line you suggest, that is the line marked No. 1, and line No. 3, between Δ s 106 and 82.

The Engineer-in-Chief approves of your employing an extra man until you reach the Dividing Range.

I hope to be able to come up and go over the different lines you have surveyed during the first week in January.

HERBERT PALMER.

No. 84.

Engineer for Trial Surveys to Mr. Kennedy.

4 January, 1877.

WORK up and get the best line possible in the direction of the line you have rough staked.

When you have done this, I shall require you to work up Mr. Townsend's original line. I will examine both these routes if possible next week.

HERBERT PALMER.

Seen.—T.K., 5/1/77.

No. 84A.

Mr. Kennedy to Engineer for Trial Surveys.

Sir,

Camp, Crown Ridge, Mudgee Road, 14 February, 1877.

I beg to inform you that I forward this evening, per Cobb & Co.'s coach, the 4-chain plan and section of line from Wallerawang to Capertee, also 10-chain plan and section of the same work.

Reference sheets will be found inside plan. I have also sent down a lot of old field plans which are now of no use. I have plotted the 10-chain plan with as much care as if there were no other plan of the work.

I

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I intend shifting camp in the morning to Ilford, and on to my new work. My address will be Ilford.

With reference to some dotted lines on 4-chain plan between the Dividing Range and Hunt's Creek, I put them on as near as I could from county map. I could not get any person to point them out on the ground to me, they are only approximately correct, and I did not number or include them in the reference sheets.

The property belongs to the heirs of the late Captain Russell, and occupied by Mr. Hunt, the same as the other property.

Will you kindly forward me some tracing paper, I find I am almost out of it; if you send it to Ilford by return post I will get it going through.

I have, &c.,

THOMAS KENNEDY.

I have plotted 4-chain section so that it can be joined; I did not like to make a bad joint of it.—
T.K. Received.—H.P., 26/2/77.

No. 84B.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Ilford,

2 March, 1877.

As you have not any cross sections taken at the Crown Ridge, it will not be necessary for you to return these at present, but it will do if you take them when your present work is finished as you return to Sydney.

I will send you a tracing of your 4-chain plan of this portion when you require it.

HERBERT PALMER.

No. 84c.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend,

19 April, 1876.

Please forward to me, as early as possible, a tracing of the first portion of the Rylstone deviation, as I wish to see what is the nature of the best section you have been able to obtain.

HERBERT PALMER.

No. 84d.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Dungaree, *via* Rylstone,

3 June, 1876.

Under separate cover I forward to you a tracing of the plan of village of Dungaree, to be returned when transferred to your 10-chain plan of trial survey.

I wish to be informed when you are likely to close with Mr. Jamieson's work, and when your plans and sections will be ready to forward to this office.

HERBERT PALMER.

No. 84E.

Engineer for Trial Surveys to Mr. Townsend.

Mr. Townsend,

22 June, 1876.

I wish to be informed by return of post when the field work of the through trial survey from Wallerawang to your junction with Mr. Kennedy's length will be completed.

HERBERT PALMER.

No. 84F.

Mr. Kennedy to Engineer for Trial Surveys.

H. Palmer, Esq.

Sir,

Camp, Wallerawang, 29 September, 1876.

When you were at Wallerawang a few days ago you said the level of platform at passenger station was inserted on tracing. I find it has been omitted. The level of rails I have got, but they are not very level.

I think you told me the platform at back is 3 ft. 9 in. above level of rails, and 3 ft. 6 in. just over the rails.

If you will send me by return of post the reduced level of platform, I will reduce my levels from it.

I have, &c.,

THOS. KENNEDY.

Reduced level of platform—at back, 2,930.95; at kerb, 2,930.70. These are correct heights above h.w. spring tides.

Mr. Kennedy.—W.H.Q., 11/10/76. Seen.—T.K., 12/10/76.

No. 84G.

Engineer for Trial Surveys to Mr. Jamieson:

Mr. Jamieson, Round Swamp, Mudgee Road,

9 December, 1876.

Enclosed are tracings of Mr. Townsend's plan and section of original trial survey from 124 miles to 131 miles.

HERBERT PALMER.

No. 84H.

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No. 84H.

Engineer for Trial Surveys to Mr. Kennedy.

Mr. Kennedy, Ilford, Mudgee Road,

28 February, 1877.

How is it that you have not plotted on your 4-chain plan the cross sections taken between the road and the cliffs where you run round the Crown Ridge?

I want these particularly before laying the gradients on the section.

Can you send me the necessary information to put the cross sections on the plan in this office, otherwise I must return the plan to you.

HERBERT PALMER.

Tamworth to Armidale.

No. 85.

Engineer for Trial Surveys to Mr. Hoyle.

Mr. Hoyle, Tenterfield,

22 February, 1876.

On the completion of the survey upon which you are now engaged, I wish you to return to this office with as little delay as possible, to assist in completing the earthwork quantities, &c., of the through sections of the trial surveys made from the Clarence District to New England.

HERBERT PALMER.

No. 86.

Engineer for Trial Surveys to Mr. Vine.

Mr. Vine, Bendemeer,

23 February, 1876.

I have received the plan and section to your amended trial survey to Gostwyck.

You may now stake this line throughout from the head of Jamieson's Creek to Gostwyck, and there connect with Mr. Fitzgerald's work.

HERBERT PALMER.

No. 87.

Engineer for Trial Surveys to Mr. Herbert.

Mr. Herbert, Bendemeer,

19 April, 1876.

Should Jamieson's Creek be flooded while your survey is in progress, you will please note the highest flood level attained at all crossings of the creek.

HERBERT PALMER.

No. 88.

Engineer for Trial Surveys to Mr. Vine.

Mr. Vine, Uralla,

8 June, 1876.

When you have the plan and section of your present survey completed, I wish you to forward them to this office.

You may then proceed with a trial survey through Uralla to Armidale; and to enable you to show clearly on the new plan and section the point of diversion, you should keep a tracing of that portion of your present plan and section.

You may also mark (in pencil) on your present plan and section where you propose to make this diversion.

HERBERT PALMER.

I have instructed Mr. Herbert to start at Armidale and work to meet you. It will be well for you to go together over this route and fix approximately where you will join.—H.P.

No. 89.

Engineer for Trial Surveys to Mr. Herbert.

Mr. Herbert, Bendemeer,

8 June, 1876.

When you have the plan and section of your present survey completed, I wish you to forward them to this office.

You may then proceed to Armidale and take up a length of trial survey from Armidale towards Uralla, to join a length which will be started about same time by Mr. Vine, from the neighbourhood of Gostwyck towards Uralla and Armidale.

I will forward to you in a few days a tracing of the town of Armidale, with Mr. Fitzgerald's trial survey shown, which you will transfer upon your new plan.

It will be necessary for you to examine the country around Armidale, especially on its western side, and to fix your starting point in such a position that the line may be extended towards Glen Innes.

You are in no way bound to join Mr. Fitzgerald's line at Armidale, but must close on one of his B.M.'s there.

HERBERT PALMER.

No. 90.

No. 90.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Camp, near Uralla, 16 June, 1876.

I beg to inform you that I expect to have the plan and section of this length completed about the end of next week, which I will forward to the office as soon as completed. The length of this portion of work is 27 miles 74 chains 23 links, joining on to Mr. Fitzgerald's station point No. 22, at Gostwyck. The stations are all numbered and trenched; the trees are all blazed and painted.

As soon as this is all completed, I shall commence the work towards Uralla, as per memo. of the 8th instant, No. 76-312.

I have, &c.,

ALFRED VINE.

H.P., 20/6/76.

No. 91.

Mr. Herbert to Engineer for Trial Surveys.

Dear Sir,

Uralla, 30 June, 1876.

Herewith I forward you my returns for this month, and have to state that, in compliance with instructions contained in your circular, No. 76/311, of the 8th instant, I have examined the country between Uralla and Armidale, and find that I can get a most inexpensive and direct line; and will junction with Mr. Fitzgerald's line at a point within about $1\frac{1}{2}$ mile of Armidale, and then follow his line into his starting point on the eastern side of the township.

Mr. Vine and I have decided on a point of junction at Uralla.

I have my camp within 3 miles of this town, as I intend working from this end towards Armidale. As from the levelness of the country there is no occasion of my surveying it, as I had to do on Jamieson's Creek.

Please forward me six level books, one field book, some tracing paper, and tracing of Armidale with Mr. Fitzgerald's line on it.

When I move to my upper camp, next Armidale, I will explore the country towards Glen Innes, and fix my point in the most suitable place.

I am, &c.,

MICHAEL HERBERT.

Books and tracing of Mr. Fitzgerald's plan of Armidale and of trial survey forwarded to Mr. Herbert.—H.P., 3/7/76.

No. 92.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Camp, near Uralla, 10 July, 1876.

I beg to inform you that I have this day completed the plan and section of the length between the head of Jamieson's Creek and Gostwyck, a length of 27 miles 74 chains 23 links; the plan and section will be forwarded by to-morrow's post.

I shall remove my camp to-morrow back to St. Helena, and starting my next length near the present crossing of the Main Dividing Range for the direction of Uralla.

I have, &c.,

ALFRED VINE.

Plan and section received, and joined to through plan and section Tamworth to Armidale.—H.P., 13/7/76.

No. 93.

Engineer for Trial Surveys to Mr. Herbert.

Mr. Herbert, Armidale,

6 September, 1876.

On the completion of the plan and section of the length you are now surveying, I wish you to send them without delay to this office.

You may then take up the first length of a trial survey from Armidale to join the trial survey from Inverell to Tenterfield, at a point probably in the neighbourhood of Wellingrove. Mr. Hoyle is now examining the country between Armidale and Wellingrove, and in the meantime you may commence this survey, starting at the end of your present length, and make the most careful surveys to determine the most favourable direction for the extension of this trial survey from Armidale northwards.

HERBERT PALMER.

No. 94.

Engineer for Trial Surveys to Mr. Herbert.

21 September, 1876.

I HAVE received the plan, section, and level book of your length into Armidale.

I perceive from the level book and plan that you formed a junction with Mr. Fitzgerald's previously surveyed line, nearly 3 miles from the end of his trial line, and that you wasted time by re-surveying these 3 miles, that you re-numbered his traverse stations and established new bench marks.

You must have been aware that all it was necessary for you to do was to show clearly your junction with Mr. Fitzgerald's work, and to close on the nearest B.M. to the junction. I wish you to show particularly in your journal the time taken up in re-surveying and re-levelling this work.

HERBERT PALMER.

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No. 95.

Engineer for Trial Surveys to Mr. Quodling.

28 September, 1876.

I LEAVE Sydney to-night for Newcastle, Murrurundi, and Werris Creek, to examine the trial line from Werris Creek to Gunnedah, and arrange for the permanent staking of that extension. From Gunnedah I shall proceed to Armidale and examine the country to the north of Armidale, and arrange the lengths of a trial survey in continuation of the present survey from Tamworth to Armidale, towards Wellington or other point of junction with the Inverell and Tenterfield survey.

All communications I should like to be addressed to me at Armidale until I acquaint you with my movement beyond Armidale.

HERBERT PALMER.

No. 96.

Mr. Herbert to Engineer for Trial Surveys.

Sir,

Armidale, 29 September, 1876.

I have the honor to forward herewith my returns for the present month, and to acknowledge receipt of the level books and forms.

In reply to your memo., No. 76/511, of the 21st instant, I beg leave to say that I left Mr. Fitzgerald's numbers intact, and simply placing my own by the side of them on a shingle peg, so that both numbers can be read. That the time occupied in traversing and levelling that $2\frac{1}{2}$ miles was three days (and in my opinion it was time well spent, being the simplest way of arriving at the through chainage and reduced level in the event of the line by Uralla being adopted).

I have, &c.,

MICHAEL HERBERT.

H.P., 19/10/76.

No. 97.

Engineer for Trial Surveys to Mr. Vine.

19 December, 1876.

ATTACHED is a tracing from county map, showing approximately the position of the trial survey, *via* Inverell, through Wellington Vale, also the line you have surveyed from Glen Innes towards Wellington Vale.

I wish you to show on this tracing (and then return it) the direction your survey will take from the point marked A (which is the end of the first experimental line you sent to me) to the point where you propose to join the surveyed line near Wellington Vale.

It appears from the tracing that the best point to join, as far as direction is concerned, is at about 367 miles, that is Δ 59 on your late work.

HERBERT PALMER.

No. 98.

Engineer for Trial Surveys to Mr. Vine.

Mr. Vine, Glen Innes,

17 January, 1877.

Enclosed is a tracing of portion of the plan of trial survey, Inverell to Tenterfield. As the line you are now surveying from Glen Innes northwards will probably join the former survey at some point on the length shown on enclosed tracing, I wish you to show accurately on your new plan the point of junction, and to transfer from the tracing as much as will come on your plan; also be sure to close on one of the B.M.'s shown on tracing.

HERBERT PALMER.

No. 98A.

Engineer for Trial Surveys to Mr. Fitzgerald.

Mr. Fitzgerald, Tamworth,

3 May, 1876.

I wish to be informed when you will have staked and levelled the trial survey from Tamworth to the point where Mr. Herbert's staking is commenced, also the length of your section. A railway pass will be forwarded to you when you report the date upon which this work will be completed.

HERBERT PALMER.

No. 98B.

Engineer for Trial Surveys to Mr. Vine.

Mr. Vine,

1 June, 1876.

The plans of the trial survey to Armidale are urgently required. I wish to be informed at what date you expect to be able to forward to this office the plan and section of your length from Surveyors Creek to Gostwyck.

HERBERT PALMER.

No. 98c.

Engineer for Trial Surveys to Mr. Herbert.

Mr. Herbert, Bendemeer, Northern Road,

1 June, 1876.

I wish to be informed at what date you will have the plan and section of your present survey completed and ready to forward to this office.

The plans of the extension to Armidale are urgently required.

HERBERT PALMER.

No. 98d.

No. 98D.

Engineer for Trial Surveys to Mr. Herbert.

Mr. Herbert, Armidale,

21 August, 1876.

I wish to be informed when you will be able to forward to me the plan and section of your length from Uralla to Armidale.

HERBERT PALMER.

No. 98E.

Engineer for Trial Surveys to Mr. Vine.

Mr. Vine, Uralla,

21 August, 1876.

I wish you to inform me when you will be able to forward to me the plan and section of your length of the deviation through Uralla.

HERBERT PALMER.

Armidale to Glen Innes.

No. 98F.

Resolutions.

[Presented by S. H. Terry, Esq., M.P., 1/8/76.]

At public meeting held in the Town Hall, on Friday, 21st July, His Worship the Mayor in the Chair, the following resolutions were carried unanimously:—

1. That this meeting desires to express its resentment that, while every contemplated line of railway has been surveyed, the main Northern extension has been almost neglected, while undue preference has been given to its extension round by Inverell, by surveying a line there first, with the obvious purpose of diverting its course off the table-land.

2. That, in the next session of Parliament, while it is proposed to sanction the extension of the Northern line, not a moiety of it will have been surveyed; and the continued neglect of the Government in this respect, and its tardiness in pushing forward the survey to Armidale and its extension to Glen Innes, by placing an adequate staff of surveyors thereon, demonstrate the superiority of the route over the Inverell line, is alike vexatious and unsatisfactory to the inhabitants of the district, and this meeting desires to express its displeasure thereat.

3. That this meeting is of opinion that the best and shortest line to Inverell should junction with the main trunk line near Uralla, and is of opinion that if the Government is desirous of connecting Inverell and the Gwydir by railway, it should at once survey a line *via* Bundarra to that town and district.

4. That it is the opinion of this meeting the people of Glen Innes should be waited upon to cooperate with Armidale and Uralla for the speedy extension of the Northern Railway to Glen Innes *via* Armidale.

5. That, in order to give the foregoing resolutions a practical form, His Worship the Mayor be requested to convey the opinion of this meeting to the Minister for Works, and draw his attention to the injury the district is suffering for the want of railway communication.

On behalf of the meeting,—

Armidale, July 22, 1876.

JAS. E. SALMON,

Mayor.

Mr. Terry and Mr. R. Forster, M.P.'s, to be informed that petition has been received, and that its contents will receive due consideration by the Government.—J.L., 3/8/76.

Inform.—3/8/76, J.R. S. H. Terry and R. M. Forster informed.—5/8/76.

No. 98G.

The Commissioner for Railways to S. H. Terry, Esq., M.L.A.

Sir,

Department of Public Works, Railway Branch, 5 August, 1876.

I have the honor to inform you that I am instructed by the Honorable the Minister for Public Works to acknowledge the receipt of the Petition presented by you from the inhabitants of Armidale, on the subject of the extension of the Great Northern Railway, and to add that its contents will have due consideration by the Government.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

The Commissioner for Railways to R. M. Forster, Esq., M.L.A.

Sir,

Department of Public Works, Railway Branch, 5 August, 1876.

I have the honor to inform you that I am instructed by the Honorable the Minister for Public Works to acknowledge the receipt of a Petition from the inhabitants of Armidale on the subject of the extension of the Great Northern Railway, and to add that its contents will have due consideration by the Government.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 98H.

No. 98H.

Mr. T. J. Lane to The Secretary for Public Works.

Sir,

Tingha, Cope's Creek, 5/10/76.

I see by the local papers that surveyors are at the present time trying to find the best route for a railway from Armidale to Glen Innes.

I beg to submit a few remarks for your information on the foregoing subject.

It may not be generally known that a line starting from Gostwyck Station, and crossing the Northern Road, about a mile from Saumarez Creek Bridge; this at this point is the Great Dividing Range; following the Main Range, and keeping Saumarez Creek on the east for a distance of 15 miles from the Northern Road, a spot is reached called Little Duval. This is the highest point, and is level with the Devil's Pinch, and about 1,000 feet higher than Armidale. This is the table-land from Gostwyck to Little Duval, about 25 miles. The rise is scarcely perceptible. This line would cross the Inverell and Armidale Road on the Main Range, about 11 miles from Armidale, and near the line that divides the runs known as Eversleigh, Boorolong, and Tilbuster.

In conclusion, I beg to inform you that I am perfectly disinterested in the matter, as I do not at present hold any property anywhere excepting a mineral lease at Tingha. This is 65 miles from Armidale. Being a resident at Armidale nearly twenty years, I know this particular part very well.

I am, &c.,

THOMAS J. LANE.

N.B.—The line from Gostwyck to the Devil's Pinch, 25 miles. From Gostwyck to Uralla, 8 miles; Uralla to Armidale, 15 miles; Armidale to Devil's Pinch, 12 miles—35 miles. This latter route strongly advocated. The works going into and leaving the town of Armidale would be heavy.—T.J.L.

Mr. Whitton.—B.C., 16/10/76. Mr. Palmer.—W.H.Q., 17/10/76. I have already given directions for a trial survey to be made, following the Dividing Range from the neighbourhood of Uralla, and in Saumarez Creek, Little Duval, and the Devil's Pinch to the Mother of Ducks Lagoon; thence to Glen Innes and Wellington Vale.—H.P., 19/10/76. Commissioner.—J.W., *pro* W.H.Q., 25/10/76. Inform.—J.R., 30/10/76. T. J. Lane informed.—1/11/76.

No. 98r.

Commissioner for Railways to T. J. Lane, Esq.

Sir,

Department of Public Works, Railway Branch, Sydney, 1 November, 1876.

In acknowledging the receipt of your letter of the 5th ultimo, containing suggestions for the best route for a railway from Armidale to Glen Innes, I have the honor to inform you that directions have already been given for a trial survey to be made following the Dividing Range from the neighbourhood of Uralla, *via* Saumarez Creek, Little Duval, and the Devil's Pinch, to the Mother of Ducks Lagoon, and thence to Glen Innes and Wellington Vale.

I have, &c.,

CHAS. A. GOODCHAP,
pro Commissioner for Railways.

No. 99.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Survey Camp, Glen Innes, 1 November, 1876.

I beg to inform you since my arrival in Glen Innes that I have examined the country between the latter place and Wellington Vale. The country from Glen Innes I think will afford a tolerable good line throughout, but rather circuitous for the first part from Glen Innes to the Severn River. I expect to have the experimental line carried for about 10 miles by the end of next week, when I will send you the result. In the meantime I would like to be informed if I should carry the experimental line throughout from Glen Innes to the proposed junction of the two lines near Wellington Vale, before commencing pegging out from the beginning at Glen Innes.

I am encamped on the Yarrowford River, about 5 miles from Glen Innes.

I am not able to forward my last month's returns, in consequence of not having the necessary supply of forms, but will do so as soon as I get them from Sydney.

I have, &c.,

ALFRED VINE.

Plan and section paper, levelling books and forms, have been forwarded to you to-day. Stake out each length as you proceed with the survey. Too much time is lost in frequent shifts of camp.—H.P., 15/11/76. Mr. Vine, Glen Innes.

Paper and books received. Returned.—A.V., 22/11/76.

No. 100.

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No. 100.

Engineer for Trial Surveys to Mr. Macarthy.

15 November, 1876.

I HAVE received your plan, section, and field books, also your reports of the 9th and 11th instant.

A description such as you forwarded with your plan and section is necessary, and you have acted in this matter quite in accordance with what is required by the department. A monthly progress report is at all times required.

I enclose a rough tracing showing the point at which I wish you to connect your trial line with that being surveyed from Armidale to Glen Innes.

The heights shown are taken by a barometer, assuming Armidale to be 3,000 feet. From this tracing you will observe that you have to rise 1,000 feet from the crossing of Saumarez Creek to the Mother of Ducks Lagoon, and you must consequently gain as much height as possible after crossing Saumarez Creek. Let me know the reduced level of your crossing of Saumarez Creek as soon as you can.

HERBERT PALMER.

No. 101.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Glen Innes, 16 November, 1876.

I beg to inform you that since I commenced this work from Glen Innes towards Tenterfield I have an experimental line run and levelled to a distance of $12\frac{1}{2}$ miles. The works on this part will not be very heavy; the latter $1\frac{1}{2}$ mile is not so good as I should like, but I think improvement can be effected. This is on the fall to the Severn River. The highest point will be only about 80 feet above the starting point at Glen Innes, a distance of $9\frac{1}{2}$ miles. The heaviest works on this length will be the bridging of the Beardy, 6 miles from Glen Innes, and the Severn River; the distance is longer than I anticipated at first. I purpose running an alternate line which will shorten the distance by a mile; the alternate line will be about 4 miles.

I would have made a plan and section of this portion and forwarded to you, but I am out of paper for plan and section, also levelling books. I made application for a supply of these on the 24th October.

I have, &c.,

ALFRED VINE.

Paper and books have been forwarded to Mr. Vine. See 76/4,254.—H.P., 28/11/76.

No. 102.

Engineer for Trial Surveys to Mr. Herbert.

16 November, 1876.

MR. STEPHENS leaves Sydney on Monday next, and will arrive in Armidale by coach on the following Wednesday.

I wish you to meet him there, and arrange to go together over the entire length of the proposed route from Armidale to the Mother of Ducks Lagoon. You will also be good enough to hand over to Mr. Stephens all plans, paper, books, &c., belonging to the department, and to give him all the information in your power as to the work he is to complete.

I shall not be able to come up with Mr. Stephens as I at first intended.

HERBERT PALMER.

No. 103.

Engineer for Trial Surveys to Mr. Vine.

5 December, 1876.

I HAVE received the plan and section of the trial lines you have run to the north of Glen Innes. In staking out you may adopt the shorter line of the two, that is the alternate line. I wish you to stake this with the utmost despatch, and to push forward then and let me have the section throughout to the junction with the other trial line near Wellington Vale as early as possible.

HERBERT PALMER.

No. 104.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Glen Innes, 6 December, 1876.

I herewith forward a tracing of improvement of section of experimental line from station 59 to station 80a. This section is the best that can be got, the distance is a little longer from station 80a to the junction near Wellington Vale, the country is tolerably good. I purpose pegging this improvement out should I not hear anything to the contrary.

I have, &c.,

ALFRED VINE.

Show cross sections on your finished plan from $\triangle 60a$ to $\triangle 77a$, so that I can judge how the earthwork would be increased by using curves of larger radius than 12 chains. Stake the 12-chain curves as shown on tracing.—H.P., 12/12/76. Mr. Vine.

Read and returned.—A.V., 16/12/76.

No. 105.

38.

No. 105.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Glen Innes, 16 December, 1876.

I beg to inform you that I have 10 miles of this length pegged out, and expect to have the levelling completed about the end of next week. I am staking out the alternate line agreeably to your instructions of the 5th instant.

H.P., 12/12/76.

I have, &c.,

ALFRED VINE.

No. 106.

Engineer for Trial Surveys to Mr. Hoyle.

Mr. Hoyle,

19 December, 1876.

I wish you to inform me when you expect to be able to send me the plan and section of the trial survey you are now engaged upon, from the Mother of Ducks Lagoon to Glen Innes.

No comparison can be made with the Inverell route until your survey is completed, and the plan and section are urgently required.

HERBERT PALMER.

No. 107.

Engineer for Trial Surveys to Mr. Stephens.

19 December, 1876.

UNDER separate cover I have forwarded to you the tracing paper you require.

I wish you to inform me when you consider you will be able to send me a plan and section of the length of trial survey you now have in hand, that is including the length surveyed by Mr. Herbert to your point of junction with Mr. Hoyle's length.

HERBERT PALMER.

No. 108.

Engineer for Trial Surveys to Mr. Macarthy.

Mr. Macarthy, Armidale,

9 January, 1877.

I wish you to make your plan and section continuous from your commencing point near Uralla to your junction near the Mother of Ducks Lagoon with the line now being surveyed by Mr. Stephens from Armidale to that locality.

I shall also wish to be informed where you will next be encamped, with directions how your camp can be most easily reached from Armidale, as I hope to visit your district within the next few weeks.

HERBERT PALMER.

No. 109.

Engineer for Trial Surveys to Mr. Stephens.

Mr. Stephens, Puddledock, near Armidale,

9 January, 1877.

Mr. Herbert having obtained permission to withdraw his resignation, proceeds by to-night's mail to Armidale.

The length upon which you are engaged is urgently required, and I have instructed Mr. Herbert to assist you. You will therefore be good enough to arrange for Mr. Herbert's working with you on this length and to give him all the necessary instructions.

HERBERT PALMER.

No. 110.

Engineer for Trial Surveys to Mr. Stephens.

Mr. Stephens, Spring Mount, Armidale,

31 January, 1877.

The shortest of the two lines, near the commencement of your length, is the one I shall adopt for an estimate of this extension, so wish you to carry on the through mileage on both plan and section by that line.

Your tracing is sufficiently neat to send in with progress report.

HERBERT PALMER.

No. 111.

Mr. Herbert to Engineer for Trial Surveys.

'Camp, Mother of Ducks Lagoon,

26 miles north of Armidale,

Sir,

31 January, 1877.

I do myself the honor to forward herewith my returns for this month, and to report that (at the suggestion of Mr. Stephens) I commenced at the junction with Mr. Hoyle to work backwards to meet Mr. Stephens.

I have one mile staked, and three miles ready for staking, which I could have staked were it not for the state of the weather.

H.P.—26/2/77.

I have, &c.,

MICHAEL HERBERT.

No. 112.

No. 112.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Camp, Dundee, 2 February, 1877.

I beg to report for your information, that I have 11 miles of the outside work of this length completed, and the line is pegged out to a distance of 15 miles; the rough staking of the experimental line to a distance of about 22 miles. The levelling of this latter portion is not completed as yet, in consequence of not being able to cross the river, the latter having risen through the late rains that have fallen through the last week. The plan and section of the experimental line I will forward as soon as I am enabled to cross the river to get the levelling done; in the meantime I am working up the work towards the river.

H.P.—26/2/77.

I have, &c.,

ALFRED VINE.

No. 113.

Mr. Vine to Engineer for Trial Surveys.

Sir,

Camp, Dundee, 15 February, 1877.

I beg to inform you, that I have the experimental line carried to a distance of 21½ miles; the line is pegged out to a distance of 20 miles; the levelling completed up to 15 miles. I expect to have the whole completed up to a distance of 20 miles by the end of the present month, when I purpose shifting my camp to somewhere near Deepwater. The plan and section of experimental line I forwarded to you to Armidale, on the 9th inst.

H.P.—26/2/77.

I have, &c.,

ALFRED VINE.

Werris Creek to Gunnedah.

No. 114.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Quipolly, *via* Willow-tree,

6 March, 1876.

The permanent staking of the proposed extension from Werris Creek to Gunnedah is not to be proceeded with at present.

Enclosed is a tracing of that portion of the trial line at the Werris Creek Gap.

I now wish you to plot so much as is shown on the tracing to a 4-chain scale, and to take cross sections, and plot the same on the 4-chain plotting, so that I may be able to lay out the most favourable line on this portion. I wish you next to make further trial surveys with a view of shortening the line. Under separate cover I forward to you the district plan, upon which you have laid down your trial line, and on this plan I show the parts over which I wish you to make trial surveys; from A to B, C to D, in red letters on plan. This line would avoid the purchased property in the towns of Breeza and Gunnedah.

HERBERT PALMER.

No. 115.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Quipolly, *via* Willow-tree,

11 March, 1876.

The cross sections I require at the Werris Creek Gap are in all instances to be taken at right angles to the chords on your trial line, as shown on the tracing forwarded with my last memo.

If your centre line has been well staked, there will be no occasion to permanently stake the cross sections.

All heights on the 4-chain plotting to be reduced to the same datum as the B.M.'s on the permanently staked line to Tamworth.

HERBERT PALMER.

No. 116.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Breeza,

2 May, 1876.

You may send in the plan and section of the amended portion of trial survey in the neighbourhood of Breeza as soon as it is completed, and then proceed to Gunnedah to make the proposed alterations there.

HERBERT PALMER.

No. 117.

Engineer for Trial Surveys to Engineer-in-Chief.

THIS trial survey, 42 miles in length, was commenced at the end of July, 1875, and was completed in January, 1876.

One 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. 118.

No. 118.

Mr. Mountain to Engineer for Trial Surveys.

Camp, Gunnedah, 20 June, 1876.

THE amended line in the neighbourhood of Gunnedah is now completed, and I hope to have the plan and section of same finished and forwarded by next post (starting from here next Thursday night), by which date I shall be awaiting instructions as to my future movements.

I may state that this amended line runs through a part of "Town Common," and I understand that instructions have been issued to the licensed surveyor of this district to divide the common into farms for auction sale; this of course would alienate land that, in the event of the line ever being taken in this direction, would require to be resumed in part. I therefore deem it my duty to make you acquainted with this fact, in case the Engineer-in-Chief might desire to take any action in the matter.

ADRIEN C. MOUNTAIN.

No. 119.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Quipolly, *via* Willow-tree, Northern Road,

13 September, 1876.

Under separate cover I have forwarded to you one field book and six level books of the trial survey from Werris Creek to Gunnedah, which are to be returned to this office with the books of the permanent staking when completed.

On no account are your men to undertake the lockspitting of the centre line, at any rate until the whole of the staking is completed. On a level country like that through which you are staking, and in which the centre line should be staked very expeditiously, you will find ample employment for your men in cutting the rings round the chain-pegs and tangent points, and placing men on the lockspitting must delay the work.

HERBERT PALMER.

No. 120.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Quipolly, *via* Willow-tree,

23 September, 1876.

You may let contracts for both the lockspitting of the centre line and for making pegs. The price for lockspitting not to exceed 8d. per chain, and you must not exceed 12s. per hundred for pegs.

HERBERT PALMER.

No. 121.

Engineer for Trial Surveys to Mr. Mountain.

23 September, 1876.

You may stake the straight line from the Werris Creek Gap to the crossing of the Mooki at Breeza. I expect to leave Sydney for the north about the 23th instant, and shall probably be at Werris Creek in two or three days after that date. I will then go through the whole length of the trial survey to Gunnedah.

HERBERT PALMER.

No. 122.

Mr. Carver to Engineer for Trial Surveys.

Sir,

Camp, Breeza, 31 October, 1876.

I have the honor to report having completed the following work during this month :—

Levelling :—Longitudinal section completed 4 miles.

Do. not yet checked, $2\frac{1}{2}$ miles.

Cross sections occupied a good deal of time.

Surveying :—Permanently set out and staked, $2\frac{1}{4}$ miles.

Do. setting out, 1 mile.

Through a timbered country.

During last week I regret having lost the services of one of my men in consequence of an accident whilst falling a tree, which I fear will lay the man up for some time; and up to the present I have been unable to get another man to take his place.

I have, &c.,

N. P. CARVER.

H.P., 11/12/76.

No. 123.

Mr. Carver to Engineer for Trial Surveys.

Sir,

Camp, Breeza, 30 November, 1876.

I have the honor to report having completed the following work during this month :—

Levelling :—Longitudinal section levelled and checked, 9 miles.

Cross sections taken fill five sheets.

Office work :—Working section plotted to date.

Cross section, fifteen sheets plotted.

Up to the 16th of the month I had not one uninterrupted day's work, as I found that but little wind on the Breeza Plain caused the suspension of levelling operations. Atmospheric changes here are frequent and sudden, on one occasion the barometer falling nearly 4-10 and thermometer 40° in twelve hours; refraction is therefore considerable. I have, however, taken every precaution to obtain satisfactory results in my levels.

Office

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Office work during the month has been a good deal impeded, in fact inking in during the day is nearly impossible, in consequence of swarms of flies of a painfully irritating nature.

Until to-day I have been unable to replace the man that met with an accident last month.

Part No. 1 of working section I will complete and forward to you during the coming month.

H.P., 11/12/76.

I have, &c.,

N. P. CARVER.

No. 124.

Engineer for Trial Surveys to Mr. Mountain.

21 December, 1876.

I WISH you to proceed without delay to make a survey of the proposed alteration at Gunnedah, from the back line to the Brickkiln, and to send me a plan and section of the same as early as practicable.

In the event of this proposed line being found unsatisfactory, it is probable that the original trial line through the town of Gunnedah may be adopted, and in that case it would not be necessary to permanently stake any portion of the back line.

You may arrange with Mr. Carver to carry on the staking of the line during your absence as far as the point of deviation of the two lines at about 30 miles from the Werris Creek junction.

HERBERT PALMER.

No. 125.

Engineer for Trial Surveys to Mr. Mountain.

29 December, 1876.

Now that I have the first part of the working plan of the extension to Gunnedah, and have read your reply to my memo., 76/643, I find that you have, as a matter of fact, done nearly the whole of the work, and have worked well. I can only blame you for not making a better division of the work with Mr. Carver.

I instructed you when I went over the trial survey to arrange the work between you so that there should be no loss of time; instead of which, you appear to have done all the staking out, the through chainage, referencing, and the working plan, while Mr. Carver has only taken a few cross sections, and levelled over your pegs; and plot the section, which I have not yet received.

HERBERT PALMER.

No. 126.

Engineer for Trial Surveys to Mr. Mountain.

29 December, 1876.

UNDER separate cover I have forwarded to you some plan, section, and tracing paper, also lithographs of the town of Gunnedah and the county of Buckland.

The county of Pottinger is not lithographed, so I will send you a tracing from the original as soon as I can get it done. I have not sent you a copy of the county of Parry, as you request, as none of your work lies in that county.

HERBERT PALMER.

No. 127.

Mr. Carver to Engineer for Trial Surveys.

Sir,

Camp, Breeza, 31 December, 1876.

I have the honor to report having completed the following work during this month:—

Levelling—Longitudinal section levelled and checked, $5\frac{1}{2}$ miles. Cross sections contained in two sheets.

Also 2 miles of line prepared for permanent staking.

Office work—Completed part No. 1 of working section. Plotted 2 sheets, and inked in 17 sheets of cross section.

For some time past office work in a tent has of necessity been a slow and difficult process, and would have become impossible had not a decided change in the weather taken place on the 16th of the month.

I have &c.,

N. P. CARVER.

H.P., 6/1/77.

No. 128.

Mr. Mountain to Engineer for Trial Surveys.

Sir,

Camp, Gunnedah, 3 January, 1877.

I have the honor to report that during the month of December I have been principally occupied in office work, as after despatching the working plan, Part No. 1, I assisted Mr. Carver with the section, which had then a considerable amount of work remaining to be done before it was finished. In accordance with your instructions, I then broke up camp and came on to Gunnedah, in order to carry out the trial line you have indicated, which work is now fairly under way. During the time I am engaged on this work I have arranged for Mr. Carver to carry on the permanent work as far as possible, completing everything as he proceeds.

I am duly in receipt of your memo. 76/669, but the parcel of paper and lithographs has not yet arrived, though I have made repeated inquiries after it.

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I

I am at present short-handed, as my cook, who has been with me two years, was compelled to go to Sydney for medical advice, the recent excessive heat having seriously injured his health. Should he shortly recover, I believe he will return to me, in which case I should feel obliged if the Engineer-in-Chief will grant him the necessary pass for the railway.

I have at last succeeded in letting the lockspitting to a man named John Poulton, who undertakes the work at 8d. per chain, and commences on the long straight across Breeza Plain, that being the worst ground to work should wet weather set in. Please instruct as to the form in which vouchers for this work should be forwarded to the office.

H.P., 6/1/77.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 129.

Engineer for Trial Surveys to Mr. Mountain.

9 January, 1877.

Mr. Carver has been instructed to hand over to you all books, plans, papers, &c., belonging to the Commissioner.

You will therefore be good enough to meet him for this purpose, and to deposit in Breeza or elsewhere these documents until you resume the permanent staking from the point where Mr. Carver leaves it.

HERBERT PALMER.

No. 130.

Mr. Mountain to Engineer for Trial Surveys.

Sir,

Gunnedah, 15 January, 1877.

I have the honor to report that, in accordance with instructions contained in your memo. 77/9, I proceeded to Breeza and received from Mr. Carver,—

- One roll working section paper, Part 2.
- Spare sheets (cross section paper).
- Tracing of section.
- Trial survey to Gunnedah.
- Level books relative to ditto.
- Two spare level books.

Pending further instructions I have left them in the custody of Mr. Wm. Clift of Breeza, who kindly consented to take charge of the same.

I learn from Mr. Carver that he has ranged and cleared about four (4) miles of line on Part 2, and has carried the through chainage along two miles of that distance; the ringing being finished for 1 mile and 30 chains.

I hope to forward by next post (Thursday night) plan and section of the trial line I am at present engaged on, when I will remove my camp in order to resume the permanent staking.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 131.

Engineer-in-Chief to Commissioner.

25 January, 1877.

I FORWARD herewith a plan showing alternative lines in the neighbourhood of the township of Gunnedah, for the proposed extension of the Great Northern Railway from Werris Creek towards Narrabri, and request an early decision as to which route is to be adopted, in order to prevent delay in staking out the line and preparing the plans for Parliament.

In an engineering point of view there is very little difference between the three lines, the chief consideration being the increased length by the route indicated by line No. 2 or No. 3, should the railway to the north-western territory be continued *via* Narrabri.

Description of Lines.

Line marked No. 1 gives the best direction for extension *via* Narrabri, but the nearest point to the town of Gunnedah is 3 miles.

Line marked No. 2 passed through the town of Gunnedah, and would lengthen an extension *via* Narrabri 3 miles.

Line marked No. 3 will give a station ground $1\frac{1}{4}$ mile from the centre of Gunnedah, and is one mile shorter than line No. 2, that is if the extension *via* Narrabri be considered.

W. H. QUODLING,

(For the Engineer-in-Chief).

Parliament having sanctioned the construction of a railway from Werris Creek to Gunnedah, line No. 2, to the town of Gunnedah, to be adopted.—J.L., 9 Feb., 1877.

Telegram sent to Mr. Mountain, noon, 9/2/77.—W.H.Q.

No. 132.

Chief Clerk to Mr. Mountain.

Mr. Mountain,

9 February, 1877.

I telegraphed to you to-day to "stake out the line, *via* Mildew Hill and Deanbundi, through the town of Gunnedah."

I now forward you a tracing showing the direction of the line to be staked.

W. H. QUODLING.

No. 133.

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No. 133.

Mr. Mountain to Engineer-in-Chief.

Sir,

Camp, near Gunnedah, 14 February, 1877.

I have the honor to acknowledge the receipt on Monday last, 12th instant, of your instructions, conveyed through Mr. W. H. Quodling (comprising memo. 77/51, telegram, and tracing of portion of Trial Surveys to Gunnedah), and beg to inform you that I am staking the permanent line in accordance therewith.

I have, &c.,

J.W.—20/2/77.

ADRIEN C. MOUNTAIN.

No. 134.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Gunnedah.

31 January, 1877.

In taking the reference you have merely considered what the centre line passes through. I have had to remember the working plan throughout. I enclose a tracing of portion of 10-ch. plan, which is numbered similarly to the working plan, on which I have shown some of the new numbers, and for which I require the reference.

I have been able to collect a reference for the remainder of the new numbers.

The last number of Part No. 1 working plan is now 141, not 122 as you sent it in; the first number therefore on Part No. 2 will be 142.

HERBERT PALMER.

No. 135.

Mr. Mountain to Engineer for Trial Surveys.

Sir,

Camp, near Gunnedah; 1 February, 1877.

I have the honor, in reporting progress for the last month, to state that during the early part of January I executed a trial survey of amended line near the town of Gunnedah, and forwarded plan and section of same to the office as instructed by you, and on the 22nd ultimo I resumed the permanent staking of this line.

I found that during my absence 2 miles of staking (1 mile and 30 chains of which was "rung") had been carried out by Mr. Carver, bringing the through chainage up to 178 miles, from which point I took up the staking. In addition to this, I may mention that Mr. Carver had ranged and cleared about 68 chains of line. I beg to inform you that the work is now completed as far as 182½ miles, and that I am using all possible energy to carry through the work as speedily as possible. I hope by the end of this month to be very close to Gunnedah. I shall be very shortly awaiting instructions as to which of the two lines I am to proceed with, the point of departure of the alternative routes being only about two miles from where I have now pegged to.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 135A.

Mr. Mountain to Engineer for Trial Surveys.

Sir,

Camp, near Gunnedah, 7 February, 1877.

I have the honor to enclose the references you required in your memo. 77/42, and regret that the information rendered in the first instance was not sufficiently complete.

I have just wired you for instructions as to the line I shall now proceed with, having staked up to the point of bifurcation.

I have, &c.,

H.P., 26/2/77.

ADRIEN C. MOUNTAIN.

No. 135B.

Engineer for Trial Surveys to Mr. Mountain.

Mr. Mountain, Gunnedah,

2 March, 1877.

The reference from the end of working plan Part No. 1, into Gunnedah, is urgently required. I must request you to obtain all the necessary information as quickly as possible. You can show the boundaries of properties on your 10-ch. tracing from the original trial surveys, and send it to me as soon as complete.

Your reference may terminate at the point where the centre line will intersect the western boundary of the town.

HERBERT PALMER.

Sydney towards Newcastle.

No. 136.

Mr. C. T. Mason to Engineer for Trial Surveys.

Sir,

Camp, near Wiseman's Ferry, 31 March, 1876.

I beg to inform you that since my arrival here I have been engaged on the north side of the river. Starting from a point opposite Dalgetty's Creek, I have surveyed and levelled along the river to Myrtle Creek. I have also run a traverse immediately under the cliffs and levelled same.

Myrtle

Myrtle Creek, after running through a succession of flats for nearly a mile, branches off into three distinct arms, which again have numerous other creeks and gullies running into them.

I have surveyed all the flats and the left arm of this creek to the table-land near which it takes its rise. From here to the nearest point on the Wollombi Road is 60 chains as the crow flies.

The general direction of the left arm is good, but it would be impossible to get round all the flats to it, using reasonable curves, without having at least one long tunnel.

The middle arm of Myrtle Creek runs generally in the same direction, but a short distance from where it leaves the flat it branches into two large gullies; and it is, I think, on the spur between these the best line is to be obtained from this point to the table-land.

I have surveyed Rose's Flat and Creek to its source at the Wollombi Road at 7 miles 55 chains from Wiseman's Ferry. The country is very rough, as instanced by the fact that although from the river to the head of Rose's Creek is only a few chains more than 6 miles, I had 120 traverse stations. I have surveyed the river together with flats as far as Wiseman's Ferry, connecting with Mr. Stephens' work at that place.

By Mr. Stephens' instructions I have also surveyed the Wollombi Road, a distance of $8\frac{1}{2}$ miles from Wiseman's Ferry, with a view of tying in the Rose's Creek traverse.

I am just commencing the centre line, which I propose only to stake roughly, so as to fit curves approximately.

I have little doubt of being able to get a fair line, taking the very rough nature of the country into consideration.

H.P., 6/4/76.

I have, &c.,

CLAYTON T. MASON.

No. 137.

Mr. Stephens to Engineer for Trial Surveys.

Sydney and Newcastle Trial Survey—Monthly Report.

Sir,

Pitt Town, near Windsor, 5 June, 1876.

For the last eighteen days I have been camped at the crossing of Dalgetty's Creek, by the Parramatta Road. I have nothing much of importance to report beyond this,—that I am very glad to be able to inform you that I have finished with the roughest portion of the work—it certainly was very rough and trying.

Since my arrival here I have surveyed and levelled over $8\frac{3}{4}$ miles of the main ridge towards Parramatta from here, and I am inclined to think that from this point on there will not be any very great difficulty.

It all requires careful surveying and a good deal of preliminary work in order to obtain the best line, but still I believe with care a fair average line may be obtained. This is speaking from this point *on*, for from this point *back* towards the Hawkesbury the line cannot be commended for its smoothness.

I have also laid out $2\frac{1}{2}$ miles of the preliminary rough trial line (N.B.—These are in the Mason's Creek watershed), and as far as I have gone I believe I have been tolerably successful, *i.e.*, for this style of country.

From my journal you will perceive that the weather has been much against us—continuous wet weather, which proved very annoying when we were shifting.

H.P., 9/6/76.

I have, &c.,

R. D. STEPHENS.

No. 138.

Engineer for Trial Surveys to Mr. Stephens.

Mr. Stephens, Dural, near Parramatta,

4 August, 1876.

I am anxious to have, as early as practicable, the finished plan and section of the trial survey from your junction with the Great Southern or Western Railway to the summit of the high land on the northern side of the river Hawkesbury.

You will please instruct Mr. Mason to assist you in the staking, &c., on the southern side of the river, if he is the first to complete his portion on the northern side.

I also wish you to inform me when you think you will be able to send me this plan and section.

HERBERT PALMER.

No. 139.

Engineer for Trial Surveys to Mr. Stephens.

28 September, 1876.

THE mileage of your plan and section should be commenced from the point of junction with the main line. It can then be carried through to the end of Mr. Mason's length on the northern side of the Hawkesbury.

HERBERT PALMER.

No. 140.

Engineer for Trial Surveys to Mr. Stephens.

28 September, 1876.

ON the completion of the length upon which you are now engaged I wish you to return to this office, and there to join the plans and sections from your junction with the main line to the end of Mr. Mason's length on the northern side of the Hawkesbury.

You may then lay down the gradients on the section, take out quantities, and prepare an estimate of that portion of the trial survey.

I wish you also to inform Mr. Mason that he is at the same time to return to this office and assist you in the office work.

HERBERT PALMER.

No. 141.

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No. 141.

Mr. C. T. Mason to Engineer for Trial Surveys.

Sir,

Railway Survey Camp, Dural, near Parramatta, 28 September, 1876.

I beg to inform you that I expect to have my work here completed, and plan and section ready to hand over to Mr. Stephens by the 5th or 6th proximo.

As the field level books and traverse sheets of my former length and this one are rather bulky for the post, I will deliver them to the office on my return to Sydney.

The heavy gale of the 11th instant caused much havoc in my camp, tearing every fly but one into ribbons, and doing much damage to all the tents.

Awaiting your instructions,—

I have, &c.,

CLAYTON T. MASON.

Herbert Palmer, Esq. Sir, I have this day forwarded to Mr. Mason the instructions contained in your letter of the 28th inst.—I have, &c., R. D. STEPHENS. H.P., 11/10/76.

Sydney to Illawarra.

No. 142.

Mr. Carver to Engineer for Trial Surveys.

Railway Trial Survey—Wollongong to Kiama.

Sir,

Camp, near Kiama, 20 May, 1876.

I have the honor to inform you that with moderate fair weather I shall have completed the coast line to Kiama at the end of this month. In selecting the remaining portion of the route through a somewhat broken country it became necessary to be guided in a great measure by the country for some distance south of Kiama, which makes it desirable that the line should pass a short distance to the west of the township.

In my last month's report I informed you of having connected at a convenient point the line west of Lake Illawarra with that *via* the coast, in order to avoid the broken country between Albion Park and Jamberoo, with however the disadvantage of not being suited to serve the traffic of the Jamberoo District; and as I find this objection cannot well be remedied along the remaining course of the coast line, it appears to me desirable, in order to make the surveys complete, and to more fully carry out the object of the inland line, to continue that line on through Jamberoo to Kiama. The time required to survey it would not exceed one month. You would then have every practicable line surveyed that could influence the selection of a final route between Wollongong and Kiama.

I have the honor to request you will forward me instructions for my future guidance.

I may here mention that the country south of Kiama, for a distance of 5 or 6 miles, permits of a very limited choice in the selection of a route through it, consisting as it does of a high secondary range nearly parallel and at places close to the coast. At right angles to this range run numerous short steep spurs, terminating for the most part abruptly into the sea. The south coast road traverses these spurs, and at a point $4\frac{1}{2}$ miles south of Kiama attains an elevation of about 300 feet; the road from that point rapidly falls to the level of the plain, below which apparently extends without interruption a very considerable distance down the coast.

I have, &c.,

N. P. CARVER.

H.P., 22/5/76.

Mr. Carver instructed to return to Sydney as soon as his present surveyed line is completed into Kiama, and not to proceed with the survey he proposes to make through Jamberoo.—H.P., 29/5/76.

No. 143.

Engineer for Trial Surveys to Mr. Carver:

Mr. Carver, Kiama,

29 May, 1876.

The line you propose to survey by Jamberoo is not required at present; you will therefore be good enough to return to this office as soon as the field work of your present surveyed line into Kiama is completed, so that you may finish all plans and sections, &c., in connection with this work.

HERBERT PALMER.

No. 144.

Engineer for Trial Surveys to Mr. Carver.

Mr. Carver, Shellharbour,

13 May, 1876.

Under separate cover I forward to you a tracing of plan of the township of Kiama, also a level book as requested.

I wish to be informed as early as practicable when your field work will be completed, as I shall require you to return to this office to plot your plans and sections.

HERBERT PALMER.

No. 145.

No. 145.

Engineer-in-Chief to Commissioner.

30 May, 1876.

I FORWARD herewith the *original plan* of the projected line of railway from Sydney to Wollongong, to be laid upon the Table of the House of Assembly as an *exhibit* only.

W. A. QUODLING,
(For the Engineer-in-Chief).

North Shore to Manly.

No. 146.

Colonial Treasurer to Engineer-in-Chief.

APPLICATION respecting leave to lay down a tramway on North Shore Military Road, and thence to Manly *via* The Spit.

THE Government are urged to permit this. It appears to me that it can only be permitted under a special Act of Parliament, but as a prelude to any sanction or approval of such Act it would be well that the Chief Engineer, if he conveniently could, order a rough running survey of the chief difficulties on the line, for if the Spit offer insuperable objections it would be useless to give it any further encouragement.—A.S., 8/12/76.

Mr. Whitton, B.C., 8/12/76.—J.R. Instructions given to Mr. Palmer to have a trial survey taken from Kurraba Point in the Sydney Harbour to Manly.—J.W., 4/12/76.

Murrumburrah to Pooncaira.

No. 147.

Mr. Townsend to Engineer-in-Chief.

Supplement to report on Line from Murrumburra to Pooncaira. * Inadvertently omitted from Reports on Railway Trial Surveys of 18 November, 1875.

THE earthwork will generally be of an unimportant character, and will offer no obstacle to a straight line being run, unless in the undermentioned places, viz. :—From starting point on the Great Southern line to the level country, about 12 miles; a rather high bank over the Bland Swamps; through the low ranges on the Narraburra and Wallandilly Creeks about 12 miles; through the ironbark range between Nos. 2 & 3, with cutting and filling on each side, about 3 miles; near the Rocky Water-holes, where about 2 miles is undulating country.

From foot of Mount Binga for about 18 miles the country is more or less intersected by low ranges.

Thence to the Lachlan is level, with the exception of a few low sandhills near No. 12. Heavy works may be avoided in all these places by careful survey.

There is as yet no boat traffic on the Lachlan, but I should say it would be advisable, in designing approaches to that river, to allow roadway enough for team traffic at high-flood level.

From the Lachlan to the Darling the country is level, excepting through the belts of mallee before mentioned, which will be alternate cutting and filling, through the sandhills, the deepest cutting in which cannot exceed 20 feet, and can only reach that depth for a short distance. Generally they will be about 10 to 12 feet cutting and 8 to 10 filling. I do not apprehend any great difficulty from drift sand covering the line, as I am informed by persons who have had fences put across these sandhills that the sand is seldom more than a foot deep, and underlying it is a strong clay, sometimes of a cemented sandy nature.

The bridges needed will be—a viaduct over a portion of the Bland Swamps, the Narraburra and Wallandilly Creeks, both of which appear to flood heavily; one over the Mirrool, down which large floods must come at great speed, with several small openings where the line will cross tributaries of that creek.

Several small openings between Mount Binga and No. 11, where small tributaries of the Mirrool will be passed.

A considerable opening will be needed for the creek that forms the lake at Sinnett's home station, and another where the line will again cross the same creek, about 4 miles from Booligal.

The Lachlan can be crossed by one 80-foot girder, but, judging from the rapidity of the current in the river when low, there must be a considerable scour over a large extent of flooded country, for the general fall of the country seems to be the same as that of the bed of the river. I should therefore recommend a tolerably wide opening on each side of the central one, besides a long approach on each side by viaduct, but of course this can only be definitely decided when the section and cross section are completed.

From Booligal towards the Darling at 2 miles is a small creek; at 21 miles the Morowie Creek, down which a large quantity of water must come in flood; at 27 miles another creek.

Then nothing of importance until the Willandra Billabong is reached, which the line will cross somewhere Golgol and Pooncaira.

It

It is quite impossible to give any idea of the sized openings needed for any of these last-mentioned creeks without ascertaining the general fall of the country, and therefrom the probable speed at which the flood-water will travel.

The Darling will need, I should say, three 80-foot openings, with a long viaduct on the n.w. side of the river, in case it should be thought advisable to cross the river, and, like the Lachlan roadway, must be left for steam traffic at high-flood level.

The foundation, so far as I could gain information by examining wells, will all be in a good stiff clayey soil, which appears to underlie the whole country for a sufficient depth to give secure foundations.

I have, &c.,

GEORGE W. TOWNSEND.

Iluka to Woodburn.

No. 148.

Mr. Gasgow to The Minister for Public Works.

Sir,

Lismore, Richmond River, 22 July, 1876.

I do myself the honor to draw your attention to the following resolution passed unanimously at a general meeting of delegates of the Richmond and Tweed Rivers League held at Lismore yesterday, and which I have been instructed by that meeting to place before you.

"A public notification having appeared in the Press that the Government proposed to construct a railway between Iluka, on the Clarence River, and Woodburn, on the Richmond River, at a cost of £162,000, this meeting considers it incumbent on them to declare that the proposed railway is not calculated to promote the interest of this district, and would be a great waste of public money.

"This meeting further declares that such an undertaking is not desired, and has not been requested by the electors of the Richmond River."

Moved by Mr. James Stocks, and seconded by Mr. John Perry.

I beg to inform you that there were present delegates from Ballina, Alstonville (the big scrub), Wyrallah, Casino, and Lismore, and other delegates who had left home for the purpose were unable to attend in consequence of the impassable state of the roads.

I beg further to inform you that an overwhelming majority, that is, all except the few who may be personally interested in the construction of this line, are unanimously opposed to such a scheme.

I have, &c.,

J. E. GASGOW,

General Secretary.

Mr. Whitton to see.—J.R., 8/8/76.
W.H.Q., 11/8/76.

Seen.—J.W., 11/8/76.

Commissioner.—J.W. per

No. 149.

T. Bawden, Esq., M.P., to The Minister for Public Works.

Sir,

Grafton, 31 August, 1876.

I do myself the honor to forward herewith a Petition from 106 residents of Woodburn and its neighbourhood, in the district of Richmond River, in favour of the proposal of the Government to connect Iluka, on the Clarence River, with Woodburn, on the Richmond River by railway.

Requesting that the prayer of the Petition may receive your most favourable attention,—

I have, &c.,

T. BAWDEN.

[Enclosure.]

To the Honorable the Minister for Works, New South Wales.

The Petition of the undersigned residents in the district of the Richmond River,—

HUMBLY SHOWETH:—

That your Petitioners having been long subjected to great disadvantage and much loss through the want of a more rapid and sure means of conveyance to and from the Sydney markets of their outgoing productions and incoming supplies, hear with great satisfaction of the proposal of the Government to connect this river with the Clarence, at Iluka, by a railway.

That the means of rapid transit between this river and the metropolitan markets being thus obtained, and confidence consequently restored,—your Petitioners believe the population would rapidly increase in this district, whereby its productions—mineral, agricultural, and pastoral—would soon be developed, and its prosperity secured.

That the position of the whole population of the Richmond River District, but especially of the planters and the farmers, would be greatly enhanced and their success ensured by the facilities thus given, and your Petitioners would enjoy a fair share of the advantages to be derived from a judicious expenditure of the public moneys.

Your Petitioners therefore humbly pray that you will take these premises into favourable consideration, and use every means to expedite the construction of a railway from Iluka, at the Clarence River Heads, to Woodburn, on the Richmond River.

And your Petitioners, as in duty bound, will ever pray.

[Signed by William Gollar and Robert Rogers, and 104 others.]

No. 150.

No. 150.

Secretary for Railways to T. Bawden, Esq., M.P.

Department of Public Works—Railway Branch,
Sydney, 18 October, 1876.

Sir,

The Secretary for Public Works directs me to acknowledge the receipt of a Petition presented by you from the inhabitants of Woodburn and neighbourhood, with reference to the construction of a railway from Iluka to Woodburn, and to state that the subject will have due consideration.

I have, &c.,

CHAS. A. GOODCHAP,
Secretary for Railways.

No. 151.

Amount expended on Railway Trial Surveys from 1st April to 31st December, 1876.

	£	s.	d.
Generally	492	0	0
Sydney to Illawarra, &c.	331	0	1
Orange to Dubbo and Bourke	627	5	6
Orange to Wilcannia	568	16	0
Clarence to New England	185	16	10
Tamworth to Armidale	1,366	10	8
Wallerawang to Mudgee	2,535	5	10
Weriss Creek to Narrabri	434	2	7
Iluka to Woodburn	41	13	4
Armidale to Glen Innes	842	13	11
Junee to Narrandera	1,129	4	2
Sydney to Newcastle	1,420	12	7
	<u>£9,975</u>	<u>1</u>	<u>6</u>

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TO NEW ENGLAND.

(PETITION OF RESIDENTS OF LIVERPOOL PLAINS, &c., IN FAVOUR OF.)

Ordered by the Legislative Assembly to be printed, 27 February, 1877.

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

The Petition of the undersigned residents in the district of the Liverpool Plains,—

RESPECTFULLY AND HUMBL Y SHOWETH :—

That your Petitioners desire to submit the following reasons in support of the leading Northern Railway trunk line being taken from Tamworth via Barraba and Inverell, instead of via Armidale, as affording greater scope for utility in opening up the country, and in being better calculated to develop the vast resources of the northern portion of the Colony.

That the great and crowning object in the speedy extension of the northern line consists not only in opening up the country for the purpose of attracting a resident population, but in striking the Queensland frontier, in order that in the event of foreign aggression the two capitals Sydney and Brisbane should have railway communication with each other to render assistance at the least possible notice ; and this it needs scarcely be said should be accomplished in the most expeditious manner, and in the interest of the public purse by the cheapest and shortest route ; and in comparison it will be found that in these essentials the Barraba route is more in harmony with the public opinion and with common sense which is the genius of all public opinion ; recommended as it is too by the unvarnished and disinterested report of Mr. Wade, one of the ablest railway engineers in the Colony.

That compared with the Armidale route it is the cheaper, as being less exposed to engineering difficulties and in consequence easier of construction. The country between Barraba and Tamworth, a distance of sixty (60) miles, is almost a perfect level, and that between Barraba and Inverell may merit a similar description, with the exception of some slight interruption in its physical character at the crossing of the Nundewar Range near Barraba and in the valley of the Gwydir. There are no ascents or descents which rank above moderate—combined with this are favourable circumstances which will render a railway most remunerative. The resources of the country in an agricultural and pastoral point of view will constitute it a suitable abode for a large and thriving population ; and when mention is made of the undeveloped mineral wealth of Cope's Creek and Vegetable Creek, which will in course of time, in the product of tin alone, form a source of industry capable of giving more employment to a railway than all the collected products of the table-land. your Petitioners have some assurance that your Honorable House will so act that the more deserving, the more productive of good to the greatest number, i.e. the Barraba route, will have your first and favourable consideration. The idea indeed of connecting the capitals by the Armidale route in less than fifty years, if ever, is a chimerical one indulged in by the sanguine only—visionary and impracticable.

That your Petitioners in memorializing have no desire to embarrass, but simply to direct attention to the stubborn fact that the lower country is more adapted to a railway, better calculated to make a railway pay than the table-land on account of its agricultural and mineral resources—that it has less impediments in the way of construction, and that its direction along the plain would be more productive of general benefit. In fact, the difficulties in the Armidale route are of too complex a character to allude to in detail—suffice it to say that the country is barren and that the rock is of the worst granitic character.

That while, in conclusion, it would be a matter for congratulation to see a branch line constructed to Armidale of which that city should be the terminus, your Petitioners respectfully pray that the main arterial line should in the first instance be formed via Barraba and Inverell, as tending more to the northern public benefit and to the national prosperity.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 203 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TO NEW ENGLAND.

(PETITION OF INHABITANTS OF NEW ENGLAND AND GWYDIR IN FAVOUR OF, *via* INVERELL.)*Ordered by the Legislative Assembly to be printed, 26 April, 1877.*

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

The Petition of the undersigned residents of the Western New England and Gwydir Districts,—

HUMBLY SHOWETH:—

1. That your Petitioners being deeply concerned in the proposed extension of the main Northern Trunk Line of Railway towards Queensland, respectfully beg to express their regret that the line surveyed, reported on, and strongly recommended by the Government Engineer, Mr. Wade, viz.,—*via* Manilla, Barraba, Bundarra, and Inverell, was not at once accepted by your Honorable House when lately under discussion.

2. That the proposed line would throw open for settlement a large area of first-class agricultural land, it being computed that no less than three and a-half millions of acres of unalienated land would be within a distance of 20 miles of the line, nearly the whole of which would be immediately settled upon, and that the increased value of the public estate resulting therefrom would in a very few years materially help to pay off the debt due on the work, besides leading to the establishment of a large producing population which, in its turn, would assist to augment the general revenue, and contribute towards increasing the profits derivable from such an extension.

3. That your Petitioners do not believe the same conditions would produce the same result if the line be carried over and along a (for the most part) rugged mountain range which, although of admittedly great value in seasons of severe drought, does not possess the elements necessary to sustain a large permanent population, as the experience of thirty years and the statistical extracts herein amply testify.

4. That of the comparative merits of the various lines surveyed and reported on, so far as regards difficulty and cost of construction, your Honorable House is doubtless aware, and being so your Petitioners respectfully desire to lay before you their reasons for believing that the railway should follow the course above pointed out, assuming that the most important points to be considered are the nature and extent of the country opened for settlement, the number who would be benefited by the extension, the cost of construction and maintenance, and the capability of the line to pay interest on the outlay. As regards the extent of country opened, your Petitioners have already stated that three and a-half millions of acres remain unsold, and that it is of a character far superior to that on any other line towards Queensland. The following extracts from Government returns clearly show:—

YIELD of wheat in bushels, per acre, in the districts through which proposed line would pass compared with returns from the Armidale and Table-land districts.

Year ending March 31st.	1873.	1874.	1875.	1876.	Average for 4 years.
Tamworth	22·5	20·9	19·8	19·3	20·63
Inverell	25·6	12·9	20·0	19·0	19·38
Warialda	15·0	21·7	18·3	19·0	18·5
Armidale*	20·7	14·0	15·4	15·7	16·45
Electorate of New England ... ..	...	...	...	...	...
Armidale	12·6	14·8	7·9	7·6	10·72

* The returns given in the Register under the heading "Armidale" are collected in a way that does an injustice to the Inverell District. For instance "Armidale" is credited with all the live stock and produce raised at Bundarra and Cope's Creek, the latter place being 70 miles from Armidale and 12 from Inverell. The same may be said of the encroachment of the Gwydir Registry District on the west, the boundary being less than 10 miles from Inverell and more than 30 miles from Warialda.

5. That as a means of conferring the benefits of railway communication upon the greatest number the Inverell proposed route is the best, and also the most calculated to serve the whole Northern portion of the Colony. For if the railway be carried to Armidale the only centres of population that would reap advantage would be Walcha, Uralla, and Armidale, and perhaps Bendemeer. No point on such a line would be within 60 miles of Inverell, Glen Innes, or any of the tin producing districts. On the other hand, if your Honorable House see fit to adopt the Inverell line, it will give communication to Armidale and Uralla, within 50 miles *via* a point near Bundarra; Bingera, Warialda, and Glen Innes will be within 40 miles. Bundarra and the rich tin district of Cope's Creek would be intersected by it, and at Inverell it would command the extensive and valuable tin fields of Vegetable Creek. But apart from the consideration of other towns, your Petitioners believe that there exists a larger population within a radius of 20 miles around Inverell than in the same area about Armidale, and offer the following figures in support of that opinion:—

TABLE of population in the Tenterfield, Gwydir, and New England districts, according to the Census of 1871, with the population in 1876, deducted from the number of electors in each district, according to returns published in the latter year.

[NOTE.—Cope's Creek is within 12 miles of Inverell; notwithstanding this the large mining population on this Creek and its tributaries are included on the returns for the New England Electorate.]

Electorate.	1871.		1876.		Increase General Population.	Decrease General Population.
	Electors.	General Population.	Electors.	General Population.		
Tenterfield	1,738	7,363	4,217	17,864	10,501	
Gwydir	1,904	6,687	3,024	10,620	3,933	
New England.....	2,650	9,706	2,446	8,958		784

NOTE.—The proportion of the above number of inhabitants that the Inverell district is entitled to makes it the most populous and important north of Tamworth. Your Petitioners beg particularly to draw your attention to the rapid increase of population in their district as contrasted with the falling off in Armidale.

6. That your Petitioners firmly believe that the cost of construction on this proposed line will not exceed the average, but will nevertheless cost much less to make and maintain than any railway which will be required to ascend the main range from the direction of Tamworth easterly. With respect, however, to the question of cost, your Petitioners rely upon the information that will be furnished to your Honorable House by disinterested and skilful Government officers practically acquainted with the subject.

7. That your Petitioners believe that in the present time these districts can furnish sufficient traffic to pay fair interest on the outlay for construction and maintenance of a railway, and that the various interests are more important, and the resources far more capable of making the undertaking a payable one in the country through which the proposed line would pass, than in the other, in confirmation of which your Petitioners respectfully submit the following extracts, which, in conjunction with the other tables, indicate the existence of a larger population, greater commercial activity; and superior producing power in favour of Inverell as against Armidale.

TABLE showing number and value of Telegrams.

	1872.	1873.	1874.	1875.	Total.	Value.
Armidale	4,338	4,069	5,534	6,729	20,660	£ 2,242
Inverell	5,851	3,330	4,121	4,775	18,077	2,447

TABLE showing value of Money Orders issued and paid.

	1872.	1873.	1874.	1875.	Total.
Armidale	7,024	6,958	7,269	6,523	£ 27,774
Inverell	18,008	8,763	7,313	6,769	40,851

TABLE

TABLE of value of produce raised for one year, with present value of cattle and sheep added:—

[NOTE.—No cattle are at any time fattened for market in the Armidale district; the pasture of the Gwydir and McIntyre supply all New England, in addition to the many heavy drafts carried west and south.]

For year ending March 31st, 1876.	Armidale.*	Inverell.
Grain and root crops	30,771	20,494
Wine	"	7,708
Wool	26,445	30,004
Minerals— <i>a.</i> gold, <i>b.</i> tin ore	26,394	55,542
Total annual value.....	63,610	113,854

For year ending 31st March, 1876.	Armidale.	Inverell.
Value of cattle and sheep depastured	£ 214,088	£ 235,808
General total	277,968	349,662

* This does not include Uralla, Bundarra, Bendemeer, nor Walcha. The figures for Inverell are seen to be largely in excess of those for Armidale, and if to the traffic resulting from this annual production be added that which would naturally flow towards the railway from Tenterfield to Glen Innes and Vegetable Creek the receipts therefrom would be much increased. No less than 4,600 tons of tin ore were raised last year at Tenterfield and Vegetable Creek, a large portion of which found its way through Queensland, and this will continue to be an outlet for those places until a railway is brought within easy reach.

8. That, viewing the work as a national one, the proposed line is the best to connect our railway system with that of Queensland, as it embraces the largest area of good land, contains a greater population, exports more produce, imports more merchandise, is a country highly favourable for railway construction, owing to its almost level nature, and must, by reason of its superior position, climate, and natural advantages, become in very few years the seat of a large and thriving population.

9. That the construction of any line of railway towards Queensland which shall not follow generally the route before-mentioned, namely, *via* Manilla, Barraba, Bundarra, and Inverell, will grievously hamper the operations of your Petitioners, and strongly militate against the future welfare and prosperity of the northern portion of the Colony.

10. That, having respectfully stated their wants and grievances, and submitted such information as may acquaint your Honorable House with the justice of their requests, your Petitioners humbly pray that the premises may be taken into favourable consideration, and such relief granted as your Honorable House may in its wisdom deem just and expedient.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 490 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EAST MAITLAND RAILWAY STATION.

(NUMBER OF TICKETS ISSUED IN JANUARY IN EACH YEAR, FOR FIVE YEARS, ENDING IN 1877.)

Ordered by the Legislative Assembly to be printed, 1 May, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 27th February, 1877, That there be laid upon the Table of this House,—

“ A Return showing the total number of passengers’ tickets issued at the East Maitland Railway Station, in the month of January in each year, for five years, ending in 1877.”

[*Mr. Bennett, on behalf of Mr. Scholey.*]

RETURN showing the total number of passengers’ tickets issued at the East Maitland Railway Station, in the month of January, in each year, for five years, ending in 1877.

Year.	Single.		Return.		Total.
	1st Class.	2nd Class.	1st Class.	2nd Class.	
January, 1873	61	590½	45	936	1,632½
„ 1874	122½	760	51½	1,129½	2,063½
„ 1875	144	891	83	1,698	2,816
„ 1876	169	996	75	1,418	2,658
„ 1877	204	915	99	1,430	2,648
	700½	4,152½	353½	6,611½	11,818

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EAST MAITLAND RAILWAY STATION.

(PETITION OF RESIDENTS, FOR INCREASED ACCOMMODATION.)

Ordered by the Legislative Assembly to be printed, 25 April, 1877.

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

The Petition of the undersigned Inhabitants of the District of Maitland,—

HUMBLY SHOWETH:—

That your Petitioners suffer great inconvenience from the inadequate accommodation now provided at the East Maitland and Morpeth Junction Railway Station.

That your Petitioners humbly pray that some immediate action be taken to afford relief to the public from the inconveniences that now arise.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow 610 signatures.*]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TO GUNNEDAH.

(PETITION FROM INHABITANTS OF GUNNEDAH.)

Ordered by the Legislative Assembly to be printed, 14 February, 1877.

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

The humble Petition of the undersigned inhabitants of Gunnedah and neighbourhood,—

HUMBLY SHOWETH :—

That your Petitioners have observed with great satisfaction that a vote has been passed by your Honorable House authorizing the Executive to borrow money for the construction of a railway from Werris Creek to Gunnedah, and are gratified by the rapid progress made in the now permanent survey.

That your Petitioners desire to represent to your Honorable House the great importance of the town of Gunnedah, the entrepôt for the stock and wool traffic arising from the countries watered by the north-western branches of the Darling and for the most valuable pastoral properties in the district of Liverpool Plains, which is rapidly rising into the position of a first-class provincial town. The population steadily increasing is now something over 600, and its position at the junction of the Mooki River with the Namoi market is the natural centre for the traffic of these wealthy districts.

Your Petitioners have become aware that the exact route which the proposed railway should follow is still undecided, that the engineers employed in the trial survey have marked out two separate lines, one which shall pass through the town of Gunnedah and another which shall leave that town a mile to the east.

Your Petitioners are not in a position to meet the engineering arguments which may be produced in favour of the last-named line, but they would urge upon your Honorable House the following considerations.

That the most westerly of the proposed lines appears to offer no engineering advantages which can for a moment be weighed against the disadvantages to the town of Gunnedah itself, and indeed it is known to your Petitioners that the western branch which bifurcates at about 10 miles from Gunnedah passes through a much rougher country than the eastern fork and would render many culverts necessary, so that the expense of constructing one line would be as great as the other, with no corresponding advantages, but on the contrary great disadvantages to the town of Gunnedah and the large population which has invested in properties and industry there.

That your Petitioners represent the wealth and established productive industries of Gunnedah and the neighbourhood, and would respectfully urge that no engineering considerations other than insurmountable difficulties should be permitted to influence your Honorable House in determining on a permanent railroad which would involve loss to or hinder the development of the resources of the people of Gunnedah.

Your Petitioners therefore humbly pray that the railroad from Werris Creek to Gunnedah may be constructed with the least possible delay, and that it may pass through the town of Gunnedah.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

[Here follow 1,138 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY CONTRACT, BATHURST TO ORANGE.

(PETITION OF WM. MASON & Co.)

Ordered by the Legislative Assembly to be printed, 1 August, 1877.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.
The humble Petition of W. Mason & Co., of Bathurst and Sydney, in the Colony of New South Wales,
Railway Contractors,—

SHOWETH:—

1. That your Petitioners entered into a certain Railway contract with the Commissioner for Railways on the first day of August, one thousand eight hundred and seventy-four, to construct the Railway line from Bathurst to Orange, to be completed on the first day of August, one thousand eight hundred and seventy-six.

2. That your Petitioners used all their endeavours to complete the said contract within or as near contract time as possible, but in consequence of many delays, not the fault of your Petitioners, severe weather, and difficulties in procuring skilled labour at required periods, they were unable to hand over the said line on the first day of August, one thousand eight hundred and seventy-six.

3. That extensions of time for completion of contemporary Railway contracts on the Southern and Northern lines were granted to the contractors therefor for periods extending over twelve months without penalty on their assigning similar reasons to those set forth by your Petitioners.

4. That your Petitioners have not shown neglect of work, or committed any act which should deprive them of the consideration which has been accorded to all other Railway contractors in this Country.

5. That your Petitioners have opened for traffic forty-eight miles of Railway through difficult country within eight months of original contract time after encountering and enduring all the delays and troubles which have gained for the contemporary contractors liberal extensions of time without penalty being enforced.

6. That your Petitioners did not ask or make an application for an extension of time for the completion of their said contract until the first day of August, one thousand eight hundred and seventy-six, when your Petitioners were threatened with having the works taken out of their hands because of their non-completion on the said first day of August, one thousand eight hundred and seventy-six, the contract time, notwithstanding that your Petitioners had performed and executed over one hundred and forty thousand pounds (£140,000) worth of work and labor to an estimated amount when they obtained the contract for one hundred and seventy-one thousand pounds.

7. That your Petitioners were compelled in order to prevent their utter ruin to comply with a demand of the Commissioner for Railways made upon them whereby your Petitioners entered into a bond with him agreeing to pay a penalty of two hundred pounds per week in consideration of your Petitioners being allowed an extension of the time for completing their said contract to Orange.

8. That your Petitioners, in a letter to the said Commissioner for Railways, dated the seventh day of September, one thousand eight hundred and seventy-six, and previous to signing the said bond, protested against the infliction of the said penalty, which has however been rigidly enforced until the nineteenth day of April last, whereby your Petitioners have been deprived of the sum of seven thousand eight hundred pounds and suffered much hardship thereby.

9. That your Petitioners handed over to the Commissioner for Railways twenty-seven miles of Railway completed to Blayney on the first day of November, one thousand eight hundred and seventy-six.

10. That on opening the said line to Blayney your Petitioners conferred a public benefit.

11. That your Petitioners by this act were delayed in completing the said line to Orange and for which public service they have been fined in the full penalty of two hundred pounds per week.

12. That your Petitioners hope they have shown your Honorable House sufficient grounds to entitle your Petitioners to a remission of the penalties imposed upon them.

Your Petitioners therefore humbly pray that your Honorable House will take into consideration their case in order that substantial justice may be done them in the premises.

And your Petitioners, as in duty bound, will ever pray.

WM. MASON & Co.

Dated this 31st day of July, in the year of our Lord one thousand eight hundred and seventy-seven.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

PETITION OF RESIDENTS OF WAGGA WAGGA AGAINST THE RAILWAY FROM JUNEES TO NARRANDERA.)

Ordered by the Legislative Assembly to be printed, 4 May, 1877.

To the Honorable the Legislative Assembly of New South Wales.

This the Petition of Residents in the Wagga Wagga and surrounding districts,—

HUMBLY SHOWETH:—

That the proposed Branch Railway from Junee on the Southern line to Narrandera, to be connected by steamboat communication on the Murrumbidgee River with a second line from Nap Nap to Pooncaira, is not calculated to effect the object in view, viz., the interception of the Darling trade with Victoria.

Your Petitioners would respectfully point out to your Honorable House that in ordinary seasons the river Murrumbidgee is not navigable to Narrandera for the greater part of the year, during which period the line from the latter township to Junee would only serve the purposes of an insignificant local traffic, the returns for which would be vastly disproportionate to the working expenses. Practically an extension from any point on the Southern line to Narrandera would be idle for months during the year. Then again, a line from Pooncaira to Nap Nap would serve as the most effectual feeder of the Victorian railways; the rivers Murrumbidgee and Murray being navigable from Nap Nap to Echuca, except for a very brief interval during the driest seasons.

The expenditure contemplated for the completion of this scheme is a heavy one; and your Petitioners would respectfully point out that not only would it fail in its ends, but would prove signally advantageous to the operations of Victoria merchants on the Riverina territory.

Further, the attention of your Honorable House may be drawn to the fact that the proposed line from Junee to Narrandera would pass through country unfitted for agriculture and very sparsely populated, while it would in no way conduce to settlement; nor would the line prove instrumental in the opening up of any new country in the neighbourhood supposed to be served; portion of the country through which it would run is covered with a dense scrub, and the greater part is wholly unwatered.

In conclusion, your Petitioners would respectfully submit that the interception of the Darling traffic would be better accomplished by the originally projected line from Cootamundra *via* Booligal to Pooncaira, by an extension of the Western line from Blayney, or by an extension from Dubbo. In either of the last-named cases, the desired objects might be more efficiently served by the line meeting the Darling at a higher point than Pooncaira.

Your Petitioners therefore humbly pray that so important a matter may receive the attention of your Honorable House.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 144 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY WORKSHOPS.

(RULES AND REGULATIONS.)

Ordered by the Legislative Assembly to be printed, 28 February, 1877.

[Laid on the Table of the Legislative Assembly, in pursuance of answer given to Question No. 5 on the Business Paper of 19th December, 1876.]

RULES AND REGULATIONS TO BE OBSERVED BY THE WORKMEN EMPLOYED IN THE GOVERNMENT
RAILWAY WORKSHOPS.

1. From the 1st September to the 31st March 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 4 P.M. for leaving off work, except on Saturdays, when the works will be closed at 1.30 P.M.; and from the 1st April to 31st August the bell will be rung at 7 o'clock A.M. for the commencement of work; at 8.15 o'clock for breakfast, at 9 o'clock for resuming work; at 1.15 o'clock for dinner, at 2 o'clock for resuming work; and at 5 P.M. for leaving off work, except on Saturdays, when the works will be closed at 1.15 P.M.
2. It is specially forbidden that any workman leave his work to prepare for going from the shop until the bell has actually commenced to sound for leaving off work.
3. All workmen must be ready to commence work at the times stated, and immediately the bell has rung for that purpose.
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 Railway premises; 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 number to the Timekeeper, and if he neglects to do so will be considered as absent.
6. Smoking is strictly prohibited on any part of the Railway premises.
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 instant dismissal.
8. No workman will be allowed to alter any of the standard tools without having received directions to do so from one of his superior officers.
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 charged with cost of the same.
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. No workman is to be away from his work without leave.
13. 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.
14. Any workman having obtained leave of absence must, before leaving the Works, inform the Timekeeper to that effect. For any breach of this rule a fine will be inflicted.
15. 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.
16. The pay of any workman will be forfeited during the time he is *suspended*, provided the Engineer considers it justifiable; and workmen discharged will be paid only for the time they actually worked.

17. 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.

18. Every person employed on the Works must leave his address with the Foreman.

19. Any workman required to work overtime will be paid at the rate of time and a quarter for the first two hours, and after that time, until morning, time and a half ; and also time and a half for Sundays.

20. The workmen are not allowed to introduce strangers into the Works without permission.

21. *Every person employed on the Works will be considered as holding his situation subject to these conditions.*

22. The Shop Foreman in each branch will be held responsible for the above Rules being strictly carried out.

23. For any breach of these Rules the Engineer will decide the penalties to be inflicted in each case where not specially provided for.

Department of Public Works, Railway Branch,
January, 1877.

JOHN RAE,
Commissioner for Railways.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY WORKSHOPS.
(PURCHASE OF SITE FOR—CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 13 March, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 7th February, 1877, That there be laid upon the Table of this House,—

“Copies of all letters, contracts, minutes, memoranda, official or other Reports, and all other papers and documents connected with the purchase by the Government of the land situate near Parramatta Junction Station as a site for Railway Workshops.”

(Mr. Cohen.)

SCHEDULE.

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RAILWAY WORKSHOPS.

No. 1.

Locomotive Foreman to Engineer-in-Chief.

I BEG respectfully to call your attention to the fact that our workshops have not the requisite accommodation for the increasing work of repairing locomotives, &c. I would strongly urge the necessity for providing workshops on a larger scale as early as possible, otherwise it will not be possible to keep pace with the work. It is a serious matter to be both short of engines and also of accommodation to carry out the required repairs. At present I am erecting one of the new engines (to replace one of the 1 to 4 class) outside, under a tarpaulin without a pit, having no room inside the shops. This is building engines under great disadvantages.

The boiler for the second engine of the above class is in a forward state; but those for the third and fourth engines are only just put together, in which state they have been lying since August last year, when the men were taken off to put together new engines, since which they have been employed on heavy repairs to the old goods engines, No. 17 class, and latterly to the old bogie engines, No. 23 class; so that it has not been possible to keep many men on the new engines. Five of the latter (bogies) yet remain to be renewed in the fire-boxes, cylinders, &c.

I have in hand, for fixing on No. 23 engine, the Westinghouse dee breaks, and I have also commenced with the American chimneys for spark-catching, in both of which jobs there is a great deal of boiler-makers' and other work.

W. SCOTT, 8/10/75.

Additional accommodation will be recommended in a short time.—J.W., 13/10/75. Mr. Scott,—
To be returned. Seen.—W. Scott, 18/10/75.

No. 2.

Engineer-in-Chief to Commissioner.

Subject: Proposed Improvements, Sydney Station.

Department of Public Works, Railway Branch, Engineer's Office, Sydney, 22 November, 1875.

I FORWARD, for the consideration of the Commissioner, three plans on one sheet, shewing proposed arrangements for goods warehouses and workshops at the Redfern terminus of the Southern and Western Railways, and the removal of the locomotive shops to a site beyond the tunnel at Redfern, upon land belonging to Mrs. Chisholm.

Plan No. 1 shows existing arrangements of locomotive, carriage, and goods sheds at Redfern, also proposed goods shed in Prince Alfred Park and extension of the present locomotive shops.

Plan No. 2 shows proposed goods arrangements at Redfern, without encroaching upon Prince Alfred Park, should the removal of the present locomotive shops be sanctioned.

Plan No. 3 shows re-arrangement of locomotive shops on land belonging to Mrs. Chisholm, if removed from the present station yard.

After having given this matter the greatest consideration I am forced to the conclusion that the present Redfern station yard is much too small even for the existing traffic, and the only way in which this yard can be made to accommodate the existing and prospective traffic will be by removing the whole of the locomotive, carriage, and waggon repairing and painting shops to the position shown on plan No. 3.

Plan No. 1. Upon this plan is shown a proposal to construct a second tunnel under Botany-street, and to carry the junction of the goods line from the north end of the Botany-street tunnel up to Wells-street, so as to enable the shunting in the station yard to be carried on without blocking the main line, as at present. Also the erection of a new goods warehouse and the construction of the necessary sidings in Prince Alfred Park, and the removal of the Exhibition building. The enlargement of the existing running-shed, machine-shop, coal stage, and the construction of an erecting shop and all necessary roads in connection therewith. A new carriage-shed is also shown, and a new store, tarpaulin store, and permanent-way workshops.

On looking over this plan it is abundantly clear that the yard is much too small for the future of the locomotive department, as the proposed enlargement of the running shed would only give accommodation for eight engines in addition to the old shed, which provides for sixteen, making twenty-four engines altogether. The total number of engines now on the Southern, Western, and Richmond Railways is 74, and as the number will soon be increased to 100 it is absolutely necessary that accommodation far exceeding that which can be given in the Redfern yard must be provided.

Plan No. 2 shows an arrangement for goods warehouses, sidings, &c., with the locomotive buildings removed, and the encroachment upon Prince Alfred Park shown on plan No. 1 abandoned. This arrangement would give the following accommodation for goods traffic:—

One shed, 400 feet by 103, with two outside platforms—one 450 feet by 15 feet—and a second one 200 feet by 20 feet.

Two goods sheds, each 350 feet by 48 feet.

One " 300 feet by 117 feet.

One " 350 feet by 50 feet, with two lines of way through for wool traffic.

There is also a small shunting engine-shed and carriage-shed, with all the necessary sidings complete.

A tarpaulin-shed, 200 feet by 40, and the permanent-way workshops are also provided for in this arrangement.

Plan

Plan No. 3. This plan shows an arrangement for the locomotive department only, including—

Engine running-shed, 350 x 128 feet, to hold 56 engines.

Shed for tenders, 300 x 40 feet.

Engine painting shop, 200 x 40 feet.

Carriage painting shop, 200 x 40 feet.

Carriage and waggon repairing shop, 220 x 68 feet.

Engine erecting shops, one 200 x 55 feet, and a second shop 340 x 55 feet.

Engine lifting shop, 150 x 55 feet.

Two machine shops, each 200 x 50 feet, with engine and boiler house between them.

Blacksmiths' shops, iron foundry, copper-smiths, brass foundry, and boiler shop, stores, &c.

There are also two coal stages, one 250 x 25, the other 200 x 25, with sheds for storing wheels, offices, &c.

The goods arrangement shown on plan No. 2 will not all be required for many years; but I am satisfied they will eventually be demanded by the great increase in traffic which will take place on the completion of the different extensions South and West, and the proposal now made will, I think, be sufficiently extensive for many years.

Additional land must be had near to Sydney, even should the locomotive shops not be immediately removed, as it is only a question of time when the Government must have sufficient accommodation for building all rolling-stock required for the railways, engines, carriages, and waggons.

The cost of carrying out this proposal will, no doubt, be great, but it must be done; if not now, in the course of a very few years, and the cost will be considerably increased by delay.

The land alone will not cost less than £30,000, and the new buildings, tunnel, sidings, &c., will cost about £170,000. This expenditure might extend over several years, as a portion of the buildings only will be at once required, and the additions can be made as they are demanded by the traffic.

JOHN WHITTON.

No. 3.

Locomotive Overseer to Engineer-in-Chief.

I BEG respectfully to call your most serious attention to my reports of July 22nd, 1874, M.P. 74/2,138, and October 10th last, M.P. 75/3,663, respecting the deficiency of workshop accommodation at Sydney. The work of repairing rolling-stock is rapidly increasing, not only in proportion to the additions to our rolling-stock and increase of mileage run, which is very considerable, but also in consequence of many of our engines and other rolling-stock, which have now been a long time in use, requiring to undergo very extensive repairs and renewals of a much heavier character than they have hitherto required.

The above causes, combined with the introduction of the eight-hour system, make it impossible to prevent the work of repairs to engines and other rolling-stock from falling into arrears, so much so that unless I am able to employ more hands, through being provided with increased shop-room, I feel that I cannot much longer be answerable for supplying in safe running order the requisite engines and vehicles for working the traffic. In addition to the impossibility of maintaining the rolling-stock in an efficient condition from the want of workshop space, I should also call attention to the fact that the work of nearly all the branches of the department is carried on at very great disadvantage and loss to the Commissioner through the same cause.

The promised new machine-shop, and a repairing shop for locomotives, are equally urgently required. The former is wanted to afford room for additional lathes and other machines, and also to give space required to work the present machines to advantage. The latter is required to enable the work of repairing engines to be carried on conveniently, and to afford the necessary accommodation for the requisite number of engines to be lifted at one time, which is impossible at present. Our appliances for lifting engines are to a great extent of a temporary character, and were designed for engines, and other mechanical work of a superior nature have now to be carried on exposed to all the weather, or under temporary canvas covers, in consequence of want of room inside the building, which, of course, is working under great obstacles. There is also a great deal of labour and inconvenience involved in shunting engines, which would be altogether obviated were more space available under cover. At present a large number of engines have to remain outside, exposed to the weather and the effects of dust and grit, with which they become smothered, and consequently damaged to a considerable extent.

An additional wagon repairing-shop is also badly required at present; the work, to a great extent, has to be carried on under great inconveniences and loss, owing to its having to be done in the open air.

The additional accommodation for lathes and for lifting engines is, however, the most urgently required, and I trust that steps will at once be taken to provide the same. I should be glad if the Minister could spare time to come and inspect the works with you.

W. SCOTT, 17/12/75.

I quite agree with Mr. Scott, that additional accommodation is required for the locomotive and carriage branches, and I desire to call the Commissioner's serious attention to my proposal to remove the above branches to the south of the Redfern tunnel.—J.W., 14/12/75. The Commissioner.

No. 4.

Locomotive Overseer to Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 10 December, 1875.

I BEG respectfully to call attention to the great degree of inconvenience and danger occasioned by the awkward position of the railway store relatively to the workshops, it being commonly necessary to pass under or over a half-dozen lines of waggons in passing from one to the other, and causing sometimes a great loss of time.

This morning, as Edward M'Grath and striker (of permanent-way blacksmith's-shop) were coming across with a bar of iron, the engine moved the waggons under which they were passing the bar. The iron

iron was bent greatly, and the men had a narrow escape. This, however, is not altogether an unusual occurrence, and I may say that there are many narrow escapes, some happening every week, as all the heavy and awkward boiler-plate castings, &c., have to be transported across the lines.

W. SCOTT.

I hope the Commissioner will take into his serious consideration, at the earliest possible time, my proposal to remove the locomotive shops from the Sydney yard.—J.W., 14/12/75. Memo.—75/627 of 22/11/75. To Commissioner.

No. 5.

Minute of Traffic Manager.

THE attention of the Minister was drawn, I perceive, by *Sydney Morning Herald* of 16/12/75, and to complaints made respecting irregularities in delivery of wool from Redfern Station.

I am not aware to what cases Mr. Stuart refers, but it is quite possible that it is to certain balances of consignments which get buried upon the shed being packed. It cannot be avoided, unless consignees were prepared to take delivery as fast as the wool comes down, and release contractors' drays, &c., within reasonable time. If we cannot get rid of it as fast as it comes the shed soon becomes blocked up, and there is no getting at odd bales and small consignments.

We have of course no platform accommodation, and cannot therefore pretend to sort brands.

I am now pushing the delivery faster than is agreeable to the consignees, and in addition to the shed being full have over 150 trucks not yet unloaded.

Our facilities in the way of shed and platform accommodation are utterly absurd for so large a traffic. All our general merchandise has to be taken in and delivered in *the open yard*, and it is a matter of serious moment that we should be provided with something like the means of carrying on the rapidly increasing work of this department.

Being unable to release the larger number of loaded trucks before mentioned from want of shed and platform, I am unable to supply the demand of stations for either trucks or sheets. Traffic is impeded, revenue lost, and disappointment and loss entailed upon our customers.

Commissioner for Railways.

D.V., 17/12/75.

Mr. Whitton,—Can anything be done to remedy this inconvenience?—J.R., 22/12/75. See my report, 75/627, of 22nd November, with reference to the removal of the locomotive shops from the station yard, and suggesting increased facilities for the traffic branch.—J.W., 22/12/75. Commissioner.

No. 6.

Locomotive Overseer to Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 21 February, 1876.

I BEG respectfully to call your serious attention to my previous reports respecting the deficiency of work-shop accommodation at Sydney.

I find the work of maintaining the rolling stock to be increasing so rapidly that it has become absolutely necessary for carrying on the work to have additional engine pits and appliances for lifting engines. The new machine-shop also, that was promised a long time ago to be erected, is still remaining in abeyance, although so badly required.

As before stated, an additional carriage and waggon and repairing shop is urgently required.

I sincerely trust that no time will be suffered to elapse before the erection of new shops is taken in hand.

W. SCOTT.

I quite agree with Mr. Scott as to the necessity for increased accommodation for the Locomotive Department, and desire to call the Commissioner's attention to my memo., dated 22nd November, 1875 (75/627).—J.W., 24/2/76. The Commissioner.

No. 7.

Locomotive Overseer to Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 20 April, 1876.

I BEG again to call your most serious attention to the want of room in our repairing shops, for taking in all the engines requiring repairs. When the new engines arrive space will also be required for putting them together.

Unless something is done in this matter at once I cannot be held responsible for supplying sufficient engine power for working the traffic.

W. SCOTT.

I again call the Commissioner's attention to my minute, No. 627, of 22nd November, 1875, with reference to the increased accommodation so urgently required at the Sydney Station. Urgent and important.—J.W., 21/4/76. Commissioner.

No. 8.

Minute of Commissioner.

I CAN do no more than urge on the Minister the necessity for an immediate settlement of this question. If a lease of the premises offered by Messrs. P. N. Russell and Co. were taken for one or a series of years, with the option of purchase, we could relieve the locomotive shops and at once commence the manufacture of passenger carriages and other stock so much wanted.

J.R., 27/4/76.

No. 9.

Locomotive Overseer to Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 18 July, 1876.

I BEG respectfully to again call your serious attention to the imperative necessity for the proposed new workshops. The train mileage is being increased both by the opening of new extensions and increased number of trains, and still the long promised increased workshop accommodation, with additional machines, are not being provided. The way our shop is crowded with machines is excessively inconvenient, and entails very great expense, and considerable danger in shifting heavy pieces of machinery in and out of the shop. I may cite the case of the cylinders (to replace the cracked ones in No. 50 engine) being planed by Shaw at the time of the accident, reported yesterday, which weigh $2\frac{1}{2}$ tons, and for which our planing machine is too small and ill-adapted—involving the necessity of taking out all the screws and feeding gear to allow the cylinders to pass between the standards and cross-bridge.

I trust that something will be done in this matter at once, as it will not admit of much further delay.

W. SCOTT.

No. 10.

Minute of Engineer-in-Chief.

I HAVE repeatedly called the Commissioner's attention to the necessity of providing additional accommodation at Sydney both for Locomotive and Traffic Branches.

J.W., 7 August, 1876.

Commissioner.

No. 11.

Minute of Secretary for Public Works.

Removal of Workshops, Redfern.

I HAVE brought the urgent recommendations of the different officers of the Railway Department, that further accommodation be provided for the Railway Works in conjunction with the Great Southern and Western Railway, under the notice of the Cabinet; also, the plans, &c., contained in proposal of the Engineer-in-Chief, Mr. Whitton; and after full consideration of the matters it has been determined to purchase the land at Duck River, under offer to the Government, containing about 90 acres, for the purpose of erecting permanent workshops on, and provision will be made for the necessary sum for carrying out the works required.

J.L., 14/9/76.

No. 12.

S. Smith, Esq., to The Secretary for Public Works.

Dear Sir,

Sydney, 5 October, 1876,

I enclose contract of sale and purchase *re* land at Duck Creek. I have requested Mr. Bowden to send abstract of title to the Crown Solicitor as requested. As it is a simple certificate, and I am prepared to sign transfer at once, I presume a few hours may settle it? Please sign within, and return me.

Yours, &c.,

SHEPHERD SMITH.

I HEREBY agree to purchase, on behalf of the Government, from Mr. Shepherd Smith, all those (83) eighty-three acres of land, more or less, at Duck Creek, comprised in his certificate of title under the Real Property Act, for the sum of forty pounds (£40) per acre cash.

JOHN LACKEY.

And I agree to sell as above.

SHEPHERD SMITH,

5 Oct., /76.

No. 13.

Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 6 October, 1876.

I have to-day received the accompanying certificate of title under the Real Property Act, in favour of Mr. Shepherd Smith, from whom the Government has, as I am informed, purchased the land described in such certificate as a site for Railway works, at £40 per acre.

If I am to do anything in the matter you will please return the certificate with your instructions.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Land valuer will make the necessary preparation for Crown Solicitor in order that conveyance may be prepared.—J.L., 12/10/76.

This land must be purchased in the name of the Commissioner for Railways in terms of the Act 22 Victoria, No. 19.

Land valuer, for certificate of identity, &c.—C.A.G., B.C., 14/10/76.

Submit also schedule for Executive Council. 16/10/76.

No. 14.

No. 14.

Land Valuer's Report.

Government Railways—Land Claims Branch.

Report on M.P. No. 76/7,950.

MR. SHEPHERD SMITH claims £40 per acre for 77a. 2r. 4p. of pasture land, No. 129a. on plan of Great Southern Railway. The land is situate on eastern side of Duck River, and bounded on the north by the Parramatta Road.

The price of the land (£40 per acre) as per agreement, signed by the Minister for Works, dated 5/10/76, will be as follows:—77a. 2r. 4p., pasture land, £3,101.—H.R., 17/10/76.

Amount claimed, £3,101; recommended payment, £3,101.—H.R., 17/10/76. Instructions to Crown Solicitor, 24/10/76.

No. 15.

Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 24 October, 1876.

I have the honor to acknowledge the receipt this day of your instructions in this matter and to forward herewith, for completion in the usual manner, a memo. of transfer under the Real Property Act. I shall be glad to receive this memo. from you with a plan of the 77a. 2r. 4p., now to be conveyed, drawn upon it and duly sealed.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Land Valuer.—C.A.G., B.C., 25/10/76.

No. 16.

Land Valuer's Report.

In accordance with the wishes of the Minister I had this property surveyed and plotted as per plan herewith, and find the quantity of land contained within the boundary, shown on the certificate of title, is 85a. 2r. 31p., exclusive of the land taken for the Great Southern and Western Railway, being somewhat in excess of the quantity stated in the certificate referred to.—J.B., 6/11/76.

85a. 2r. 31p., at £40 per acre, equals £3,427 15s. Will land valuer please re-schedule for Executive Council?—C.A.G., B.C., 13/11/76. Schedule herewith.—J.B., 14/11/76.

No. 17.

Secretary for Railways to Accountant.

Government Railways—Minute Paper.

Subject:—Shepherd Smith to Commissioner for Railways. Conveyance of land purchased for Railway purposes.

85 ACRES 2 roods 38 perches, at Duck River, in the district of Liberty Plains, county of Cumberland. £40 per acre. Amount, £3,429 10s.

The Crown Solicitor verbally states that the transfer is lodged, and as the Minister on the voucher has directed the money shall be paid, with a knowledge of the facts, he does not feel justified in advising that the payment should be delayed for the usual certificate from him.

Accountant will therefore pass voucher through books and forward to Treasurer for payment.

C.A.G.,

pro Commissioner, 23/11/76.

Entered voucher.—F.W., 27/11/76.

No. 18.

Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 27 November, 1876.

I have the honor to inform you that upon calling this morning at the Registrar General's Office I was informed by the Deputy Registrar General that the transfer has been accepted as of the larger quantity of land, and that the certificate of title in your favour is in course of preparation and will probably be ready for delivery to-morrow.

I therefore think that the purchase money may be paid to Mr. Smith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

No. 19.

Mr. W. Badcock to The Secretary for Public Works.

Sir,

Carcoar, 30 November, 1876.

A short time since it was reported in the Sydney journals that the Government of the Colony had purchased a portion of land near Parramatta, for railway purposes, consisting of 83 acres of land, known as Wright's grant, on behalf of Samuel Wright, a resident of this district, who is a son of the original Wright (from whom the piece of land is named). I beg to ask you,—

1. Whether the statement which appeared in the papers is correct?—And
2. From whom did the Government make the purchase?

If

S. Smith to
Commissioner
for Railways.Shepherd Smith
to Commissioner
for Railways.

7

If you will kindly furnish me at your earliest convenience with this information you will greatly oblige

Yours, &c.,

W. BADCOCK, Auctioneer, &c., &c.,
Agent for Samuel Wright.

The papers herewith do not show that the land purchased was formerly Wright's grant; I believe it formed a portion of such grant. Perhaps the Crown Solicitor can say from documents in his possession; it is presumed that the information asked for may be given.—C.A.G., *pro* Commissioner, B.C., 8/12/76.

No. 20.

The Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 14 December, 1876.

I have the honor to return the papers forwarded to me with Mr. Wm. Badcock's letter of date 30th November last, respecting the land recently purchased from Mr. Shepherd Smith, and to state that I think Mr. Badcock should be informed that the Crown has purchased land originally granted to James Wright.

That the land was purchased from Mr. Shepherd Smith, the manager of the Bank of New South Wales, who held a certificate of title for same; that a transfer has been made to the Commissioner for Railways, who now holds a certificate of title for same, which is entered at Registrar General's Office, Sydney, in Register Book, vol. 274, folio 85.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Mr. Badcock informed.—20/12/76.

No. 21.

Commissioner to Mr. Badcock.

Sir,

Department of Public Works, Railway Branch, Sydney, 22 December, 1876.

In reply to your letter of the 30th ultimo, asking whether it is true that the Government have purchased a portion of land near Parramatta, for railway purposes, known as Wright's grant, and, if so, from whom did the Government make the purchase, I have the honor to inform you,—

1st. That the Crown has purchased land originally granted to James Wright.

2nd. That the land was purchased from Mr. Shepherd Smith, the manager of the Bank of New South Wales, who held a certificate of title for same; and that a transfer has been made to the Commissioner for Railways, who now holds a certificate of title for same, which is entered at the Registrar General's Office, Sydney, in Register Book, vol. 274, folio 85.

I have, &c.,

JOHN RAE,
Commissioner for Railways.

No. 22.

The Deputy Registrar General to Commissioner.

Notice of Caveat forbidding any Dealing.

Sir,

Land Titles Office, Sydney, 14 December, 1876.

I have to notify to you, in terms of the 82nd section of the Real Property Act, that a caveat has been lodged by Shepherd Smith, forbidding registration of any dealing by you, with reference to the land comprised in certificate of title, No. 172, folio 122, until after the lapse of fourteen days' notice to be given to such caveator, that you have applied for the registration of any transfer or other dealing. I have also the honor to submit, for your guidance, the following information:—

1. Any caveator may be summoned to show cause why the caveat should not be removed before the Supreme Court, or a Judge, who may make such order as such Court or Judge may deem fit. (Sec. 82 of Real Property Act.)
2. A caveat may be withdrawn at any time by a caveator, (See sec. 81.)
3. Sec. 84 provides that any person lodging any caveat with the Registrar General without reasonable cause shall be liable to make to any person who may have sustained damage thereby, such compensation as may be just and such compensation shall be recoverable in an action at law by the person who has sustained damage from the person who lodged the caveat.

I am, &c.,

C. G. MUDDLE,
Deputy Registrar General.

Will land valuer please ascertain what land here is alluded to?—C.A.G., B.C., 22/12/76. This paper must refer to the land purchased by the Commissioner at Duck River, near the Junction, which has been finally disposed of.—J.B., 27/12/76. Crown Solicitor, B.C., 28/12/76.—C.A.G., *pro* Commissioner.

No. 23.

Crown Solicitor to Commissioner.

Sir,

Crown Solicitor's Office, Sydney, 4 January, 1877.

I have the honor to return the papers relating to the caveat lodged with the Registrar General by Mr. Shepherd Smith against the land recently purchased by you from him being dealt with, and to state that I find upon inquiry that same was lodged by Messrs. Allen, Bowden, & Allen, on account of delay at the Treasury in payment of the purchase money, and I find that the caveat was withdrawn on 29th December last.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VICTORIAN RAILWAYS.

(REPORT OF THOMAS HIGINBOTHAM, ENGINEER-IN-CHIEF.)

Ordered by the Legislative Assembly to be printed, 18 January, 1877.

REPORT of Mr. Thomas Higinbotham, Engineer-in-Chief of Railways, Victoria, of
Observations on Railways generally, during a recent tour.

Laid upon the Table of the Legislative Assembly of New South Wales (with the consent of the Government of Victoria) in answer to question asked by the Honorable Member for the Tumut, on the 20th December, 1876.

REPORT.

Sir, Railway Department, Engineer-in-Chief's Office, Melbourne, 26th July, 1876.

I have the honor to report that, towards the end of the year 1873, the Honorable Mr. Gillies, who was then Commissioner of Railways, informed me that the Government considered it desirable I should visit Europe and America for the purpose of inspecting the various important works which have been constructed of late years in those parts of the world, in order that it might have the advantage of the information which it believed I should be able to obtain in the course of such a visit. Having received instructions, and made the arrangements which were necessary for carrying on the business of the Engineer-in-Chief's branch of the Railway Department during my absence from Victoria, I left Melbourne on the 10th March, 1874, to proceed to England by way of the United States and Canada.

The introductions with which I was furnished gave me the best opportunities of becoming acquainted not only with the Railway systems of the countries which I visited, but with works for water supply, sanitary purposes, reclamation of land, &c.; I propose, however, to confine this Report to the subject of Railways, which naturally occupied most of my attention.

I arrived at San Francisco on the 14th April, 1874, and did not leave there to go eastward till the 5th May. In the interval I had seen many of the sights of the city and neighborhood, more particularly the Yosemite Valley. I booked through from San Francisco to New York, not taking, however, the usual and shortest route, as I wished to see the territory of Colorado, and the narrow gauge railroad which had been made there from Denver to Pueblo. I also wished to visit St. Louis, one of the finest cities in the Union. The first place at which I stopped was Sacramento, where the workshops of the Central Pacific Railroad are situated. This line, which is one of the links in the great chain of railway communication between the east and west sides of the continent, included, at the time I speak of, with its various branches, 1,600 miles of railroad, the main line from San Francisco to Ogden, where it joins the Union Pacific Railroad, being 882 miles long. In the construction of this railroad there are, as might be expected, many marks of great haste observable; and very inferior and perishable materials have in numerous instances been used. It would be a great mistake, however, to suppose that American engineers of good professional position defend such construction on any other ground than that of necessity. It is admitted that it cannot be defended on the ground of economy, as reconstruction after a few years becomes imperative. The grand object both on this and the Union Pacific Railroad was to get the track laid through as quickly as possible; and, in the case of such enormous distances as these lines cover, it was necessary, in order to do this, to make use of any material which was at hand. The workshops of the Central Pacific Railroad at Sacramento are very extensive and complete; the buildings are for the most part of brick, and cover about 20 acres, and the roads, sidings, &c., about 20 acres more. I was furnished with full particulars of the engines and rolling-stock employed in working the line, and the cost of working and repairs. The latter tables may be valuable for reference; but it is unnecessary to include them in this Report, and they would interest very few persons only. All the engines have bogie trucks, which carry, according to the class, from 30 to 40 per cent. of the whole weight of the engine. The passenger engines weigh, with steam up, and in running order, from 72,000 to 74,000 lbs. They have 17-inch cylinders, with 24-inch stroke,

stroke, and have four driving-wheels, coupled, of from 4 feet 8 inches to 5 feet diameter. The goods engines are about the same weight as the passenger, but have six driving wheels, of 4 feet 6 inches diameter, coupled. All the engines have tenders, which weigh in running order 25 tons. Some of the earlier built engines are lighter than these, but cannot do the work on the heavy gradients of 1 in 50. The original iron rails, weighing 56 lbs. to the yard, were being rapidly replaced at the time I speak of by steel rails weighing 60 lbs. to the yard, in order that the road might carry the heavier engines. The greatest weight on a driving-wheel is about 5 tons. Three of the lighter engines were required to take a passenger train of nine or ten carriages over the Sierra Nevada, increasing greatly the working expenses. The ordinary passenger cars are 45 feet long, and have bogie trucks with four wheels at each end; they weigh 39,250 lbs., and of this total weight 26,750 lbs. is the weight of the car body, and 12,500 lbs. the weight of the trucks. The number of passengers which the car can seat is 52, and the dead weight moved for each passenger is 754 lbs. when the car is full. The wheels are 33 inches in diameter, and weigh 540 lbs. each. The ordinary box freight car, corresponding with our high-sided covered goods waggon, is 28 feet long, and is carried on two bogie trucks, each having four wheels. It weighs 19,860 lbs., and of this weight 11,360 lbs. is in the body, and 8,500 lbs. in the trucks. The wheels are 33 inches diameter, and weigh 540 lbs. This car carries a load of 20,000 lbs. In California a ton is 2,000 lbs.; the dead weight therefore moved for each ton is 1,980 lbs. The ordinary flat freight car is 30 feet long, and is carried on two bogie trucks, the same in all respects as those used for the box car; it weighs 16,000 lbs., the body weighing 7,500 lbs., and the trucks 8,500 lbs.; it carries 20,000 lbs. or 10 tons, and the dead weight moved for each ton carried is 1,600 lbs.

I rode on an engine for some hours when crossing the Sierra Nevada; there were three engines attached to the train; the road was rough, and the speed at times on falling gradients very great, but the drivers appeared to have perfect confidence in their engines that they would not leave the road. I had opportunities of speaking to several drivers, Englishmen, who had driven in England; they all preferred the American to the English engine, which they said could not keep on such roads as are commonly to be found in the Western States. The bogie, or "track-feeler" as it is sometimes called, they consider the great source of safety. The Central Pacific Railroad between Sacramento and Ogden crosses the Sierra Nevada, but except the snow sheds, which extend for miles, and some high timber framings, where valleys are crossed, there are no works of great magnitude. The scenery is no doubt very wild and grand, but unfortunately the train by which I travelled passed through the best of it at night, and I understood that even in the daytime only glimpses can be had, as the train is so frequently in the snow sheds. The summit of the line is 7,000 feet above the sea. The line, as I have already said, was laid with 56 lbs. iron rails, and these are being replaced with 60 lbs. steel rails. The pattern of the rail used on this line, and all but universally in the States and Canada, is that known in England as the Vignoles, and the rail is fastened to the sleepers by dog spikes. The sleepers are of various sizes; they would average 8 feet long and 8 inches by 6 inches in section. The ballasting is very imperfect; indeed in many places there is scarcely a trace of any. The Miller platform and coupling, which, though they add much weight to the cars, add also to their strength, and are a great security against telescoping when one train runs into another, have been adopted for all passenger cars on the Central Pacific road, and also the Westinghouse brake, which is very highly spoken of by the master mechanic of the line.

The main line of the Central Pacific Railroad ends at Ogden, and I travelled from there to Salt Lake City, over a railroad 38 miles long, which was made by Brigham Young, and is owned and worked by him. There is nothing either on this line or on the part of the Union Pacific Railroad which I travelled over from Ogden to Cheyenne to call for particular remark; in their construction and rolling-stock these lines differ very little from the Central Pacific Railroad. From Cheyenne I went south 106 miles to Denver, the point at which the Denver and Rio Grande line begins. At the time I speak of this line was opened from Denver to Pueblo, a distance of 120 miles; it was partially opened in 1872, and was completed to Pueblo in January, 1873. It is proposed to carry it beyond this point to El Paso, on the Mexican frontier, a distance of 875 miles from Denver. The gauge of this line is 3 feet, and it has been described as the pioneer of the new movement towards narrow gauge lines in the United States. It is carried at the foot of the Rocky Mountains, from Denver to Pueblo. I travelled twice over the whole length of the line. The maximum gradient is 75 feet per mile. There is one short curve of 478 feet radius, but generally the curves are not unfavorable. The rails are of iron, and weigh 30 lbs. to the yard; they are of the Vignoles pattern, and are fastened by dog spikes to sleepers about 6 feet 6 inches long and 8 inches by 8 inches section, spaced about 2 feet 6 inches from centre to centre; both the size and spacing of the sleepers are, however, very irregular. The formation width varies; it is about 12 feet 6 inches in cuttings, and in embankments just wide enough to carry the sleepers. There is no ballast, but a road bed is formed of earth, which is rounded so as to throw off water. As the line is from 5,000 to 7,000 feet above the sea, the road bed is frozen hard during the winter, and no repairs to it are then attempted. The line is not fenced; the bridges and culverts are all of timber, and of the lightest possible construction. The average speed of the trains between stations is $17\frac{1}{2}$ miles per hour for passenger, and 12 miles per hour for freight trains; but engine-drivers are warned to reduce these speeds to 12 miles and 8 miles respectively when passing over any tressel bridge which is more than 8 feet high. I was told that the line had cost, up to the time at which I saw it, 14,000 dollars per mile (say £2,880, taking £1 sterling as equal to 4.86 dollars), but a great deal of money was then being spent on it; no dividend was paid, and all earnings above expenses were laid out in improving the line. The 30 lb. iron rails on this line are evidently too light, and were wearing out very fast when I saw them, about two years after it had been opened; they are said to have been of bad quality. There is one passenger train each way daily between Denver and Pueblo. The passenger fares are exceptionally high, $8\frac{1}{2}$ cents ($4\frac{1}{2}$ d.) per mile; and the rates for merchandise vary according to the class, from 15 cents ($7\frac{1}{2}$ d.) to 7 cents ($3\frac{1}{2}$ d.) per ton per mile; lumber and firewood are of course carried at lower rates. A large mineral traffic from the Rocky Mountains is anticipated, and the gauge of 3 feet was adopted, not only from motives of economy, but because this gauge will, it is believed, be found suitable for the numerous branch lines which are expected to be made to the various mines. If the ordinary gauge of the United States railroads, 4 feet $8\frac{1}{2}$ inches, had been adopted for the main line, there would have been a break of gauge at every junction with a mineral line; as it is, there is but one break of gauge, namely, that at Denver. The cost of transshipment at this place from one gauge to the other was 10 cents (5d.) per ton for coal, iron, lumber, &c., and 15 cents ($7\frac{1}{2}$ d.) per ton for miscellaneous merchandise; labour was two dollars a day, and it was anticipated that, as the traffic on the line increased and special facilities were provided to facilitate the transfer, the cost of it could be reduced 33 per cent. The

The following are the weights and the dimensions of the engines and rolling-stock on this line:—

ENGINES.—Passenger.—Cylinders 9 inches diameter, stroke 16 inches; driving wheels, two pairs coupled, 36 to 40 inches diameter; wheels of truck, 24 inches; total wheel base, 11 feet 11 inches; rigid base, 6 feet 3 inches. The weight of the engine in running order is 25,000lbs.; of this, 20,000lbs. are on the four drivers, and 5,000lbs. on the truck. The tender carries 500 gallons, and all the engines on the line, except a Fairlie engine, have tenders.

Freight.—Cylinders 11 inches diameter, stroke 16 inches; driving wheels, three pairs coupled, 36 inches diameter; wheels of truck, 24 inches diameter. The weight of the engine in running order is 35,000lbs.; of this, 31,000lbs. are on the six drivers, and 4,000lbs. on the truck. The tender carries 750 gallons.

ROLLING-STOCK.—Passenger Cars.—These are 40 feet long and 7 feet 9 inches wide, outside dimensions. They weigh 12,000lbs. and carry 33 passengers = 363·63lbs. per passenger. The special chair cars, which correspond with the drawing-room cars on other lines, weigh 12,000lbs., and carry 20 passengers = 600lbs. per passenger.

Freight Cars.—The eight-wheeled coal cars average 24 feet long, weigh 7,500lbs., and carry 8 to 9 tons. The eight-wheeled flat cars average 24 feet long, weigh 6,000lbs., and carry from 8 to 9 tons = 2·6 to 3 tons per ton of dead weight. The eight-wheeled box cars average 24 feet long, weigh 8,000lbs., and carry 8 tons = 2 tons per ton of dead weight.

The Westinghouse brake is used for all passenger trains, and is highly commended. Each passenger train carries a conductor, whose position resembles that of a guard on English lines, a breaksman, and an express baggage man; and each freight train has a conductor and two breaksmen. Every passenger car has a break independent of the Westinghouse, and each freight car is also furnished with one.

I learned that it was intended to increase the width, and therefore the weight of all cars, both passenger and goods, giving them increased capacity, but increasing also the overhang. It is admitted that the line could be worked with much greater economy if more powerful engines could be used on it; but this would be impossible without heavier rails.

There was one Fairlie engine on this railroad when I visited it. No complaints were made of its working; but it was not considered suitable to the line on account of its weight and unwieldiness, and I was informed that there was no intention of ordering any more engines of its class.

The Colorado Central Railroad lies west of Denver, and has been constructed by the Union Pacific Railroad Company. As far as Golden City, which is 15 miles from Denver, the gauge of this line is 4 feet 8½ inches, the same as that of the Union Pacific; but beyond this point to Floyd's Hill, which is 32 miles from Denver, the gauge is 3 feet only. The narrow gauge is used through the mountain gorge known as Clear Creek Cañon, which is steep and tortuous. The scenery is very grand. There is a gradient on this part of the line of 1 in 25 extending over half a mile; but with this exception the gradients do not exceed 1 in 45. The sharpest curve is 440 feet. There are retaining walls in many places, and some bridges over the creek, but no works of magnitude. The rails are of iron, and weigh 35 lbs. to the yard, and the construction of the line generally is superior to that of the Denver and Rio Grande line; but the cost has been twice as great, namely, 28,000 dollars (£5,760) per mile for the 17 miles of 3 feet gauge line. The engines and rolling-stock are substantially the same as those which I have described on the Rio Grande line. The train by which I travelled did not exceed a speed of 10 miles an hour. This line had been opened for about a year and a half, and had not paid a dividend.

I left Denver on the 22nd May, 1874, for Kansas City by the Kansas Pacific Railroad. The distance from Denver to Kansas City is 613 miles, and the train travelled at the rate of 18 miles an hour, including stoppages. The line is laid on the 4 feet 8½ inches gauge; there are no works on it of any importance, as it is on the surface of the prairie for hundreds of miles. It has been open for about four years. The rails are of iron, and weigh about 56 lbs. to the yard; they are badly worn, and the track is very rough; there is no ballast; the sleepers are laid on earth, rounded to throw off the water; there are no station buildings till the line approaches Kansas, and no fencing. There were seven vehicles in the train by which I travelled, namely, two Pullman sleeping cars, two passenger cars, a baggage van, a mail van, and a Wells and Fargo Express van. The men employed on the train were—a general conductor, a Pullman conductor, two porters for the Pullman cars, two breaksmen, two van porters, and a mailman, making nine in all; of these, five were servants of the railroad company, and three of Pullman; the mailman was in the employment of the Government. There were only five passengers in the two Pullman cars, which must have weighed about 60 tons. At the season of the year, however, of which I am speaking, the "travel," as it is called in the States, is westward, and these cars would probably be well filled on the return journey to Denver. I remained at Kansas City for three days, and saw the railroads in the neighbourhood, which do not call for particular notice. There is a fine bridge over the Missouri at Kansas, which carries both railroad and road traffic on the same floor; the main spans cover a length of about 1,300 feet, and the bridge, including the footway, is 25 feet wide. The Howe truss is used, and the widest span is about 250 feet. The part of the bridge which opens is on a centre pier, the span on each side of it being 130 feet. The railroad trains pass over this bridge at a slow pace, about 6 miles an hour, when it is of course closed for ordinary traffic.

From Kansas to St. Louis I travelled by the Missouri Pacific Railroad. The distance is 282 miles, and was run in 12½ hours. The road was very rough, and the rails much worn; there was no ballast, but over a great part of the road the sleepers were close together. The change from the prairie to a cultivated country, which commences some distance west of Kansas City, is very striking. The Missouri Pacific Railroad passes through rich and cultivated country all the way to St. Louis. There are wooden fences along the line, and in many places live fences are planted.

St. Louis, which is one of the finest towns in the United States, and is on the direct route from east to west, has a population of between four and five hundred thousand people. It is the seat of an immense trade, which is carried on the Mississippi. The railroads on each bank of the river were connected by steam ferries only before the completion of the magnificent bridge which now carries both the road and railroad traffic over the Mississippi. A very full memoir of this bridge, illustrated by drawings, has been published, and it would be useless therefore to attempt to describe it here. It has cost, including the tunnel under the city, by which the railroads reach it, 11,000,000 dollars, and may be taken as a proof of the vast importance which in the States is attached to an unbroken line of communication.

I travelled by steamboat on the Mississippi from St. Louis to Quincey, and thence to Chicago, a distance of 260 miles, by the Chicago, Burlington, and Quincey Railroad, which, with its various branches, extends over 1,260 miles. The average speed was 20 miles an hour, including stoppages. Between Quincey and Chicago this line passes through the State of Illinois, a level and highly cultivated country; it is fenced throughout, and the permanent way is a marked improvement on the lines in the West over which I travelled. The rails used in laying this road were iron, weighing 56 lbs. to the yard; in relaying it, steel rails, weighing 60 lbs. to the yard, are used. The sleepers are 9 feet 6 inches long, and 8 inches by 5 inches section; they are laid 2 feet apart from centre to centre.

A great deal of attention has been given in the United States to the subject of railroad station accommodation in the cities and large towns. The growth of railroad traffic has been so rapid that in the older towns the stations have become quite inadequate to accommodate it. At St. Louis a remodelling of the stations was to take place, on the completion of the new bridge over the Mississippi. At Chicago, which is more modern than St. Louis, the railroads have been carried into the heart of the city, and spacious sites admirably situated have been secured for the stations, some of which have very handsome buildings. Two of the sites have areas of 120 and 80 acres respectively. Branch lines are carried to the banks of the river at different points, to the canals, and to all parts of the stock-yards. All the lines which enter Chicago are connected by a line called the Central Railroad.

At Boston the insufficiency of the accommodation for passenger traffic at the stations has been much felt. A joint commission of Railroad and Harbour Commissioners reported, in 1871, on the subject of "Terminal Accommodation for Passengers," as follows:—

"In proposing any new plan for terminal stations in the city of Boston for the several railroads, it should be the object of this commission to suggest one which will afford all necessary accommodations for a long term of time; not one which will need additions and improvements almost as soon as it is completed. Railroads are no longer experiments; their growth in the past is a matter of record, and the increase of business upon them for the future may be reckoned with some degree of probability. The several corporations have already made large expenditures for terminal stations, but the size and arrangement of the stations were based upon the business then existing. The future was not even glanced at with the eye of faith, and consequently the arrangements then made have not sufficed even for twenty years, and now the public find themselves 'cabinéd, cribbed, confined' within limits altogether too narrow for comfort. The Eastern Railroad made its entrance into the city proper in 1853, and the present station building was completed in 1864. The present Lowell railroad station was completed in 1857. The Fitchburg station building was built in 1847, and was remodelled in 1864. It is unnecessary to say that all of these are evidently too small for the existing business, and of course cannot accommodate the increase certainly to be expected. The Maine railroad station was built in 1846, and, having received sundry additions in the meantime, has been entirely remodelled within the last two years. This may answer its objects for the next ten years without much inconvenience to the public, but in all probability by that time it will be evident that still greater accommodation is needed.

"Before suggesting any plan of improvement, several questions naturally present themselves, viz.:—What is the present number of passengers using these stations? What has been the increase in the past, and what may reasonably be expected to be the increase for the future? How many trains are required for the accommodation of these passengers, and at what hours? After obtaining answers to these questions, we can estimate with some accuracy the extent of space which should be provided for the accommodation of the public, not merely of the present time but of generations to come."

After various calculations and tables, the report proceeds as follows:—

"We have then, at the present time, about 28,000 passengers per day coming to or going from Boston on these four roads; and, at the average rate of increase of the last three years, this number will be doubled in eight and a half years; and in fifty years, if they continue to increase at the same rate, will be sixty-four times as many as they now are, or 1,790,000. Two-thirds of these passengers will probably want to use the stations in the early part of the forenoon and the latter part of the afternoon. Tables have also been prepared showing the number of passenger trains on each road and the hours of arrival and departure, with the number for early forenoon, for midday, and for late afternoon. * * * Probably most travellers have already experienced the inconvenience of having sometimes to wait a few minutes to enter a depôt when the train just before them was a little late, and this inconvenience will rapidly increase with the increasing number of trains required by the growth of the business. Occasionally, but more seldom, there is some delay in the departing trains, in consequence of their not being made up and placed in position at the appointed time, this again being probably owing to the non-arrival on time of the incoming trains. And on some exceptional days it is also necessary to increase very considerably the number of trains, to send them out very near each other during certain parts of the day, and receive them again in quick succession at another part of the day. These circumstances, as well as the promised increase of travel, indicate very plainly the necessity of having two tracks and two platforms for arrival, and two more of each for departure for each road. The width of these platforms should average about 20 feet each. Some roads may prefer to distribute this width not exactly equally, but that should be the average of all; and, according to the accompanying sketch, this will give a width of 123 feet, or say 125 feet, required for the station of each road. It would be entirely out of the question to have the same tracks and platforms answer for two or more roads. The changes and crossings of so many trains close to the station would soon lead to inextricable confusion and accidents. All the roads also want to start trains at the same hours. Each road must have its own tracks all the way, and they must not be allowed to cross each other. Now, as each road is to have 125 feet of width, the question immediately arises whether it is best to put two or more roads into one building. Several disadvantages are at once apparent. With different lines in one building, many passengers would get hopelessly confused as to which line of cars they should take, notwithstanding the presence of civil attendants. Then 125 feet is a sufficient width to light at once; and it would seem necessary to have intervals at this space for the purpose of throwing light in from the sides, lighting from the top being open to several objections. Passage-ways, or streets running lengthwise with the building would be desirable also as often as at these intervals. The advantages of bringing several lines into one building are not apparent; at least none but such as may be easily provided for otherwise, as will hereafter be shown.

"It may be urged as a reason why we should bring several lines into one building, that this is the course pursued on many great lines of railway leading to the West, and that in New York city itself three great lines of railway are soon to have a Union Passenger railway. On the lines of travel leading to the West the greater number of passengers at each of these large stations are intending to go farther, and it is no doubt a convenience and accommodation to the greatest number to make their changes of trains under one roof. Here, in Boston, the passenger travel is of a different character, and, as will be shown hereafter, probably not more than one-fifth of the whole are through passengers. The accommodation of those to whom Boston is the objective point is therefore first to be regarded, though we shall hope to see hereafter a plan devised which shall save the through passengers the inconveniences of the present mode of transfer between the roads. The three roads entering New York city, which are to be brought into a union depôt, in the year 1869 carried into and brought out from New York about half as many passengers as these four northern roads brought into and carried from Boston, viz., 4,125,440, New York; 8,098,456, Boston. Two of them occupy the same line for 11 miles, and do not carry many more New York passengers than the other single line, which is to be diverted from its natural approach and entrance into the city, and brought round to a union station with the other roads; probably more from the supposed economy to the proprietors of the several roads than from a regard to the convenience of the general public. Because it is possible to bring several roads into one building, it does not follow as a necessary conclusion that this will afford the greatest convenience to the public. That may or may not be the result depending upon other attending circumstances.

"Having thus arrived at the width desirable for a passenger station, the next question would be as to its length. The passenger cars now in use will not average 50 feet in length, those of the latest build are a little longer than that, and Pullman cars average about 60 feet. A 30-foot car will seat forty passengers, and a 50-foot car sixty-eight passengers. A train of nine passenger cars, and one baggage car, may be reckoned then as occupying about 500 feet of length, and able to carry comfortably five hundred passengers, and this would seem to be as long as it is desirable to make a passenger train. Ordinary engines on ordinary roads can handle a train of ten cars well, and this length is quite as great as that of the platforms to meet it at most of the way stations. When the influx of passengers at any particular hour of the day seems to require more cars in a train than

than this, it will probably be better economy to put on another train and divide the passengers between the two. The length of the platforms and tracks in the building may be put then at 500 feet. (We do not propose to have engines enter the stations.)

"There is still another part of the station to be considered, and that is the waiting-rooms. Where there is only one platform to arrive at or to depart from, the waiting-rooms are best placed at the side and about midway of the length of the platform. But where there are more platforms than one, the waiting-rooms should be placed at the head of the building, equally convenient to all the tracks and platforms. In this manner, also, some control can be had of the passengers before they enter the cars, and every one required to procure his ticket before passing the gate, as is the rule already with some of our roads. The practice is unquestionably a good one, and will become more and more a necessity as the business increases. For these waiting-rooms and adjacent passages it is best to allow 100 feet more length of building, making a total of 600 feet. Some roads would like to have one or more additional tracks provided as standing tracks for cars; but additional width is not so easily obtained as extra length of sidings, and these extra tracks had best be made a short distance off after the tracks leaving the station building have been brought nearer together, and the four tracks condensed into two. It may, however, be well, considering the tendency to increase the length of cars, to add another 100 feet to the length, making 700 feet in all.

"We have now four stations, each 700 feet long by 125 feet wide. There should be streets between and adjoining them not less than 60 feet each in width. Where are we to look for the necessary space for this purpose? The first reply is, north of Causeway-street. The Lowell road and the Eastern (if the latter were in its proper position) might perhaps find sufficient space for passenger stations north of Causeway-street, but the Eastern wants room in the city proper for freight as well as for passengers, and can find none where it is. The Maine has no more room north of Causeway-street than it needs for freight, and has a good passenger station at Haymarket square. The Fitchburg, in their present location (which is not the right one for them), would hardly have room enough this side of the draw to make the necessary branching of the tracks before entering the station. The space north of Causeway-street can be better used for freight purposes if room can be found elsewhere for passengers.

"We will pause here for a moment to consider the size of the stations as they now stand, and see how they compare with what we have indicated above as the proper dimensions. That of the Maine road is 500 feet long, 80 feet wide for 200 feet, and 135 feet wide for the remainder. The Fitchburg is about 300 feet long by 90 feet wide, and its trains, for nearly half their length, stand outside of the building, both on arrival and for departure, partially protected by sheds. The Eastern and the Lowell are each about 300 feet long (including head-house), by 50 feet wide, and each road has been obliged to add sheds to cover the increasing length of the trains. On the other side of the city, the Providence depot is about 300 feet long by 80 feet wide, and on some of its trains many cars stand outside of the building on Church-street and the other side of it. This refers to the arriving trains; the departing trains, being made up on two tracks, need not stand across the street. The Albany Station building is about 300 feet long by 130 wide, and its trains are standing across Kneeland-street many hours in the day. By using two tracks in making up the departing trains, they generally avoid putting more than one car in the street for these trains; but on the arrival side, after an engine and three baggage cars have entered the station, most of the passengers on the long trains are still outside of the building. The Old Colony Station is 600 feet long by about 100 feet wide, and, though not quite a model, has many merits about it: it is nearer what should be than any other. The Hartford and Erie is about 250 feet long by 60 feet wide, and answers fairly for its present business; but when this road is completed it will require as large a station as any other. After thus looking over the several stations we may well conclude that, excepting the Maine, the Old Colony, and the Hartford and Erie, which afford pretty fair accommodation for their present business, the railroad stations in the city of Boston are miserably insufficient for the objects they pretend to accomplish."

It will be seen from these extracts that the Joint Commission proposed that four separate passenger stations, each 700 feet long by 125 feet wide, with streets between and adjoining them not less than 60 feet each in width, should be provided for the passenger traffic which centres in Boston, the population of which, in 1874, was about 325,000. At the time the Commissioners reported, the number of passengers coming to or going from the city by railroad daily was 28,000; and the proposed stations were designed to accommodate, not this number of passengers only, but the increased number which experience had shown might be counted on with certainty in the future.

The average number of passengers coming to or going from Melbourne daily by the Melbourne and Hobson's Bay Railway in the year 1875 was 22,359, and the average number of passengers coming to or going from Melbourne daily by the Government railways in the same year was 6,010. There was therefore in that year an average number of 28,369 passengers arriving in or departing from Melbourne daily by railway, or very nearly the same number as in Boston at the date of the report from which I have just quoted. If the passenger traffic of the Melbourne and Hobson's Bay Railway continue to increase at the same rate that it has done in the last three years, it will double itself in twelve and a half years; and if the passenger traffic on the Government lines continue to increase as it has done in the same period, it will double itself in nine years.

It has been proposed that the whole of the great and rapidly increasing passenger traffic, both of the Melbourne and Hobson's Bay and the Government railways, should be concentrated at the station at the end of Elizabeth-street; the available space there, if the goods shed were cleared away, would be 880 feet by 295 feet, and there is a street on one side only, which is 99 feet wide, and is already crowded with traffic. This station, however it might be arranged, must have the "changes and crossings of many trains," which the Boston Commissioners condemn as "leading to inextricable confusion and accidents." It would be a terminal station for some trains and a through station for others, which always increases greatly the difficulty of working the traffic. The booking offices must be placed fronting Princes Bridge, there being no other site for them, and passengers to reach the station would have to descend a flight of steps. Lastly, the site is so shut in by the river, by Flinders-street and the approach to Princes Bridge, that no greater area than that of which I have given the dimensions above could be made practically available, and the growth of traffic in the future must, therefore, remain unprovided for. If anyone who thinks that this site could be made available as a passenger station for both the Melbourne and Hobson's Bay Railway and the Government railways would visit it during the busy hours of the day, I think that he would be convinced of his mistake, and that he could not fail to see how difficult it is to conduct even the present traffic on so limited a space, and that a hopeless block must be the inevitable consequence if the passenger traffic of upwards of 1,100 miles of railway were taken there in addition to the existing traffic.

Before I left Melbourne I had advised the Government that the site of the Elizabeth-street Station was unfit for the Melbourne terminus of the Government Railways, and all that I have seen and heard since then in the United States, England, and Europe has confirmed me in this opinion.

I left Chicago on the 14th June, and travelled by the Michigan Central Railroad, the Great Western Railroad of Canada, and the Erie Railroad to New York. I did not make any stay in Canada, as I intended to return there after spending some time in New York.

The railroads in the Eastern States are very superior to those in the Western; but the general principles of construction are the same in both. The Vignoles pattern of rail is used everywhere, and the rail is fastened to the sleeper, which is always placed transversely by dog spikes; the joints of the rails are fished, but instead of being suspended, as on English lines, they are placed on the sleepers, and American engineers are, as a rule, strongly in favour of this method of laying the road. English engineers keep the joints opposite to each other; but in America the practice of breaking joint is common, and finds many

many advocates, who contend that it is safer the engine should not meet with two joints (the joint being usually the weak place in the road) at the same moment. But, though the same principles of construction can be easily recognized everywhere, the railroads of the Eastern States have in many instances been renewed with great care. Steel rails are common, and will soon be universal, and their weight is from 60 to 65 lbs. per yard; the road bed is of ballast instead of earth, and the sleepers are carefully spaced and are of sufficient size; heavier fish plates are used, and the joints are good. Wooden bridges have been replaced with iron, and the station buildings are complete and, in many cases, handsome. Raised platforms at stations are coming into general use, and in everything except the rolling-stock the best lines in the East approximate to the best English lines. The speed is not so high as on English lines; but the express trains on the New York Central are run between New York and Albany at an average speed of 35 miles an hour, and on many parts of the line this rate is greatly exceeded. The permanent way of the best of the railroads of the Eastern States is not, in my opinion, equal to that of the best lines in England; the road bed is not so good, nor the drainage so complete, and dog spikes do not make so good a fastening as screw bolts; but screw bolts could not be used in any of the Northern States, where the road bed is frozen so hard in winter that it cannot be touched, and the only means of adjusting the rails is by inserting slips of hardwood between the rail and the sleeper, a process which is known as "shimming."

I left New York on the 21st July by the New York Central and Hudson River Railroad for Saratoga, and travelled thence by way of Lakes George and Champlain to Montreal; from there to Ottawa by the Ottawa River, and thence by the Ottawa and Prescott and Grand Trunk Railroad to Toronto. In the neighbourhood of this town two railroads had been constructed on the 3 feet 6 inches gauge, and as these lines were frequently referred to in the discussion which took place here some years ago on the question of break of gauge, I thought that it was desirable I should see them. The two lines are the Toronto and Nipissing, which is 88 miles long, and the Toronto, Grey, and Bruce line, which extends, with its branches, over 190 miles. I travelled on both these lines, but as they were constructed by the same engineer, and on the same principles, it will be sufficient for me to describe one of them. The Toronto and Nipissing Railway had been open for about a year and a half when I visited it. It is a well constructed line of its kind, has a good road bed of gravel ballast, and iron rails, Vignoles pattern, weighing 40 lbs. to the yard, laid on transverse sleepers. There are no works of any importance, the line being kept on the surface of the country. The line is fenced throughout, but at level crossings there are no gates or other protection. The ruling gradient is 105 feet per mile, and the greatest length of this gradient is 4,650 feet. There is one short curve of 400 feet radius, but the ruling curve is 600 feet radius; even this is complained of as causing serious additional expense in working the line, more particularly when it occurs on a steep gradient. The station buildings are very small and incomplete, and have no cranes or other similar appliances for facilitating the traffic on the line, such as are considered essential in Victoria. Engine-drivers are ordered not to run over any mile of the line with a passenger train at a higher speed than twenty miles an hour, or with a freight train than twelve miles an hour. This railroad has cost 18,000 dollars (£3,700) per mile, including land, stations, rolling-stock, and engineering. About one-fourth of the whole capital was contributed by the counties through which the line passes and the provincial Government (Ontario). The contribution of the latter was 2,250 dollars (£463) per mile, but this was accompanied by certain conditions as to the rates to be charged for the carriage of grain and other traffic, more particularly firewood, and these rates were fixed so low that it is probable the railroad company would have been in a better position if it had declined to receive the contributions with such conditions attached to it. Grain, lumber, and firewood are the principal items of freight, and in the year ending 30th June, 1873, 82,000 passengers had been carried. In the same year the gross receipts had amounted to between £8 and £9 per mile per week, and the working expenses were about 56 per cent. of the gross receipts. At the time when I saw the line the traffic was improving, and it was estimated that the net earnings would be sufficient to pay 7 per cent. on the bonds and shares, which formed three-fourths of the capital expended, the remaining one-fourth, contributed by the provincial Government and the counties, not receiving any dividend. It was admitted to me by all those connected with the management and working of the narrow gauge railroads in Canada that a false economy was adopted in constructing them, and this admission was made by gentlemen who had been the most earnest advocates for a gauge of 3 feet 6 inches, for steep gradients and numerous and sharp curves wherever expense could be saved by using them, and also for light rails, engines, and rolling-stock. The experience of a year and half's working of the line had completely changed their opinions. The 40 lbs. iron rails, with which the lines were laid, were wearing out, and steel rails of 56 lbs. to the yard were used to replace them; the light engines could not haul profitable loads, and the sharp curves greatly reduced their efficiency. I was told that it would have paid well to have spent more money on earthworks, and by doing so avoided the sharp curves and shortened the line; and that it was bad economy to use any curve of less radius than 1,000 feet, even with a gauge of 3 feet 6 inches. As to this gauge there was also a complete change of opinion. The saving which had been effected by using it had not been found to compensate for the evils of the break of gauge with the Grand Trunk Railroad of Canada, with which both the Toronto and Nipissing, and the Toronto, Gray, and Bruce Railroads interchange traffic. I was assured there was every probability that both lines would be altered to the gauge of the Grand Trunk, which is now 4 feet 8½ inches; and the Victoria Railroad, a new line in connection with the Toronto and Nipissing line, the works of which had just been commenced at the time I was at Toronto, was to be made on this gauge. It appeared to be a settled opinion in Canada that no more railroads on the 3 feet 6 inches gauge would be made there; not because lines on this gauge could not, with suitable rails and engines, carry the traffic of the districts through which they pass, but because the expense and other evils of a break of gauge more than outweighed any economy which could be effected by using the narrow gauge.

The two lines to which I have referred were stocked at first with engines, carriages, and waggons built in England, which proved complete failures, and have been replaced by American engines and passenger and freight cars; these are found to work well. The rigid wheel base of the English rolling-stock, the small wheels, only 2 feet in diameter, and the radial axle-boxes on the engines had been tried and condemned. Wheels 30 inches in diameter are now used for all passenger and freight cars. The original rolling-stock was of light construction. An accident occurred on the Toronto and Nipissing line not long after it was opened, when a train left the track and was "ditched," to use the term applied in the States and Canada to a complete overthrow. I was informed that after the accident nothing was left of the rolling-stock except the wheels. The rolling-stock now used is as strong as that on a road of 4 feet 8½

inches

inches gauge, and it is found to be much more economical than the light stock. The master mechanic, who is an Englishman, told me that he greatly preferred American to English engines and rolling-stock for railroads in Canada. There is one Fairlie engine on the Nipissing Railroad, and it is well spoken of. I was told that the repairs of this engine were not heavy, the consumption of fuel was light, and the loads taken compared favourably with other engines of English make. I have already mentioned the account which I received of this class of engine on the Denver and Rio Grande narrow gauge railroad. With these two exceptions, the opinions which I heard from those who had experience of the Fairlie engine were most unfavourable. I did not anywhere see one of these engines at work.

The Toronto and Nipissing Railroad was worked, at the time I speak of, by 12 engines—of these, 7 were passenger and 5 were freight engines. All the engines had bogie trucks carrying the usual proportion of the weight. The weight on the driving-wheels was insufficient to allow of profitable loads being carried, and there was a great deal of slipping in bad weather. The following are some of the principal dimensions of the engines, and their weight in running order:—

7 PASSENGER ENGINES.					
Weight. lbs.	Size of Cylinders. inches.	No.	Driving-wheels. Diameter, inches.		
33,600	11 x 18	4	39		
2 FREIGHT ENGINES.					
44,800	11½ x 18	6	39		
2 FREIGHT ENGINES.					
56,000	14 x 20	6	39		
1 FAIRLIE ENGINE.					
89,600	11½ x 18	12	39		

All the engines, except the Fairlie engine, have tenders, and the weights of these vary from 18,000 to 40,000 lbs. in running order.

The following are the principal dimensions, the weights, and capacities of the cars of the American pattern which are now used on this railroad:—

LARGE PASSENGER CARS.

Length over all, including platforms	ft.	in.
Length of body	45	0
Width of body outside	8	8
" inside	8	0
Height of platform from rail	2	9
Height of car from platform to edge of roof	7	2
" to top of lantern roof	8	10
Diameter of wheels	2	6
Width of seats to hold two passengers	3	0
Width of passage	1	10
Capacity, seats for 49 passengers.		
Weight, 26,400 lbs. = 539 lbs. per passenger.		

BOX FREIGHT CARS.

Length over all	ft.	in.
Length	28	0
Width	8	0
Length inside	27	2
Width	7	2
Height from rail to floor	3	3½
" from floor to eaves	6	0
" " to centre	6	5
Platform, 2 inches thick; wheels, 30 inches diameter; No. of wheels, 8 (four in each truck).		
Capacity for load, 20,000 lbs.		
Weight of car, 14,500 lbs. = 1,450 lbs. per ton of 2,000 lbs. carried.		

FLAT FREIGHT CARS.

Length over all	ft.	in.
Length	30	0
Width	8	0
Height of floor from rail	3	4
There are 8 wheels in two trucks; the wheels are 30 inches diameter.		
Capacity for load, 20,000 lbs.		
Weight of car, 11,500 lbs. = 1,150 lbs. per ton of 2,000 lbs. carried.		

The bodies of all vehicles are of pine, and the framing is of oak timber.

I went from Toronto to Niagara, and after spending some days there and seeing the International bridge at Buffalo, I returned to Montreal by way of Lake Ontario and the River St. Lawrence.

The Grand Trunk Railroad system of Canada is about 1,400 miles long. The original gauge was 5 feet 6 inches; but the difficulties and losses arising from the break of gauge with the New York Central and other lines in the United States were found to be so serious that the gauge over the whole length of the Grand Trunk has been altered to 4 feet 8½ inches. All the numerous plans for transferring freight from the cars of one gauge to those of the other had been tried, and also the inventions for lifting the bodies of the cars off the bogie trucks and transferring them with their freight; but these various schemes were found to be mitigations only of a great evil, and, as I have already said, it was determined to alter the gauge from 5 feet 6 inches to 4 feet 8½ inches. When I was in Canada, about 850 miles had been altered, and 550 remained to be done. The cost of the alteration of these 550 miles was estimated at £40,000, and, in addition, the alteration of each engine cost £620, and of each car £25. The loss of traffic during the alteration was of course very heavy. The Grand Trunk was originally laid with iron rails, weighing 60 lbs. to the yard; these have been found too light, and renewals are made with steel rails, weighing 65 lbs. to the yard, which give very satisfactory results. The parts of the line which had been relaid were in very fair order, but the part from Quebec to Richmond was very rough when I travelled over it. The rails are of the Vignoles pattern, and are fastened to transverse sleepers by dog spikes: the intense frost in winter makes the use of any other kind of fastening impossible. The whole

of the engines and rolling-stock first put on the line were built in England; but the engines were constantly getting off the road, and engines and cars of every class are now of the same kind as those in the States. The cast-iron wheels under the rolling-stock had not given satisfaction, and an experiment was being made with 600 pairs of wrought-iron wheels with steel tyres, which had so far given satisfactory results. It was believed that these wheels would be found in the end to be more economical than the cast-iron, though the first cost was much higher. The objections which are made to cast-iron wheels are, that it is very difficult to get them cast so uniformly as to be perfectly balanced, and that they are not truly cylindrical: from these causes they have a very injurious effect on the permanent way. Many of these wheels break every winter, but no serious accident has occurred in consequence; the four-wheeled truck being, no doubt, a great source of safety. The difficulty in the use of wheels with wrought-iron centres and steel tyres is, that in winter the intense cold loosens the tyres; these wheels answer admirably in summer. I have learned that experiments will be made with cast-iron centres and cast-steel tyres, and also with wheels made entirely of cast steel, in the hope of finding a wheel which will not be affected by the climate, and which will at the same time be free from the objections which are urged, with much reason it appears to me, against wheels made entirely of cast iron.

When returning to New York from Canada, I went to the White Mountains, and travelled on the Mount Washington Railroad. This line, which is the steepest in the world, is used exclusively for pleasure traffic, and is open for about three months only in the year. The Summit of Mount Washington is 6,250 feet above the sea, and the railroad starts from its base, at a level of 3,625 feet above the sea. The length of the line is 3 miles, and the average rate of ascent is 1 in 4. The steepest gradient is 1,980 feet in a mile, or $13\frac{1}{2}$ inches in 3 feet. The line is the property of a private company. There are four engines employed in the traffic, each weighing 9 tons, and four passenger cars, each of which can seat forty passengers. A train consists of an engine and one car; the engine is behind the car when going up the mountain, and in front of it when coming down. The gauge of the line is 4 feet $8\frac{1}{2}$ inches. The journey each way takes an hour and a half. There is a rack laid between the rails into which a pinion on the engine works, and in this way the means of propulsion are obtained; the rails serve only to take the rolling friction. There is an elaborate and perfect system of breaks, and the train is under complete control: no accident has ever occurred on this line. The Americans claim to have been the inventors of this kind of railroad; but this is denied, and they are said to have borrowed the idea from Europe. It is admitted, however, that they were the first to apply it: the Mount Washington Railroad had been in operation before that on the Rigi, in Switzerland. The principle is the same on both lines, but the Rigi line is constructed more substantially. A return ticket on the Mount Washington line costs 4 dollars, which is at the rate of 2s. 8d. per mile. There is no probability that a railroad of this class will be required in this colony, at all events for many years to come.

I travelled from the White Mountains to Boston by the Boston, Concord, and Montreal Railroad, which does not call for any particular remark.

The passenger traffic on the lines in the Eastern States is enormous in the autumn months, every seat in a train of nine or ten carriages, each holding from fifty to sixty people, being occupied.

At Boston there is a railroad which encircles the city, made at the joint expense of the various railroad companies which have termini there, for the purpose of connecting their lines. The rails are laid along the streets, and the city authorities allow the line to be used for freight cars only, which in the day are drawn by horses, locomotive engines being used only at night.

When I was at Boston, which in many respects is in advance of any other city in the Union, I had every opportunity given to me, by the kindness of the authorities, to obtain information on the subject of the great reclamation works which have been carried out there with so much success, and to see the abattoirs, which are most perfect in their arrangements, not only for slaughtering, but for disposing of the offal and refuse.

I went from Boston to New York, stopping on the way at Springfield, Massachusetts, to see the United States armoury and the Wason car-building works.

Locomotive engines and rolling-stock are substantially the same everywhere in the States on railroads of the 4 feet $8\frac{1}{2}$ inches gauge, the fore part of the engine, and each end of every passenger and freight car, being carried on a truck or bogie with cast-iron wheels. On some lines the rolling-stock is heavier than on others, and for several years there has been a constant tendency to increase the weight of the stock. This tendency seems now, however, to have reached its limits, and there appears to be a strong feeling on the part of railway companies that the dead weight carried is excessive; on the other hand the public demands heavy cars as a security in case of collision.

The weights of the rolling-stock vary on different lines. I believe that the following dimensions, weights, and capacities, which I obtained from the best authorities, represent fairly the rolling-stock on lines in the Eastern States:—

FIRST-CLASS DAY PASSENGER CAR FOR THE NEW YORK AND BOSTON EXPRESS LINE *via* SPRINGFIELD.

Body, framed, 50 feet 6 inches long, 9 feet 3 inches wide; Miller platforms; Baker and Smith's heating apparatus.
Two trucks, each with 4 double-plate wheels; diameter of wheels 33 inches, weight 540 lbs. each; spread of wheels from centre to centre, 7 feet; hammered axles, 345 lbs. each.

The body of this car, complete, weighs 36,620 lbs.

The trucks, complete, weigh 14,160 "

Total weight of car 50,780 lbs.

= 705 lbs. per passenger. This class of car seats 72 passengers. It is run in the "Lightning express trains" between New York and Boston, and is stronger and heavier than cars for slower trains.

FIRST-CLASS DAY PASSENGER CAR FOR CENTRAL RAILROAD OF NEW JERSEY.

Body, framed, 48 feet long, 9 feet 5 inches wide; 16 windows each side; common platforms; no heater.

Two trucks, each with 4 double-plate wheels of 33 inches diameter, weighing 540 lbs. each; spread of wheels from centre to centre, 6 feet; hammered axles.

The body of this car, complete, weighs 26,150 lbs.

The trucks, complete, weigh 13,450 "

Total weight of car..... 39,600 lbs.

= 618 lbs. per passenger. This car seats 64 passengers.

FIRST-CLASS DAY PASSENGER CAR FOR SYRACUSE NORTHERN RAILROAD.

Body, framed, 45 feet long, 9 feet 5 inches wide; 15 windows each side; Miller platform; no heater.
 Trucks, two, each with 4 double-plate wheels of 33 inches diameter, each wheel weighing 540 lbs.; spread of wheels from centre to centre, 6 feet; master car builders' standard; hammered axles.
 The body of this car, complete, weighs 26,130 lbs.
 The trucks, complete, weigh 13,970 ,,
 Total weight of car 40,100 lbs.
 = 668 lbs. per passenger. This car seats 60 passengers.

FIRST-CLASS DAY PASSENGER CAR FOR NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

Body, framed, 54 feet long, 9 feet 6 inches wide; 18 windows each side; Miller platform; Baker and Smith's heaters.
 Trucks, two, 4-wheeled, of the master car builders' standard pattern; spread of wheels from centre to centre, 7 feet.
 The body of this car, complete, weighs 35,515 lbs.
 The trucks, complete, weigh 15,250 ,,
 Total weight of car 50,765 lbs.
 = 705 lbs. per passenger. This car seats 72 passengers.

FIRST-CLASS DAY PASSENGER CAR FOR GALVESTON, HARRISBURG, AND SAN ANTONIO RAILROAD OF TEXAS.

Body, framed, 45 feet long, 9 feet 4 inches wide; 15 windows each side; Miller platforms; no heaters.
 Two trucks, each with 4 double-plate wheels, 33 inches, each wheel weighing 540 lbs.; spread of wheels from centre to centre, 6 feet; hammered axles.
 The body of this car, complete, weighs 25,300 lbs.
 The trucks, complete, weigh 12,950 ,,
 Total weight of car 38,250 lbs.
 = 637 lbs. per passenger. This car seats 60 passengers.

All the cars described above are for a gauge of 4 feet 8½ inches. The lengths given do not include the platform at each end. All have elevated roof and elliptical finish; iron ends to seats. The seats spread 34 inches from centre to centre.

The Boston and Albany Company had built a passenger car, at the time that I was in the States which had 19 windows on each side; the spread of the seats was 32½ inches from centre to centre; no heaters; Miller platforms. Two trucks with 4 wheels each—the master car builders' pattern.

The body of this car, complete, weighs 28,450 lbs.
 The trucks, complete, weigh 15,000 ,,
 Total weight of car 43,450 lbs.
 = 572 lbs. per passenger. This car seats 76 passengers.

The drawing-room and sleeping cars are, of course, of exceptional weight per passenger carried, and are most complete and luxurious in their fittings. The following are some of the dimensions and weights of a drawing-room car running in the "Lightning express train" on the New York and Boston line:—

Body, framed, 50 feet 6 inches long, 9 feet 3 inches wide; Miller platforms; Baker, Smith, and Co.'s heating apparatus, which weighs about 1,800 lbs.
 Two trucks, each with 4 double-plate wheels; diameter of wheels 33 inches, weight 540 lbs. each; hammered axles, 345 lbs. each.
 The body of this car, complete, weighs 37,540 lbs.
 The trucks, complete, weigh 14,160 ,,
 Total weight 51,700 lbs.

The Pullman sleeping cars have separate sleeping accommodation for twenty-six persons, but two persons sometimes occupy the same berth. These cars weigh from 30 to 33 tons. They never have less than twelve and sometimes they have sixteen wheels, eight at each end of the car.

There is a medium first-class car in general use on railroads with heavy gradients which carries sixty passengers and weighs 18½ tons.

The following are the weights of the trucks (bogies), of which there are two to each car:—

The heaviest class of 6-wheel trucks, 10 feet 4 inches between centres, fully equipped with steel and rubber springs, weigh, per pair, 8 tons.
 A lighter class of 6-wheel trucks, 9 feet between the centres, and in more general use than the last, weigh, per pair, 7 tons.
 Four-wheel trucks, with 6 feet between the centres, in use on some lines for passenger cars carrying sixty persons, weigh 5½ tons.

FREIGHT CARS.

The following are the weights and loads of cars on the principal lines:—

BAGGAGE AND MAIL EXPRESS.	
Weight of car body	23,850 lbs.
Weight of trucks	12,500 ,,
Total weight	36,350 lbs.
Load	22,400 ,,
Proportion of weight to load	1 to 0.61
BOX CAR, 28 FEET LONG.	
Weight of car body	11,300 lbs.
Weight of trucks	8,500 ,,
Total weight	19,800 lbs.
Load	22,400 ,,
Proportion of weight to load	1 to 1.13
FLAT CAR, 30 FEET LONG.	
Weight of car body	7,500 lbs.
Weight of trucks	8,500 ,,
Total weight	16,000 lbs.
Load	22,400 ,,
Proportion of weight to load	1 to 1.40

The following information on the weight and capacity of freight cars was supplied to me; but it is not, I think, so reliable as that which I have already given, as it was not taken from cars in actual use. The weight given for each car is less and the load is greater than I found to be the case in practice:—

COVERED (BOX) FREIGHT CAR, 30 FEET LONG AND 8 FEET 6 INCHES WIDE.	
Weight	17,920 lbs.
Load	26,880 „
PLATFORM (FLAT) FREIGHT CAR, 30 FEET LONG.	
Weight	14,560 lbs.
Load	26,880 „
BAGGAGE CAR, 42 FEET LONG, 9 FEET WIDE, ON 4-WHEELED TRUCKS.	
Weight	22,400 lbs.

As a general conclusion, I think it may be said that an ordinary passenger-car in the United States weighs 630 lbs. for every passenger which it can seat; that a box freight car, covered, when fully loaded, carries $1\frac{1}{2}$ times its own weight; and that a flat or platform car carries $1\frac{2}{3}$ times its own weight.

The bogie truck and cast-iron wheels are two of the most important features of American engines and rolling-stock, and both of these appear to me to have been adopted in consequence of the very imperfect permanent way and the great severity of the climate in winter, when the road bed, which is frequently formed of earth only, is exposed alternately to intense frost and sudden thaws, which completely distort the track. Only bogie engines and rolling-stock could live on such roads, as was proved in the case of the Grand Trunk Railroad of Canada, where, neglecting the experience which had been gained in the States, and relying also, no doubt, on a better and more carefully laid road than was to be found there, English engines and rolling-stock were tried, but had to be abandoned, and the American type adopted. Very recently the same mistake was made on the narrow gauge railroads in Canada, and with the same result. The use of cast-iron wheels may be traced to the same causes which led to the adoption of the bogie. No nice adjustment of the rails, such as is practised on English railways, where the outer rail on curves is always elevated, would have been practicable on American railroads; even now on the best lines it is not attempted. This want of adjustment throws a great deal of work on the leading wheels of the bogie or track feeler, which rapidly wears out even steel tyres; but chilled cast-iron wheels stand well. These wheels are also safer in severe frosts than those with wrought-iron centres and steel tyres, because they are in one piece, and the difficulty of keeping the tyres fast on the wheels, which is so serious in the case of wrought-iron wheels, does not exist.

I have already mentioned the experience lately gained in Canada in some experiments which have been made there with wheels with wrought-iron centres and steel tyres, which gave results in summer much more favorable than the cast-iron chilled wheels, but in winter proved most troublesome and expensive, in consequence of the tyres becoming loose; it is well known that in England some of the worst railway accidents have occurred from wheel tyres breaking in frosty weather. In the climate of Victoria no accident from this cause is ever likely to arise; the permanent way is maintained here with as much care as that in England; the outer rail on curves is always elevated, and the same wear is not therefore thrown on leading wheels. I do not think that anything would be gained by adopting cast-iron wheels here, but the contrary. An objection, and a very serious one, to these wheels is, their small diameter—33 inches only—and there are difficulties in casting them of larger size; though the manufacture has been brought to great perfection, it is urged against them, as I have already mentioned, and I think with great reason, that they are never either perfectly balanced or truly cylindrical. There has always been a distrust of cast-iron wheels in England; they are believed to be much more liable to break than those made of wrought-iron, and this is no doubt the case when the common cast-iron is used; but it is impossible to resist the testimony in favor of the safety of the cast-iron disc wheel which is used in the States. The iron used in the best of these wheels is cold blast charcoal iron, made from the red hematite ores, and great care is taken in casting them. I feel convinced that the best of these wheels are as safe as the best wrought-iron wheels in any climate, and that they are safer than wrought-iron wheels with steel tyres in countries subject to severe frosts.

The bogie truck having been adopted, the very large cars which are used both for passenger and freight traffic in the States seem to follow as a matter of course. If two four-wheeled bogie trucks were put under an ordinary English railway carriage or waggon, the dead weight carried per passenger or per ton of goods would be very largely increased. The trucks alone of passenger cars in the States weigh from $5\frac{1}{2}$ to 9 tons, and the total weight of an English first-class carriage for twenty-four persons is about $8\frac{1}{2}$ tons. Again, the trucks alone of an ordinary freight car in the States weigh about 4 tons, and English goods waggons weigh, according to their class, from $4\frac{1}{2}$ to 6 tons. The use of very large and cumbersome vehicles seems to me, therefore, inseparable from the use of bogie trucks, unless an enormous amount of dead weight is carried. When the passenger and freight cars are full, the results are not unsatisfactory (though on English lines the profitable load in goods trains bears a larger proportion to the gross load than in the States), but when they are partly empty the proportion of dead weight carried is excessive, and accounts to a large extent for the greater expense of working American than English railways. I do not think, for these reasons, that American rolling-stock is at all suitable for railways in this country; and, so far as I can learn, the experience in working the two carriages imported here from the States has led others to the same conclusion.

On this subject of dead weight, I extract the following from the report of the Board of Railroad Commissioners for the State of Massachusetts for the year 1874, published at Boston:—

“There are few questions connected with the economy of railroad operations in regard to which it is more desirable to reach some reliable conclusion than as to the proportion which the weight of rolling-stock bears to the number of passengers or the tons of freight carried. The average number of passengers to each train during the last year was 71, and the average number of tons of freight was 64. According to the returns for the last year, it would seem that for each passenger they carry the Massachusetts Corporations have to move 1.70 tons in rolling-stock, and for each ton of freight over 2.9 tons of rolling-stock. The returns both for last year and the year previous would seem to indicate that some 3 tons of machinery are moved on our railroads to each ton of merchandise. Considerable doubt must, however, exist as to the substantial accuracy of these averages in view of the fact that such roads as the Boston and Lowell, the Boston and Maine, and the Old Colony claim to move between 1.90 and 2 tons only to each freight car they run, or an average of less than 50 tons to a train of twenty-five cars.”

As to comfort, I do not think that the ordinary American passenger cars can compare with English carriages, more especially in long journeys. The want of support for the shoulders and head is much felt, and the head-rests which have been added to the seats on some lines in the States supply the want very imperfectly. The inconvenience of having two doors only, which are used both for entrance and exit, is very great; it gives rise to delays at stations, and the steps at each end encourage the dangerous habit, which is common in the States, of entering and leaving a car while it is in motion. Draughts are much worse in American than in English carriages, from the number of windows and the absence of partitions; one open window at the forward end of a car sends a chill through fifty or sixty passengers. The opportunity which the construction of American cars gives for passing from one car to another along the greater part of the length of a train is much valued by some persons, and by others is looked upon as a nuisance. Newsboys and hawkers are continually passing up and down, and on many lines the doors at each end of the carriage are opened and shut almost without ceasing. On the other hand, the means of passing along the train gives great facilities to the conductors to examine and collect tickets, and saves delay at stations; it also enables the admirable system by which passengers are relieved of all trouble and anxiety about their luggage on arriving at their destination, to be carried out without any delay to the train. In case of accident or outrage in a part of the train, it is evident that a means of passing from end to end of it must be of great importance.

Whatever difference of opinion may be entertained as to the merits of American passenger cars as compared with English, there can be no question as to the admirable materials, workmanship, and finish of the two American cars which have been imported from the States. In all these respects they form a striking contrast to the rolling-stock which has been built here by contract for some years past. Railway carriage building in this country has not advanced; on the contrary, the carriages which are built now are very much inferior to those which were built fifteen or sixteen years ago. It is easy to account for this state of things. There is no stock of seasoned wood fit for carriage building, nor would it pay timber merchants to keep it. Railway carriage building works are on a very limited scale and show no sign of development; indeed there is no room for development, for there is no chance of the other Colonies coming here for the rolling-stock which they require, and our own wants are too small to hold out any inducement to the investment of the necessary capital. If there were any prospect of this industry becoming established here, it might be felt to be desirable, even at a considerable sacrifice, to encourage it, but after many years' trial there is not only no improvement in the manufacture, but a distinct falling off. The matter is one which, I think, deserves the most serious attention of the Government, for I believe that it is getting, under the present system, thoroughly bad rolling-stock, built of unseasoned wood, and of very inferior workmanship, and at a cost at which the best of everything might be procured. This must affect working expenses very heavily after a few years, and is no doubt doing so to some extent already. I cannot see any prospect of improvement so long as the present system is continued. The remedy which I beg to suggest for your consideration is, that the Government should import seasoned woods of the best quality, and build the whole of the rolling-stock which it requires in its own shops. If this were done, and the best designs were obtained and adopted as standards, a great improvement would be effected. Nothing is more strongly insisted upon by master mechanics in the States than the importance of uniformity both in engines and rolling stock. Their object is to arrive at what they believe to be the best design for each class of engine and car required to work the traffic of any railroad, and to adhere to it, obtaining by this means uniformity and interchangeability of parts, a matter of the greatest economical importance. It is stated on the best authority that on the Pennsylvania railroad, whilst 112 patterns are required for one engine, only 187 are required for all the seven classes of engines which are used in working that most extensive and successful system of railroads. The best practice in this respect, both in the United States and other countries, is not being followed here, where the types both of engines and carriages are being multiplied, making interchangeability of parts impossible, and increasing necessarily the number of articles which must be kept in store. I do not think that there is any occasion for this, as the general features of construction, both of the older lines in Victoria and of those which have been lately made on the light system, are well defined, and the types of engines required to work them might and ought to be limited to a small number. I did not go to the States at all prepossessed in favour of American engines; but what I observed there has satisfied me that, at all events for the light lines of railway in this country, they are better adapted than any others. It is now, I think, generally admitted that a desire for economy has been pushed too far in the construction of these lines, and that the 50-lbs. iron rail which has been used is a serious and costly mistake. The additional annual cost of working and maintaining lines of such light construction exceeds the annual interest of the additional sum which it would have been necessary to spend to make them fit to carry engines which could have worked the traffic economically. There is, therefore, no saving of money, while the slow speeds, both for passenger and goods traffic on the light lines, is a public inconvenience. The question now is how to work them as economically as possible, and I believe that this will be accomplished by using locomotive engines of the American type. The engines which have been designed and built here to work the light lines are condemned by every one connected with the maintenance of the permanent way; the effect which they produce on the road is most injurious; and an engine which damages the road necessarily damages itself. A passenger and a goods engine were obtained from England as patterns, and they are a vast improvement on the engines which were designed and built here; but they want the bogie truck, which combines a long wheel base with a short rigid base, saving both the road and the engine itself. This, I understand, it is proposed to supply, and to build a number of engines by contract here. I am of opinion, as I have already reported to you, that it would be a wiser course either to obtain engines from the States, or, if this be objected to, to get pattern engines of the best construction from there, and the materials necessary for as many more as will be required, building them, not by contract, but in the Government shops. What I have said on the subject of building railway carriages here by contract applies even more strongly to locomotive engines. There is a nominal, but no real and effective competition; and the result is that the Government obtains inferior engines at a price largely in excess of that for which it could get the best. The very high protective duties in the States shut out foreign engines; but the vast railway system there, extending over 70,000 miles, has led to the establishment of great works with the most perfect machinery for the manufacture of locomotives, and the competition between these works secures first-class engines at moderate prices. There is no such state of things here, nor is any advance being made towards it. A very limited number of persons indeed are benefited by the present system, while the public pays an extravagant price for an

inferior

inferior article. Almost all the materials for building locomotive engines here must be imported. If it be decided that engines are not to be imported, I venture to hope that in future those which the Government requires will be made in its own workshops; it may then get good engines, which I feel sure that it has not got, and has no chance of getting under the present system.

The Westinghouse break is in use on about 57 per cent. of the miles of railroad in operation in the States. It is applied to passenger trains only. It is also largely used in Canada. It has not hitherto been applied to freight trains, in which each car has a separate break, worked by hand. Every passenger car is also furnished with a hand break, but this is only used when the Westinghouse or other continuous break is not acting. The Westinghouse break is applied from the engine, and can be put in action by the driver at any instant, by a turn of his hand. The engine-driver, as a rule, is the first to see danger, and by means of this break he can take steps to avoid it, without the delay which takes place on English railways, where the driver has to whistle to the guard to put on the break. The Westinghouse break has not yet been applied to engines and tenders—for these, in America, the break on the tender is used, as on English lines—but there seems to be no good reason why it should not be, and also to all freight trains; and I understood that such an extension of its use would probably be made before long. The Westinghouse break is worked by compressed air, which is pumped into a cylinder placed at the back of the tender by an air-pump fixed on the engine. The compressed air, when released from this cylinder, acts on pistons working in cylinders attached to the cars, and the movement of the pistons applies the breaks. I may mention here that the break shoes universally used in the States and Canada are not of wood, but of cast iron; they last much longer than wood, and effect therefore a large saving in labour.

There is so much misapprehension in this country on the subject of railway construction in America that I think it may be useful to give here an extract from the report of Mr. Montague, the Chief Engineer of the Central Pacific Railroad, which is published in the Annual Report of the Board of Directors of that line for the year ending 31st December, 1872. The report for the year 1873 had not been published when I was at San Francisco. In reading this extract it should be borne in mind that the line referred to is at the furthest point of the "far west" of the United States; that it has no gradient worse than 1 in 50 (the ruling gradient in Victoria), even in crossing the Sierra Nevada, and that the line is laid with iron rails weighing 56 lbs. to the yard, that being the minimum weight of rail which the United States Government will allow to be used on any of the railroads which it subsidises, and in the construction of which it claims therefore to exercise control. Mr. Montague's report is dated 1st July, 1873, and the line had been opened in May, 1869. Referring to the rails, he says:—

"In consequence of the heavy grades and sharp curves on the mountain divisions, the life of the iron on that part of your road must always be much less than on the lighter grades of the valleys, and the renewal of some portions of the mountain track has already been found necessary. During the past year there have been received two thousand and fourteen tons of steel rails, weighing sixty pounds per yard, sufficient for twenty-one and a half miles of track, most of which has already been laid on the mountain division. The superiority of this over iron rail, especially where exposed to the heavy service of your main lines, both on the mountains and in the valleys, cannot be questioned. Its use on eastern roads is highly commended wherever it has been tried, and that the truest economy will always be found in the use of the best procurable materials, not only in track but all railroad structures, cannot be doubted.

"As a matter both of utility and experiment a small amount of this steel rail has been laid on Oakland wharf and in the yard at San Francisco, at points exposed to excessive wear, and the result has been very satisfactory. In one locality they have already outlasted three sets of iron rails, and the wear on the steel rail is almost imperceptible. I would recommend to your Board the propriety and economy of providing steel rails, not only for the mountain track but for the whole of your main lines, as rapidly as the renewal of the rail may be necessary.

"The rapidity with which the track will require renewal will of course depend largely upon the amount of tonnage carried over it, and the speed with which it is moved; and, as before mentioned, I would most earnestly recommend that, whenever renewals of any kind become necessary, they be made with the best and most durable materials. Though not always practicable in the first construction, permanent structures are in the end the most economical; and the amount of business that may reasonably be anticipated for your road will certainly warrant their adoption in the future."

While I am on this subject I shall make some extracts from the "Circular of Instructions for the Examination of Railroads issued by the Department of the Interior, Washington, D.C., April, 1871." The instructions apply to all roads "where the United States has reserved the right, or shall reserve it, to appoint directors, engineers, commissioners, or other agents to examine said roads." Under the heading "Grades and Curves" are the following instructions:—

"While the law makes the grades and curves adopted on the Baltimore and Ohio Railroad a standard on the Union Pacific, this is only to be considered as a limit to be adopted in mountain districts. To introduce grades of one hundred and sixteen feet per mile, or curves as sharp as four hundred feet radius on other parts of the road, would manifestly violate the spirit and intent of the law.

"Embankments over five feet high should be fourteen feet wide at grade (bottom of ballast); under five feet high, twelve feet wide at grade. This is where there is good ballast to be put on, or where the soil will make a good road-bed. Excavations to be of such slope and widths as to give twenty feet clear of all obstructions at grade, except in rock excavations, which should not be less than sixteen feet wide.

"Mechanical structures, culverts, and abutments for bridges and drains, should be of stone, whenever a durable article can be obtained within a reasonable distance, say from five to eight miles, depending upon circumstances. Whenever it is not possible to obtain stone of good quality within a short distance of the road for bridges and culverts, pile bridges or pile culverts may be used." "In case of lack of stone for abutments and piers to bridges over streams requiring more clear waterway than is afforded by pile bridges, pile abutments or piers may be used until the road or track is completed to the point, or beyond, to stone quarries on the line, or to connecting roads from which dimension stone can be obtained; then the temporary piers and abutments shall be replaced with stone.

"*Ballasting.*—A railroad cannot be considered complete until it is well ballasted. If composed of gravel or broken stone, it should be from 12 to 24 inches thick, depending on the lower material. In view of the settling of new embankments, which require time and rains before ballasting can be properly placed, and in view of the number of miles required by the law to be constructed annually, the perfect finish of the road-bed in this respect must be progressive and the work of time.

"*Cross-ties.*—There should be at least 2,640 ties to the mile. They should be 8 feet long, 6 inches thick, and, if hewn, 6 inches on the face.

"*Rails* should be of the best quality, and weigh 56 lbs. to the yard.

"While these instructions recognize the necessity for a railroad company to sometimes erect temporary structures, and to ballast the track after the cars are running, yet it is clearly to be understood that such temporary structures are to be replaced with permanent ones, and the track ballasted before the final completion and acceptance of the road."

The standard gauge of the railroads in the United States is 4 feet 8½ inches. In Canada the principal railroads have been altered from the exceptional gauges adopted there to the 4 feet 8½ inches gauge, to bring them into correspondence with the lines in the States; and there can be no doubt that in

a very few years there will be only one gauge in the Dominion. In the States various gauges have been tried, from 6 feet down to 3 feet. Some of the roads have a gauge of 4 feet 10 inches; others, of 5 feet and 4 feet 9 inches; these are, however, exceptional, and the English gauge is recognized as the standard. The exceptional gauges have given rise to a class of cars which are called "compromise;" they have wheels with broad flanges, and when the difference in the gauge is only an inch or an inch and a half, they meet the difficulty of a break of gauge; when the difference is greater, various expedients are resorted to, such as adjusting the wheels of the rolling-stock to fit more than one gauge, lifting the bodies of the cars with their loads from the trucks built for one gauge to those built for another, &c. In practice, however, all these attempts to escape the evils of break of gauge have proved troublesome and costly failures, and the conviction is now all but universal in the States that there ought to be but one gauge, and that it should be 4 feet 8½ inches.

The use of steel rails in relaying roads which had been laid with iron rails in the first instance is becoming general, both in the States and Canada, and I have no doubt will soon be universal, as the economy of these rails is admitted. The Vignoles section of rail is adopted almost everywhere, with a greater depth and a narrower base than is used in England. In this respect American practice is more nearly in accord with that of the continent of Europe than with that of England. The weights of the iron and steel rails used vary considerably, but, speaking generally, they are lighter than those in England or European countries. A weight of 56 lbs. per yard is common in the Western States, and 60 and 65 lbs. rails are frequently used. Although steel is so far superior to iron as a material for rails, it is not now the practice, either in the States or elsewhere, to reduce the weight of the rail when steel is used instead of iron. In the States, indeed, where very light iron rails were so generally used, the steel rails are usually heavier than the iron rails which they replace.

Level crossings for carriage roads were formerly used everywhere on railroads in the United States, and in the West and the country districts of the East they are so still: they are unprotected by gates, but large notice boards are fixed at each crossing with the words "Look out for the train when the bell rings" painted conspicuously on them. In some towns the rails are carried along a street with houses built on each side, between which the train rushes. In the great towns, however, all this is being changed, and the railroad companies are compelled to build bridges to carry the road traffic over the lines. This is notably the case in New York in the extension of the New York Central Railroad; at St. Louis, where, at vast expense, an approach has been made by tunnelling to the new bridge over the Mississippi; and at Chicago, where several costly bridges have been built over the railroads to replace level crossings. In this last town I was told that the loss of life every year at level crossings is still very great. All American locomotive engines have bells, which are rung as signals of approaching danger; they are usually rung by a cord to which the fireman gives a sharp pull, the bell being so hung that when set going it continues to ring for some time. Sometimes the bell is worked by the engine, and rings continuously. The noise in a busy railroad station, such as Albany (New York), or Springfield (Massachusetts), is almost deafening. In the Eastern States the railroads are almost everywhere fenced; but in the West fencing is an exception. There can be no doubt, however, that as the country becomes settled fencing must be erected. I was told that even in districts only partially settled it pays a railroad company to fence its line rather than incur the risks and accidents which are inseparable from unfenced lines.

It was repeatedly stated here, some years since, when the Government was urged to adopt economy in railway construction, that in the United States there were no platforms at railway stations; but there is only a show of truth in this statement; platforms are to be found at every station of any importance in all parts of the States. In the West they are seldom raised above the ground, but a much larger area of platform is used than is common in England or here; the material is generally wood. In the Eastern States the raised platform is coming into use, and its great comfort, the security it gives against accidents, especially in the case of women, children, and invalids, and the facilities which it affords to passengers for entering and leaving the cars quickly, are fully recognized.

The railroad station buildings in the Eastern States are good, and some of those which have been built of late years are very fine. Ample space is provided in the yards, and is recognized as essential to economy in working. I found the refreshment-rooms everywhere, both in the East and West, very spacious and well provided. In crossing the continent, the provision made for passengers at the refreshment stations is most complete; even in the great American desert there is an abundant supply, not only of good food, but of milk, fruit, ice, &c., and the prices charged are not unreasonable.

There is no system of signals on American railroads like that in England; the lines, the great majority of which are single, are worked by telegraph, and at stations by hand signal, or indicators attached to the points. An officer, who is known as the "Train Despatcher," has absolute control of the running of the trains of a section of railroad varying from 100 to 200 miles; he regulates the working by means of a diagram, on which is shown the position of every train on the section which he controls. If a breakdown or other accident occur to interrupt the ordinary working, he is able, by means of the diagram before him, to re-arrange the running of the trains to meet the difficulty. The staff system, the use of which is insisted upon by the Government in England for working single lines of rail, is never, I believe, used in the States or Canada.

The iron bridges in the United States are among the most remarkable of its engineering works, and they differ in many respects from English bridges. In the former much greater care is taken in the selection of the iron than in the latter, and they are therefore lighter; pin connections are used invariably instead of rivets for all main parts, and all the fittings are engine-turned and planed. A greater depth of girder in proportion to the span is used in the States than in England; a depth of one-ninth to one-twelfth of the span is common in England, and one-fifth in the States. The bridge work is completely fitted before leaving the shops where it is made, and can therefore be erected with great rapidity and with unskilled labour; and being divided into a number of parts, is easily and economically transported. The differences in the two systems have arisen, no doubt, to a very great extent from the different conditions under which bridges are built in the two countries. In the United States very much larger spans are required as a rule than in England; the quality of the iron is superior to that in England, and economy in transport when distances are vast is of great importance. There can be no doubt that American engineers adapt their bridge designs to the conditions with which they have to deal with admirable skill; but it is questionable if these designs would be suitable either in England or here, where the conditions under which bridges are built are so different from those in the States.

The

The passenger fares in the States are almost invariably three cents ($1\frac{1}{2}$ d.) per mile. The New York Central and Hudson River Railroad is an exception, the fares on that line being only two cents (1d.) per mile. This rate was fixed by the Legislature of the State of New York, and made a condition of its assent to the amalgamation of the New York Central and Hudson River Railroads in 1869. Great efforts have been made since that time to obtain the sanction of the Legislature to the higher rate of three cents per mile, but hitherto without success. The additional fare charged for travelling by the sleeping and drawing-room cars, which are commonly known as Pullman's, is about one-third of a penny per mile in English money. These cars, which cost about £3,000 each, are not the property of the railroad companies on whose lines they run, but are built and owned by Pullman and others who have engaged in this business. As I have already stated, they are of enormous weight; they are hauled by the companies, who also maintain them in all respects at their own charge, except the furniture, carpets, bedding, &c., which are maintained by the owners, who also supply at their own cost the attendants, namely, a Pullman conductor for each train in which these cars are run, and a negro servant for each car. The owners of these cars take the whole of the extra fares, the railroad companies getting nothing for the expenses they incur, except the use of the cars. However profitable the system may be to the owners, there can be no doubt that the Pullman cars are a very heavy drain on the resources of the railroad companies. The American public, however, demands luxurious accommodation when travelling, and the competition between the various companies is so great that they are obliged to furnish it. The Express Parcels Companies also absorb a very important and profitable part of the business of the railroads, and hitherto have proved too powerful to be shaken off by the railroad companies.

The following information is taken from Poor's Manual of the Railroads of the United States, 1874-5, which is the recognized authority on the subject. It may be interesting to those who have not an opportunity of referring to the manual itself, and will serve to show how incorrect the statements are which have been made with great confidence, both here and elsewhere, as to the small cost at which railroads in the United States have been constructed.

The total length of railroads in the United States at the end of 1873 was 70,651 miles, distributed as follows:—

New England States	Miles. 5,314
Middle States	14,019
Western States	33,772
Southern States	15,353
Pacific States	2,193
Total miles.....	70,651

The length of the railroads which were in operation throughout the year 1873, and of which statistical information is given in the manual for 1874-5, was 66,237 miles; and the aggregate cost of these roads was 3,784,543,034 dollars, giving an average cost per mile of 57,134 dollars. In 1872 the average cost was 55,116 dollars, and in 1871, 59,726 dollars. Taking 4·86 dollars to be equal to £1 sterling, the average cost of the railroads which were in operation in the United States throughout the year 1873 was £11,756 sterling per mile. Of the whole 66,237 miles, not much more than one-fourth are to be found in the New England and Middle States, where the lines are well constructed. The railroads which make up the rest of the mileage are all single lines; they are, for the most part, without fences, ballast, and signals; the stations are few and far between; and the price paid for land, when it has been necessary to buy any, has been inconsiderable. The physical features of the States are decidedly favourable to economy in construction. The railroads are almost everywhere on the surface, the only great works being bridges over the large rivers, and on three-fourths of the whole mileage these are of wood.

I am well aware of the fallacy of comparing the cost of railroads in one country with that of another, and also that the cost of the lines in the States has been affected by the depreciated currency; but the information which I have extracted from Poor's Manual will, I hope, serve to correct some of the extravagant misconceptions which have prevailed here on the subject of the low cost of railroads in the United States.

The current operating expenses on 66,237 miles in 1873 amounted to 65·1 per cent. of the gross earnings, and the net earnings were therefore 34·9 per cent. of the gross. The net earnings were sufficient to pay a dividend of 4·96 per cent. on the total capital in bonds and shares which had been expended on the lines. The share capital received 3·45 per cent. only. The gross earnings per head of the population of the States were 12·80 dollars in 1873, against 11·63 dollars in 1872, and 9·80 dollars in 1871. In 1873 there was 1 mile of railroad to every 582 inhabitants of the States. In the United Kingdom in the same year there was a mile of railway to about every 2,000 inhabitants. These figures do not, of course, at all express the relative accommodation afforded by the railroads of the two countries; it is much more complete in the United Kingdom than it is in the States, though the proportion of mileage to population is much higher in the latter than it is in the former. In the New England States there is 1 mile of railroad to every 685 inhabitants; in the Middle States 1 mile to 772; both of these groups of States are comparatively old and settled, and contain very large cities. In the Southern States there is 1 mile of railroad to every 735 inhabitants. The Western group of States has 1 mile of railroad to every 406 inhabitants, and the Pacific States, with a thin and widely scattered population, 1 mile to every 389 inhabitants.

In this country there are now in operation 618 miles of railway, or 1 mile of railway to every 1,335 inhabitants*; and there are 338 miles in course of construction, which will make the ratio of mileage to population 1 to 863. Again, about 900 miles have been surveyed, and the Government is urged to construct the whole of this additional mileage; if this were done within the next five years the ratio would become 1 mile to every 502 inhabitants, allowing for the increase of population during the same period. Comparing these figures with those which I have extracted from Poor's Manual, I think they will suggest the conclusion that the demands for such a large additional mileage in this small and compact province, with a slowly increasing population, are excessive, and would probably lead to serious embarrassments.

It is admitted, in the United States, that for the present railway construction has reached its limits, and that the progress in the future must necessarily be very slow and gradual as compared with the past. Among the Rocky Mountains and in similar districts there will possibly be extensions of mineral lines on a gauge of 3 feet or 3 feet 6 inches; but the construction of railroads for general traffic is at an end for the present, and

* The total population to 31st March last was, as estimated by the Government Statist, 825,557.

and probably for some time to come. The too rapid construction of railroads during the last few years has admittedly been a principal cause of the great depression from which all interests in the States have been and are suffering.

During the time that I was in the States a bitter war was going on between the Western farmers, who are known as Grangers, and the railroad companies. The opinion was freely expressed that, as the railroads monopolized to a very great extent the carrying trade of the country, they ought to be in the hands of the Government. The principle appeared to be admitted to be sound in itself, but impossible of application from the corruption to which it would give rise. It is well known that in England many persons advocate the purchase of the railways by the State. In Prussia the Government has determined that the whole of the railways which are in the hands of private companies shall be purchased, and shall become the property of the State, and be worked by it. A proof of the growth of opinion as to the necessity for public control of monopolies is shown by the course which the corporations of the great English towns are taking in purchasing the works for the supply of water and gas. The results of these operations have been very satisfactory in every case which I heard of; either a large reduction in the rates which had been previously charged having been effected, or a handsome addition made to the revenues of the corporations.

I extract the following from an able discussion of this subject in the Railroad Commissioners' Report (Massachusetts), published at Boston, January, 1874. It shows the difficulties which have arisen under a system of railway policy as widely different as possible from that which has been adopted here, and the objections which may be urged to it; and may help to reconcile some persons to the shortcomings which are so constantly charged to Government management:—

"It may now be taken as very generally conceded that railroads are, and from the very nature of things must always remain, practical monopolies; that the operation of the law of competition as affecting supply and demand can exercise a very limited control over them, and that even this limited control is rather of a disturbing than of an equalizing character. The supply of competing railroads is not, and cannot be, indefinite; nor does the increase in their number tend to diminish the cost of transportation; nor, when unprofitable in one place, can they be moved to another; nor can any excess of capital invested in them be released at will and otherwise used; nor can they be made to feel the influence of competition equally at all points which they serve. Competition is however made up of these very elements here wanting; it is their presence which supplies its effective regulating force to the operation of the natural laws of supply and demand. The popular mind has been slow to realize that they were here wanting; but once the obvious fact is conceded, it follows that all the dealings of railroads with the community must either be unregulated, except by the intermittent action of a disturbing force, or else they must be carried on under a greater or less degree of Governmental interference. Very naturally, therefore, the character and degree of this Governmental interference are most actively discussed in those countries which originally organized their railroad systems upon the assumption that no such interference was necessary. Of these countries, America was that one which carried its reliance upon economical laws the furthest. It is in America, consequently, that the work of re-adjustment is accompanied with the greatest amount of difficulty.

"As yet, human ingenuity has devised but four methods of establishing the relations in which the railroads of any country shall stand towards its Government. Left wholly in the hands of private individuals or of corporations, they may be independent of all Government control, standing on the same footing as cotton mills or iron foundries; or they may be subjected to the operation of special municipal laws, establishing their obligations, regulating their charges, and limiting their profits; or, still remaining the property and under the control of private parties, they may be subjected to an executive supervision and control; or finally, in whole or part, they may be owned and operated by the State. In fact, a species of natural law of political evolution governing transportation by rail may now be formulated. In all countries, the political systems of which are based upon the principle of non-interference in industrial enterprises, railroads are first organized on the theory of their sufficient regulation by natural laws. From this incipient stage they develop through an attempted regulation by legislative enactment into a state of practical executive supervision, the whole process tending, with a greater or less degree of friction, towards the final result, in which the work of transportation by rail must apparently be recognized as one of the functions of Government. This process of evolution may now be studied, in different civilized countries, in each of its several stages. In certain parts of America non-interference is developing into an attempt at legislative regulation; in other parts of the country and in England, legislative regulation is passing gradually into the phase of executive supervision, which may be studied in France as a perfected system approximating to State-ownership; which final condition again is in its turn matter of warm discussion both in America and in England, while in Belgium it is already in full development. The gradual and inevitable evolution in this process of development has perhaps been more clearly illustrated in the experience of America than in that of any other single country. For in theory, though not in law, the railroad corporations of America originally enjoyed an independence of Government control common to all general industrial enterprises; they were ordinarily likened to associations for purposes of improved boot-making or baking, and left in their operations to be controlled by the same economical laws. In practice they have been subject to all sorts of special legislation, intended to regulate them in their relations to the community. The analogy of the turnpike and bridge corporation, supplemented by the law of common carriers, has been followed; and for over forty years the attempt on the part of legislative bodies to frame statutes in the nature of usury laws, which would be of some binding force when applied to transportation by rail, has been no less incessant than futile. With the greatly increased knowledge on the subject now generally diffused, it is sufficiently apparent, not only why such efforts always have proved futile, but why also they always must prove so. As regards fares and freights, for example, the favorite subject for legislation, the framing of a practical railroad tariff, one which will even fairly conform to local and economical requirements, is the most difficult and perplexing task to which the more enlightened and experienced railroad managers are called upon to address themselves. It continually, also, becomes more perplexing and more difficult just as the system grows complex. Yet, until very recently, the idea among legislators has been almost universal that it required only the passage of some simple law, limited to a few sections, which almost anyone could draw up after an hour's consideration, to regulate the whole subject on a wise, just, cheap, and permanent basis. Accordingly the Statute-books of all the States contain examples of enactments passed in this spirit of confident ignorance. Upon these this Board has had frequent occasion to comment in its previous reports, and their futility is now generally conceded.

"In this Country, therefore, the relations of the railroad system to the political system may be considered as having now passed through two phases of discussion and attempted settlement—corresponding to two stages in the process of evolution—and to be entering upon a third. It has passed through the non-interference phase and the legislative phase. During the last year it has, in the State of Illinois, entered upon what may be called the phase of executive supervision; while in Massachusetts the discussion has advanced yet further, and has fairly touched its utmost possible limit in the agitation of a measure looking to partial State-ownership."

During the time that I was in the United States I obtained for the Library in the Engineer-in-Chief's office the most valuable of the works on Engineering which have been published there, and also a complete set of drawings copied from the working plans of the International Bridge at Buffalo. Public documents and reports on a variety of subjects were furnished to me everywhere, with the greatest liberality and courtesy.

I left New York on the 16th September, 1874, and arrived at Liverpool on the 27th.

I was at Glasgow in November of the same year, and saw the great locomotive engine-works of Messrs. Neilson and Messrs. Dübs and Co. I was also afforded opportunities of seeing very thoroughly the works of the Clyde Navigation. I crossed from Glasgow to Belfast, and travelled over many of the principal lines of railway in Ireland, the Dublin and Belfast, the Dublin and Drogheda, the Irish North-Western, the Great Southern and Western, and the Midland. The bridge rail was used in the first instance

instance on a great number of Irish lines, and was fastened to transverse sleepers; it is, however, now condemned on account of the difficulty of getting good joints with it, and, except on the Dublin and Drogheda Railway, I did not find that it was used anywhere in re-laying the road. On that line it appears to be approved of; an iron rail of the bridge pattern weighing 85 lbs. to the yard is used in re-laying. The Midland Great Western Railway of Ireland is now using a steel rail of the Vignoles pattern which weighs 80 lbs. to the yard; it is laid on transverse sleepers, and makes a very fine road. The Great Southern and Western Railway was laid originally with iron rails of the bridge pattern, but it is being relaid with steel rails weighing 73 lbs. to the yard. I found that it was all but universally admitted by Irish engineers and railway managers that steel rails are in the end much more economical than iron, and I was told that nothing but the poverty of some of the Irish railway companies prevented their being adopted everywhere for renewals.

The amount of traffic on the Irish railways is comparatively small. The two principal lines are the Great Southern and Western and the Midland Great Western. The gross receipts per mile per week last year on the former were about £29, and on the latter £22. The gradients of both lines are very easy, yet it is found economical to use steel rails of 75 and 80 lbs. to the yard. On the Victorian Railways the gross receipts per mile per week for the year 1874-5 were rather more than £30; the gradients are very heavy, and iron rails weighing only 50 lbs. and 60 lbs. to the yard are being used. Experience, not only in Ireland, but in all other countries where railways have been made, condemns Victorian practice in this respect.

I returned to England in January, 1875, and soon afterwards went down to South Wales, where large quantities of rails were being rolled for the Government of Victoria, at the Blenavon and Dowlais works. The great lock-out in South Wales occurred immediately after my visit to Dowlais, and the works at Blenavon were stopped from the same cause when I visited them.

The Great Western Railway and the lines in connection with it in the south-west of England and in South Wales were, as is generally known, originally laid to the gauge of 7 feet. There is now a mixed gauge between Paddington and Swindon; and from this latter point, through Gloucester, Chepstow, Cardiff, and the whole of South Wales, the gauge has been altered from 7 feet to 4 feet 8½ inches, for the purpose of connecting the railways belonging to the Great Western Railway Company with those of the rest of the kingdom without break of gauge. It has been decided to alter the gauge from Swindon to Bath and Bristol, and over the Bristol and Exeter Railway, and when this is done the mixed gauge between Swindon and London can be got rid of. I was told at Cardiff that the traffic of the Great Western Railway with that place had doubled as soon as the gauge was altered. When I was in South Wales I had an opportunity of seeing the lines which are known as the Llynvi Valley and Ogmore Railways; they are about 40 miles in extent, and consist of several short lines in branch valleys connecting with the main line of the South Wales Railway. Up to the time when I saw these lines they had been used for mineral traffic only, but they were then about to be opened for passenger traffic also; they are leased and worked by the Great Western Railway. The rail used is iron, and of the double-head pattern; it weighs 72 lbs. to the yard; the sleepers are half round, and are of Baltic timber creosoted; the intermediate bearings are 3 feet, and at the joints 2 feet. These lines are all single, and the gradients are heavy (1 in 50 and 1 in 40). There are some curves of 10 chains radius. Bogie engines were tried, but were abandoned on the ground that the whole weight of the engine was required for adhesion. The Mogul type of engine, by which this objection is met in the United States, had not been tried. The lines are worked by heavy tank engines, with six wheels of 3 feet 9 inches and 4 feet diameter, coupled. The coal waggons in use on these lines weigh 5 tons, and carry a load of 10 tons, or twice their own weight. On these, as on nearly all the lines in England, side or safety chains to waggons are dispensed with, having been found useless, or worse than useless, when the drawbar gave way. If this can be done on lines with such steep gradients as those which I am describing, it might be done on the Victorian Railways, and a considerable saving be thereby effected.

I spent a day at Cardiff, and saw the docks and other objects of interest there, and on my way back to London I visited the workshops of the Great Western Railway at Swindon. The locomotive and carriage shops, and also the rolling-mills, are at this place. The Great Western Railway Company rolls the rails which it requires for renewals, and works up the old rails and scrap in doing so. The standard rail of the Great Western Railway at present is double-headed and reversible; it weighs 80 lbs. to the yard, and is laid in chairs which weigh 35 lbs. each, and are fastened by two ¾-inch bolts passing through a cast-iron washer known as the "Armstrong," and secured with a wrought-iron nut. The sleepers for the 4 feet 8½ inches gauge are of Baltic timber, creosoted, and measure 9 feet by 10 inches by 5 inches. The intermediate sleepers are 3 feet from centre to centre, and the joints 2 feet. The express trains on the 7 feet gauge are run at an average speed of from 35 to 40 miles an hour by engines having only a single pair of driving-wheels of 8 feet diameter; the narrow-gauge express engines have wheels of 7 feet diameter. On the broad gauge the greatest weight on a pair of express engine wheels is 15 tons, and on the narrow gauge, 14 tons. The goods engines have six wheels, coupled, the diameter of the wheels varying from 5 feet on the main line to 3 feet 9 inches on such branch lines as those which I have described in South Wales. Steel tyres are used on all engine, carriage, and waggon wheels. The engines are all of the inside-cylinder class, and wrought iron is used exclusively in the crank axles. The fire-boxes are of copper, but the tubes are all of wrought iron. The boiler-plates are ⅝-inch thick, and the pressure is 130 lbs. to the square inch.

A disc wheel, with the Mansell continuous fastening of the tyre, is now coming into general use on the Great Western Railway for carriage wheels, and is preferred to the wrought-iron spoke wheel. The disc wheel has a cast-iron boss, and the rest of the wheel is made of teak wood. The carriage and waggon frames, which are very strong, are of oak; Honduras mahogany is used in the panels. On the Great Western Railway, as a rule, the low-sided and medium waggons carry a load equal to twice their weight; and the load of the covered waggons is one and a half times their weight.

I had been instructed by the Honorable Mr. Gillies, who was at the time Minister of Railways, to report on the merits of the Westinghouse break, which is in extensive use in the United States, and had made careful inquiries on the subject when I was there and in Canada. I found that this break was everywhere highly spoken of in the States; but that in Canada, on the Grand Trunk Railway, where it had been applied to all the passenger cars, it was superseded by the Smith vacuum break, the invention of an Englishman residing in the States, which was considered so far superior to the Westinghouse as to justify

justify the expense of substituting it for the latter. I learned afterwards that in the States also the new break is making way.

The Smith vacuum break was adopted on the Grand Trunk Railway of Canada instead of the Westinghouse pressure break for the following reasons principally:—

First.—Economy of maintenance, consequent to simplicity of construction. The Westinghouse break, from its complication of valves and auxiliary engine, is very liable to derangement, which cannot be said of the vacuum break, which is simplicity itself.

Second.—The release of the break, in the case of the vacuum break, is instantaneous; but this is not the case with the pressure break, because in it the whole weight of gearing, levers, &c., acts against the pressure of the atmosphere after the compressed air is withdrawn.

Third.—Tight couplings between the cars are necessary when the Westinghouse break is used, but are not so with the Smith vacuum, because with it the last car in the train is the first to feel the action of the break, and the whole train is kept in tension. With the Westinghouse, if the couplings are slack, the slack is taken up by the cars following one another, and when they come together an unpleasant jerking and tremor are felt.

I was told in Canada that the first cost of applying the Westinghouse break did not differ very materially from that of the Smith vacuum, the cost of the latter being about £50 per engine against £65 for the former, and the cost per car being about the same for both, viz., £20. I found that in London the Westinghouse break was in use on the Metropolitan District Railway, and the Smith vacuum on the Metropolitan, both lines being commonly known as the underground railway, though they belong to separate companies. I had a long conversation with the engineer of the Metropolitan Railway, who told me that the Smith vacuum break had been in operation on that line for upwards of six months. Previously to adopting it the ordinary van breaks were used, and these are still retained in every train, in case of an accident occurring to the vacuum break. It had given the greatest satisfaction, not a single accident or any derangement of the break having occurred, though one hundred thousand stoppages had been made with it during the time it had been in operation; and it had effected a very considerable saving in the expense of maintaining the wheels, as the tyres did not require to be turned up so often as when the breaks were applied by hand. Economy in first cost and great simplicity are the merits of the Smith vacuum break, and in both respects it is decidedly superior to the Westinghouse. The latter requires an air-pump, which is expensive, and liable to get out of order, while the Smith vacuum is worked by an ejector on the engine; the one acts by pressure in cylinders, the other by exhausting the air from vessels, which close like an accordion, and in doing so apply the breaks. The cost of the vacuum break, as applied on the Metropolitan Railway, is £48 per engine, and £14 per carriage. It is more exposed to malicious injury than the Westinghouse, but this does not appear to me to outweigh its great advantages in other respects. It had been decided to give the vacuum break a trial here by using it on the Wilhamstown line, where there are numerous stoppages which it is important to make in as short a time as possible; but just then the Royal Commission appointed in England to report on railway accidents commenced to make a series of experiments, not with these two breaks only, but with several others also which had been brought under their notice, and I thought that it would be prudent to await their report before deciding on the continuous break to be used on the Victorian Railways, and advised Mr. Gillies accordingly. The report will in all probability be presented to the English Parliament during its present session. I rode on the engine on the St. John's Wood branch of the Metropolitan Railway for the purpose of seeing the vacuum break applied, and nothing could be more simple and effectual than its action. On short lines, where the stations are numerous, the break is applied to every carriage; but on longer lines, where the stations are fewer, sufficient power would be obtained by applying the break to two-thirds of the carriages in a train.

The following particulars of the Metropolitan Railway in London may as well be recorded here, although many, if not all of them, are already known to professional men, and there is no probability of a similar line being constructed in this country. For a great part of its route the line is in tunnel, and the exhaust steam is then turned into tanks which are carried on the engines, and which are emptied at the end of each trip, when a fresh supply of cold water is taken in. The coal consumed is South Wales smokeless coal. The carriages are lighted with gas, which is carried in an indiarubber bag or sack which lies along the whole length of the roof of each carriage, and is weighted to give the required pressure. The bag is enclosed in a wooden case, and a fresh supply of gas is taken from the main each trip. Lighting by gas appears to have been adopted because it can be done so readily and so certainly. The Silber lamp was tried, but although the light was good, the lamp was found to be troublesome, and to require an amount of time and labour which it was impossible to give on a line where the traffic is of so urgent a kind. None of the products of combustion from the gas lamps can escape into the carriages, but the heat from the globes is very disagreeable in warm weather, and my experience of the effects of lighting railway carriages by gas in the under-ground railways in London and the Mont Cenis Tunnel in Italy convinced me that this plan of lighting would not be suitable for this country. The rail at first used was of the Vignoles pattern, of steel, and weighed 86lbs. to the yard; but the rail which is being substituted for this is what is known as the "bull-head"; this rail is also of steel, and weighs 86lbs. per yard; it has a double table, but is not reversible, the upper table being very much larger than the lower; it rests in chairs, which weigh 36 lbs. each, and have a base of 13 inches by 6 inches. The chairs are fastened to transverse sleepers. One great advantage of this kind of rail on lines like the Metropolitan and the main line of the London and North Western, where also it is used, is that a worn rail can be taken out and replaced with so little loss of time. When trains follow one another at short intervals, this is of great importance. The chairs which are used on the main line of the London and North-Western Railway are even heavier than those on the Metropolitan line; they weigh 42 lbs. each, and measure 14 inches by 8½ inches on the base. The large base is found to be necessary, to prevent the chairs from being driven into the sleepers by the heavy traffic. Baltic timber, creosoted, is now used almost everywhere in England for sleepers.

I visited the locomotive workshops of the London and North-Western Railway at Crewe, which are probably the most complete in the World. Iron is manufactured from the pig; steel is made by the Bessemer process; rails, bars, and plates are rolled; wheels and tyres are manufactured; and, except for a supply of iron in the shape of pig, these great works are independent of all assistance from outside. Bessemer steel is largely used in the manufacture of locomotive engines, being employed for the frames, boilers, fire-boxes, crank axles, and wheel tyres; for all of which purposes the locomotive engineer of the

company believes it to be well suited. His practice in this respect is no doubt new, and, as might be expected, opinions differ upon it, on many railways crucible steel being used in crank axles and tyres. There is unquestionably a tendency, both in England and the States, to use steel both for fire-boxes and boilers. The latest class of passenger engine on the London and North-Western Railway has two pairs of coupled drivers, 6 feet 6 inches diameter. The wheel base is 15 feet 8 inches, the cylinders are 17 inches diameter and have 24 inches stroke, and the weight of the engine is $32\frac{1}{2}$ tons, in running order, exclusive of tender, each pair of drivers carrying $11\frac{1}{4}$ tons. The tube surface is 980 square feet, and the fire-box 103.5 square feet. The fastest trains, the "Flying Scotchman," and the "Wild Irishman," are drawn by these engines, and average 40 miles an hour, including stoppages. The newest class of goods engine has three pairs of coupled wheels, 4 feet 3 inches in diameter; the diameter of the cylinders is 17 inches, and the stroke 24 inches. The total weight is 30 tons, exclusive of tender, and the wheel base is 15 feet 6 inches.

In coming to England from the States one is struck with the want of uniformity in the class of locomotive engine which is employed to do a particular work. There are various types of engines in the States, but the same type is as a rule found doing the same work; this is not so in England. The London and North-Western and the Great Northern Railways both have the 4 feet $8\frac{1}{2}$ inches gauge; the Great Northern is much the heavier line of the two to work, the ruling gradient of its main line being 1 in 200, while the ruling gradient of the London and North-Western is 1 in 330; but on the heavier line the express trains are drawn by engines having a single pair of drivers 8 feet 1 inch diameter, while the express trains of the lighter line are run with engines having two pairs of coupled driving-wheels which are only 6 feet 6 inches diameter; and many very fast trains are drawn by engines with 5 feet 6 inches drivers. The practice on the London and North-Western has admittedly been influenced by that of the United States in this respect, and corresponds with it. American engineers condemn large driving-wheels, because they cannot be properly balanced, and experience has proved that the highest speed which is practicable can be obtained with wheels of moderate size; but, on the other hand, they are not guilty of the folly of using driving-wheels of very small diameter.

I have mentioned above the differences in the locomotive engines used on two of the great English railway lines to run express trains; the case, however, is an extreme one. It is true that there are many and needless varieties of design, which harass builders of locomotive engines, and increase the cost; but the engines which prevail in England are very similar to those which were designed for the Victorian Railways, many years ago, by Sir Daniel Gooch and Mr. Sturrock. Inside cylinders are the rule in England, as outside cylinders are in the United States. All English engines have six wheels, and the great majority have two pairs of coupled drivers for passenger engines and three pairs for goods engines.

In the United States and Canada continuous breaks are the rule, and they are used whenever it is required to stop a train. In England they are still the exception, and even when they are applied to trains they are not always used. The London and North-Western Railway has applied Clark's friction break, or a modification of it, to its principal express and suburban trains; but the rules of the company provide that it shall be used only in cases of emergency, and not for ordinary stoppages; for these the van and tender breaks are used.

I had not time to go to the north of Scotland, to see the railways which have been made there by the Duke of Sutherland; but I was furnished by the resident engineer with particulars, which I think will be found interesting. These lines have been constructed under the best advice, and with a scrupulous regard to true economy.

The Highland railway system proper terminates in the North at Bonar Bridge. The Sutherland Railway, made by His Grace the Duke of Sutherland, and a few other proprietors, assisted by the Highland Company, extends from Bonar Bridge to Golspie, a distance of $26\frac{1}{2}$ miles.

The Duke of Sutherland Railway, made entirely by His Grace, extends from Golspie to Helmsdale, $17\frac{1}{2}$ miles.

The Sutherland Caithness Railway, made by the Duke, the Highland Railway Company, and a few of the proprietors and farmers in Caithness, extends from Helmsdale to Wick; it has a branch of $6\frac{1}{2}$ miles to Thurso, and is in length $66\frac{1}{2}$ miles.

The Highland Railway and the three lines mentioned above form a continuous line from Perth to the extreme north of Scotland. The whole length is worked by the Highland Company. All the lines are single, with passing places, and are of the 4 feet $8\frac{1}{2}$ inches gauge.

The "Sutherland" Railway is laid for one-half its length with a 70 lbs. double-headed iron rail, 24 lbs. chairs, and transverse sleepers, 9 feet by 9 inches by $4\frac{1}{2}$ inches, which average 3 feet apart from centre to centre. The other half of the line is laid with Seaton's patent saddle rail, 65 lbs. per yard, resting on longitudinal triangular sleepers, with cross ties 8 inches by 4 inches, at about 9 feet apart, all secured with wood cut screws. The road laid with the double-headed rail has proved an excellent one; but the saddle-rail-road, although it cost £200 per mile more than the other, has proved a failure. The works of this line were costly, on account of heavy rock cuttings and a long and high viaduct, with girders of 230 feet span.

The "Duke of Sutherland" Railway was made in 1870, when prices for materials of all kinds were very low. The rails were supplied at £5 17s. 6d. per ton, delivered on the seashore close to the line. They are of iron, of the Vignoles pattern; the base is 5 inches and the depth $4\frac{1}{2}$ inches; they weigh 75 lbs. to the yard, and are laid on common fir sleepers, grown on the Duke's estate. The sleepers average 2 feet 8 inches apart from centre to centre. The general character of the works is easy. There are three stations on the line, besides the private station at Dunrobin. The station buildings are of stone, and comprise ticket office, ladies' room, and agent's house. The works were let in small contracts under the immediate supervision of the Duke's engineer, the contractors being supplied with earth waggons, temporary rails, and other plant. The cost of the line, which was made under exceptionally favorable circumstances, was £3,700 per mile, including stations, but exclusive of engines and rolling-stock.

The Sutherland Caithness Railway is laid with rails of the Vignoles pattern, with a base of 5 inches and a depth of $4\frac{3}{8}$ inches; these rails weigh 70 lbs. to the yard; they are laid on sleepers of Scotch fir and Baltic red wood, 9 feet by 9 inches by $4\frac{1}{2}$ inches, and the average space from centre to centre of sleepers is 2 feet 8 inches. There are three small stations in Sutherlandshire, and the line in that county cost about £5,000 per mile, exclusive of engines and rolling-stock. In Caithness there are six small stations, besides a junction and two terminal stations—Wick and Thurso. This portion of the line cost

£5,300

£5,300 per mile, exclusive of engines and rolling-stock. The cost of the land in both counties was very trifling. This railway was constructed when prices of labour and materials had risen from the very low level at which they stood in 1870. The ruling gradient on the lines which I have described is 1 in 60.

The Dingwall and Skye Railway is 53 miles long, the ruling gradient is 1 in 50, and the construction very nearly the same as the lines which have been already described; it cost £5,000 per mile, exclusive of engines and rolling-stock.

These railways, as I have already said, are worked by the Highland Railway Company. The following are the weights and dimensions of the bogie engines of this Company:—Cylinders, 18 inches diameter, 24 inches stroke; tractive force, 12,720 lbs.; weight on bogie (Adams' patent), 14 tons 10 cwt.; diameter of bogie wheels, 3 feet 7½ inches; weight on driving-wheels, 13 tons 10 cwt.; diameter, 6 feet 1½ inch; weight on trailing-wheels, 13 tons; diameter, 6 feet 1½ inch; weight of tender (with coal and water), 27 tons; diameter of wheels, 3 feet 7½ inches; total weight of engine with tender, 68 tons; heating surface—tubes, 1,128 square feet; fire-box, 98½ square feet; fire-grate area, 16¼ square feet; boiler pressure, 140 lbs. per square inch; tender carries 1,800 gallons of water, 4 tons of coal.

The carriages and waggons are the same as those in other parts of the United Kingdom.

I paid a visit to the Wootton Tramway, which was laid down by the Duke of Buckingham for the accommodation of the farms on his estate in Buckinghamshire. It has often been referred to on account of its cheapness. It is 7 miles long, and some branch lines which were in progress at the time that I saw it will increase the length to about 10 miles. The tramway commences at a station called Quainton-road, on the Buckinghamshire line, which now forms a part of the London and North-Western Railway system. The junction of the tramway with the railway was made when I was there by means of a turntable, the waggons of the London and North-Western passing to and from the tramway, which is on the 4 feet 8½ inches gauge; but I was told that a junction line of the ordinary kind was about to be laid in to avoid the expense and loss of time which the use of the turn-table involved. For the first 4½ miles from Quainton-road the tramway is on the surface, and for the last 2½ miles it rises 170 feet; for about 12 chains of this distance there is a gradient of 1 in 44. On this part of the line there is an embankment, but not of considerable size; as a rule, the line is on the surface; there are no bridges, and only a very few culverts of small size. The line is single, and, with a very trifling exception, is everywhere on the Duke of Buckingham's property; it is fenced in the pasture lands only, and these extend over about half its length. The fence is a very light one, and was in a dilapidated condition when I saw it. At level crossings there are small gates, which are kept closed across the tramway. There is a gatekeeper at each public road crossing, but these are infrequent, as the tramway, for a great part of its length, runs parallel with a public road. The formation width is 12 feet, and where the line is on the surface the distance between the fences is 15 feet. The depth of ballast is about 9 inches, and it is composed partly of burnt clay and partly of gravel. The rail used is of iron, of the bridge pattern; it weighs 25 lbs. to the yard, and is laid on longitudinal timbers (fir) 6 inches square. On the straight parts of the tramway there are transomes 4 inches by 6 inches with a ½ inch bolt at every 12 feet; on curves the transomes are only 6 feet apart.

This tramway was made for the improvement of His Grace's property, and to accommodate his tenants. It is worked in connection with the London and North-Western Railway, and there are through rates for the traffic to every part of the kingdom. The passenger traffic, which is of comparatively small importance, is carried in an ordinary tramway car, which holds twenty persons, and is drawn by a horse at a rate limited to six miles an hour. There are two trips each way in the day, and a horse makes one double trip, or fourteen miles. The passenger fare is about 1½d. per mile. There are a driver and a boy on the car. The goods traffic is carried in the waggons of the London and North-Western Railway. It was intended originally that these should be drawn by horses; but, after a sufficient trial, this mode of traction was abandoned, having been found very expensive, and two of Aveling and Porter's traction engines were purchased to do the work. These engines, which are on four wheels, weigh about 8 tons each, having therefore 2 tons on each wheel, while the London and North-Western waggons, which they draw, have from 3½ to 4 tons on each wheel when loaded to their full capacity. The worst gradient on the line between Quainton Road and Wootton, is 1 in 78, and the traction engine has taken 90 tons gross load up this gradient. On the down journey the train is divided at Wootton, and under very favourable circumstances of weather the engine has taken 30 tons gross load up the incline of 1 in 44 between Wootton and Brill. Under ordinary circumstances she can take only 20 tons. The average speed of the goods trains over the whole length of the tramway is 4 miles an hour. The engine makes two double trips, or 28 miles, in the day. There are two men on the engine. The Wootton Tramway has been open for about four years, and has more than fulfilled the expectations which were formed of it. It takes the farmers' produce to the nearest station of the London and North-Western Railway, whence it can be conveyed to any part of the kingdom, and it brings back coal, lime, manures, draining tiles, and stores of all kinds to the farms and villages; but it is admitted that the rails are much too light, and that they ought to be not less than 50 lbs. or 55 lbs. weight to the yard, to allow of the line being worked to advantage with a locomotive engine. A branch line was being made when I was there, and the rails used on it were old double-headed rails of the London and North-Western Railway; the original weight of the rails was 75 lbs. to the yard. There are three stopping places between Quainton road and Brill, the terminus, but there are no station buildings or appliances for carrying on the traffic, except a short siding at each stopping place. The farmers' waggons draw up alongside the railway waggons, and load from them or into them, as the case may be. There was no land to be purchased for the line, and an Act of Parliament was not required. There are two tramway cars and two of Aveling and Porter's traction engines. The cost of the line is believed to have been about £1,400 per mile. The rails were bought very cheap.

It is now universally acknowledged that a light permanent way for railways in a hilly country, where steep gradients must be used in order to keep down the cost of construction, is a mistake, from an economical point of view. It was plausibly argued at one time that the interest of the money saved by constructing light instead of substantial works would be sufficient to renew them when they required it, and this may possibly be true of certain works, as for instance, bridges, which, under certain circumstances, it may be economical to build of wood instead of stone or iron; but with the permanent way the case is different, for, if this be of light construction, light engines must necessarily be employed, and on steep gradients they can only draw light loads; consequently a greater number of trains must be run, and hence a great increase in the cost of working and maintenance. In a level country a light permanent way may be

WAGGONS—continued.

Description of Vehicle.	Wheels.		Wheel Base.	Diameter of Axles.		Journals.		Outside Dimensions of Body.			Height.		Weight when empty.	Load.	Proportion of Weight to Load.
	Number.	Diameter.		In centre.	Through wheel.	Length.	Diameter.	Length.	Width.	From floor to centre of roof inside.		Of sides.			
										ft. in.	ft. in.				
<i>London and North-Western Railway.</i>															
High-sided covered goods waggon ...	4	3 1	9 0	3 3/4	4 1/2	6	3	15 6	7 8	6 0	...	5 11 0 0	7	1 to 1.26	
Medium-sided ditto	4	3 1	9 0	3 3/4	4 1/2	6	3	15 6	7 8	...	1 8*	4 13 0 0	7	1 to 1.51	
Low-sided ditto	4	3 1	9 0	3 3/4	4 1/2	6	3	15 6	7 8	...	0 10	4 5 0 0	7	1 to 1.64	
* Inside.															
<i>North-Eastern Railway.</i>															
High-sided covered goods waggon ...	4	3 0	8 6	4 1/2	5 1/2	8	3 1/2	15 0	7 9	5 6	...	5 19 0 0	8	1 to 1.34	
Medium-sided ditto	4	3 0	8 6 1/2	4 1/2	5 1/2	8	3 1/2	15 0 1/2	7 11	...	2 4	5 9 0 0	8	1 to 1.47	
Low-sided ditto	4	3 0	8 6 1/2	4 1/2	5 1/2	8	3 1/2	15 0 1/2	7 11	...	0 11	4 15 0 0	8	1 to 1.68	
<i>South-Eastern Railway.</i>															
High-sided covered goods waggon ...	4	3 2	9 0	4 1/4	5	8	3 1/2	15 7	7 10 1/2	6 6	...	5 11 2 0	8	1 to 1.43	
Medium-sided ditto	4	3 2	9 4	4 1/4	5	8	3 1/2	15 5	7 7	...	2 8 1/2	5 6 2 0	10	1 to 1.88	
Low-sided ditto	4	3 2	9 4	4 1/4	5	8	3 1/2	15 5	7 7	...	0 5	4 7 1 0	10	1 to 2.29	
<i>Great Northern Railway.</i>															
High-sided covered goods waggon ...	4	3 0	9 6	...	5 1/4	8	3 1/2	16 0	7 8	6 2	...	5 17 0 0	8	1 to 1.37	
Medium-sided ditto	4	3 0	9 6	...	5 1/4	8	3 1/2	15 0	7 5 1/2	...	3 0	5 4 0 0	9	1 to 1.73	
Low-sided ditto	4	3 0	10 0	...	5 1/4	8	3 1/2	17 0	7 11	...	0 7	5 0 0 0	9	1 to 1.80	
<i>London, Brighton, and South Coast Railway.</i>															
High-sided open goods waggon	4	3 1 1/2	9 6	4 1/4	5	8	3 1/2	15 5	7 9	...	2 11	5 3 0 0	10	1 to 1.94	
Medium-sided ditto	4	3 1 1/2	9 6	4 1/4	5	8	3 1/2	15 6	7 3	...	1 9	4 2 1 0	7	1 to 1.70	
Low-sided ditto	4	3 1 1/2	7 0	4 1/4	5	8	3 1/2	12 0	6 8 1/2	...	0 11 1/2	3 3 2 0	4	1 to 1.26	
<i>Midland Railway.</i>															
High-sided covered goods waggon ...	4	3 1 1/2	9 6	3 3/4	4 1/2	6	3	15 0	7 6	5 2 1/2	...	5 5 0 0	6	1 to 1.14	
Medium-sided ditto	4	3 1 1/2	9 0	4 1/4	5	8	3 1/2	15 0	7 5	...	1 0†	4 14 0 0	8	1 to 1.70	
Low-sided ditto	4	3 1 1/2	9 9	4 1/4	5	8	3 1/2	17 0	8 8	...	...	5 5 0 0	10	1 to 1.90

* Not furnished.

† Sides fall the full length of waggon.

In arriving at an approximation to the average dead weight per seat in carriages on the railways of the United Kingdom, for the purpose of comparing it with a corresponding weight on railways in the United States it is necessary to bear in mind that in the States there is practically only one class of carriage, and that in the United Kingdom there are three classes; also, that in the latter country the great majority of railway travellers use the third class. The statistics of passenger traffic in the United Kingdom for five years, ending with 1874, show that in every 1,000 passengers, 90 travel by the first-class, 183 by the second-class, and 727 by the third-class carriages. Applying these figures to the average weight of each class of carriage, taken from the tables which I have given, the result obtained shows that the average dead weight per seat in railway carriages in the United Kingdom is not quite 450 lbs.; the dead weight per seat in carriages in the United States may, as I have already mentioned, be taken at 630 lbs. English railway carriage stock, therefore, compares favourably with that of the States in this respect, and a reference to the tables will show that the same may be said of the waggon stock.

The following tables show the weights, loads, and other particulars of the rolling-stock on the Victorian Railways:—

VICTORIAN RAILWAYS—CARRIAGES.

Description of Vehicle.	No. of Wheels.	Diameter of Wheels.	Wheel Base.	Diameter of Axles.		Journals.		No. of Compartments.	Outside Dimensions of Body.			Height from floor to centre of roof inside.	Weight of Vehicle Empty.	No. of Passengers.	Space per Passenger.	Dead Weight carried per Passenger.
				In centre.	Through wheel.	Length.	Diameter.		Length.	Width.						
											ft. in.					
First-class carriage ...	4	3 0	14 6	4 1/4	5	8	3 1/2	Saloon	24 1	8 2	6 6	8 tons	32	34	560	
First-class carriage ...	6	3 0	15 1	4 1/4	5	8	3 3/4	"	24 0	8 0	6 0	"	32	32	560	
First-class carriage ...	4	3 6	15 6	4 1/4	5	8	3 3/4	"	25 2	8 0	6 5 1/2	"	32	35	560	
First-class carriage ...	4	3 6	15 6	4 1/4	5	8	3 3/4	4	25 2	8 0	6 5	"	32	34	560	
First-class carriage ...	4	3 0	14 7	4 1/4	5	8	3 3/4	4	22 0	8 0	5 11	"	32	28	560	
First-class carriage ...	4	3 0	15 1	4 1/4	5	8	3 3/4	4	24 0	8 0	5 11	"	32	30	560	
First-class carriage ...	6	3 0	15 1	4 1/4	5	8	3 3/4	4	24 1	8 0	5 11	"	32	30	560	
First-class carriage ... (American.)	8	3 0	33 10 1/2	4 1/4	5	6	3	Saloon	44 0	9 7	.....	14 tons	54	...	581
Second-class carriage	4	3 0	14 6	4 1/4	5	8	3 1/2	"	24 1	8 2	6 6	8 tons	36	30	498	
Second-class carriage	4	3 6	15 6	4 1/4	5	8	3 3/4	"	25 2	8 0	6 5 1/2	"	36	32	498	
Second-class carriage	4	3 0	15 1	4 1/4	5	8	3 3/4	5	24 1	8 0	6 0	"	50	20	358	
Second-class carriage	4	3 0	14 6	4 1/4	5	8	3 1/2	4	22 0	8 0	5 11	"	40	22	448	
Second-class carriage	4	3 0	15 0	4 1/4	5	8	3 1/2	5	24 0	8 0	5 11	"	50	20	358	
Second-class carriage	6	3 0	15 0	4 1/4	5	8	3 1/2	5	25 2	8 0	6 5	"	50	22	358	
Second-class carriage	4	3 6	15 6	4 1/4	5	8	3 3/4	5	25 2	8 0	6 5	"	50	22	358	
Second-class carriage	8	3 0	23 10 1/2	4 1/4	5	8	3 1/2	Saloon	43 2	9 7	.....	14 tons	62	...	536
Second-class carriage	8	3 0	23 10 1/2	4 1/4	5	8	3 1/2	Saloon	43 2	9 7	.....	14 tons	62	...	536
Composite carriage...	4	3 0	15 0	4 1/4	5	8	3 1/2	3	24 0	8 0	5 11	8 tons	40	25	448	
Composite carriage...	4	3 0	15 6	4 1/4	5	8	3 1/2	5	25 6	8 0	6 8	6 tons	46	24	292	

VICTORIAN RAILWAYS—WAGGONS.

Description of Vehicle.	Wheels.		Wheel Base.	Diameter of Axles.		Journals.		Outside Dimensions of Body.		Height.		Weight when Empty.	Load.	Proportion of Weight to Load.
	No.	Diameter.		In centre.	Through wheel.	Length.	Diameter.	Length.	Width.	From floor to centre of roof.	Of sides.			
		ft.	ft. in.	in.	in.	in.	in.	ft. in.	ft. in.	ft. in.	ft. in.	t. c. qr. lb	tons	
Standard waggons—														
Covered goods ...	4	3	10 6	4 $\frac{1}{4}$	5	8	3 $\frac{1}{2}$	17 6	8 3	7 0	6 4 $\frac{1}{2}$	5 6 3 0	8	1 to 1.50
Medium-open ...	4	3	10 6	4 $\frac{1}{4}$	5	8	3 $\frac{1}{2}$	18 0	8 0	...	2 10	4 10 3 0	8	1 to 1.76
Low-sided	4	3	9 0	4 $\frac{1}{4}$	5	8	3 $\frac{1}{2}$	16 0	8 0	...	0 6	3 18 0 0	8	1 to 2.05

There is very little that is new in railway construction in England, and I think I may say that there is nothing which is not well known here. The most important improvements have been in the general adoption of Bessemer steel instead of iron for rails, and the block system combined with the interlocking of points and signals. I was authorized by the Honorable Mr. Gillies to have schemes and estimates prepared for interlocking the points and signals at the junction of the North-Eastern Railway with the main line at North Melbourne, and at the lines for the goods station at Batman's Hill; this was attended to during the time that I was in London, and the work is now being carried out here. The Railway Department of the Board of Trade in England insists on interlocking on all new lines; even the least important branch lines are obliged to adopt the system. The object of interlocking is to secure that the switches through which a train is to pass cannot be placed in the required position until the line over which the train is to move has been protected by danger signals on all other lines, and that the signal for the trains to advance cannot be given until the switches have been placed in their proper position; in other words, before a pointsman can place the switches for a particular road in a position for the train to pass through them, he must block with danger signals all the other roads which approach to that particular one, and before he can give the signal to a train to advance on that particular road he must have placed the switches in their proper position. The system of interlocking is undoubtedly a source of safety, and though the first cost is considerable, it effects, under certain circumstances, a saving in the number of pointsmen, by bringing a large number of switches under the control of one man. The system was first adopted here by the Melbourne and Hobson's Bay Railway Company at the junction at Richmond, and its adoption on the Government railways, at the points which I have mentioned, has been, I believe, a wise step. I did not meet with the interlocking system anywhere in the United States or on the continent of Europe.

The locking bar, which is another very important improvement, has the effect of greatly reducing the danger of facing points.

In London, and indeed in all the great towns of England and Scotland, extraordinary efforts have been made to secure central positions for railway stations. An inspection of a map of London will show to what an extent these have been successful in the metropolis; and in Liverpool, Manchester, Birmingham, Glasgow, and other towns the same policy has been pursued and with equal success. The connection of all the lines which converge towards the great towns is another noticeable feature, and it would be difficult to over-estimate the importance of this in facilitating the interchange of traffic.

I left London for the Continent on the 19th April, 1875, travelling by way of Dover and Calais to Paris.

There is a line of railway round Paris, the Chemin de fer de Ceinture, which is twenty-three miles long, and serves to give access to the suburbs, and to unite the whole of the railways which centre in Paris; it follows the line of the fortifications, keeping just inside them. This line is double, and is very well and substantially constructed. I saw on it, for the first time, railway carriages with two stories. These are second class, and have an upper tier of seats on the roof, which are open at the sides but covered on top. These upper seats appear to be liked in fine weather, as they afford an excellent view of the country, but they are quite unsuited to wet or cold weather. The roofs are very low, and passengers are warned neither to move from their seats nor to lean out at the side when the train is in motion. The upper tier of seats is reached by a ladder placed at each end of the carriage. The bodies of French carriages overhang the frames more than those made in England; and four first-class and five second-class passengers are seated on each side, instead of three first-class and four second-class as in England. The French gauge is 4 feet 8 $\frac{1}{2}$ inches. The second-class carriages in France are very comfortable, both the seats and backs being cushioned, instead of the seats only, as in England. The suburban trains at Paris consist ordinarily of about eight vehicles, two of which are four-wheeled break vans, fitted with Newell's break; the guard applies it not only to his van but to the carriage next to it. These trains are drawn by six-wheeled tank engines, with two pairs of coupled drivers about five feet in diameter; there are breaks on the engine wheels. The couplings of the carriages are similar to those in England, but goods waggons are all furnished with screw couplings; and safety chains, which have been discarded in England, are in general use in France. The railway stations in Paris are very fine, and have ample accommodation for the traffic; they are numerous, but, except in one instance—that of St. Lazare—have not been carried so far into the heart of the city as those in London. Complete intercommunication is provided by means of the Ceinture Railway.

I visited the workshops of the Northern Railway of France, which are situated about two miles from Paris. There are various classes of engines used on this line, and some are of a type long since discarded in England. There are several Crampton engines, but they are quite out of favour, and no more of this class are now built. The goods engines are very large, heavy, and cumbersome-looking; they have four pairs of wheels of 4 feet 6 inches diameter, coupled, and weigh in running order, without the tender, 45 tons. The class of engine which appears now to be most approved of in France for passenger traffic is that with six wheels, two pairs being used as drivers; the diameter of these varies from 5 feet to 6 feet 6 inches, the latter size being used for express engines. Both inside and outside cylinder engines are

are used on the Northern and other railways in France. I found that the screw reversing gear was being used on all new engines, and that breaks were very commonly put on the engine wheels. I did not see either the American continuous break or a bogie engine on any of the lines I travelled on in France. I did not, however, travel over a great length of railway there.

French engines have a very heavy and clumsy appearance compared with those of either England or America. In many of them the eccentrics are outside the wheels; but this practice is being abandoned. The wheels of the rolling-stock are similar to those in England, and the tyres, for which steel is now coming into general use, are fastened with rivets. I found that the disc wheel, with Mansell's fastening for the tyre, was approved of and likely to be used to a considerable extent. Some of the passenger carriages are on six wheels and some on four; but in France, as in England, four-wheeled carriages form the great majority. The six-wheeled carriages appear to be used principally in express trains which run long distances. French carriages do not differ materially from those of England; the bodies (as already mentioned) overhang the frames more than English carriages: both frame and body are very strong. These second-class carriages are certainly more comfortable than the English, and the linings of the first-class are more elaborate. The goods waggons are almost identical with those used in England. The medium and low-sided waggons carry twice their own weight, and the high-sided covered about 1.60 times. First-class carriages only are run in express trains in France; the average speed of these trains is 35 miles an hour, exclusive of stoppages. On Sundays and holidays fifty per cent. is added to the ordinary railway fares on French lines. There are about 19,000 kilometres of railway in France (11,875 miles). Of these only about 5,000 kilometres return a profit; in the case of some of the lines this is very large; but of the remaining lines some do not even pay working expenses.

I travelled over the main line of the Paris, Lyons, and Mediterranean Railway, from Paris to Nice. This great line, which has a total length, with its branches, of 3,020 miles, extends to the Italian frontier, about a mile beyond Mentone. It appears to be admirably constructed throughout, and has very fine and commodious station buildings. More than one kind of permanent way is in use on this line; but I observed that where re-laying was going on the Vignoles rail was used. The rails appeared to be of steel, and to weigh about 75 or 80 lbs. to the yard. These rails are deep, and have a narrow base, and correspond more nearly to the American than to the English pattern; the joints are fished, and are always placed on a sleeper. The sleepers are placed about 3 feet apart, and have a plate of wrought-iron let into them for the rail to sit on. The rails are fastened to the sleepers by a bolt or spike through the inside flange, and a dog spike on the outside—one bolt and one dog spike in each sleeper.

On the Paris and Orleans Railway I found that steel rails, weighing about 80 lbs. to the yard, were used in renewals; on this line the double-headed rail is still largely employed, a great advantage being found to arise from turning the rail. When rails of the Vignoles pattern are used they are always fastened to the sleepers with dog spikes.

The following tables contain particulars of the engines and rolling-stock of latest manufacture on the Paris and Orleans Railway, which may be said to represent fairly French engines and rolling-stock:—

LOCOMOTIVES—PARIS AND ORLEANS RAILWAY.

Put into Service.	Diam. of Driving Wheels, with Tyres of 2 inches. Extreme Distance between Axles.		Cylinders.		Heating Surface.			Weight on the Rails of the Engine when under Steam, with 3½ inches of Water on the roof of Fire-box.				Weight when Empty.
					Fire-box.	Tubes.	Total.	Leading Axle.	Driving Axle.	Trailing Axle.	Total.	

Locomotives with Four coupled Wheels.

	Ft. in.	Ft. in.	In.	In.	Sq. ft.	Sq. ft.	Sq. f.	Tn. cwt. qr. lbs.	Tn. cwt. qr. lbs.	Tn. cwt. qr. lbs.	Tn. c. qr. lb.	Tn. c. qr. lb.
1871-73	6 7	13 2	17½	25½	87.8	1,454.6	1,542.4	8 13 1 0	12 19 3 14	12 12 0 0	34 5 0 14	30 6 1 14

Locomotives with Six coupled Wheels.

1847	4 3	10 6	15	23½	52.9	744.3	797.2	6 5 0 24	8 10 0 11	6 1 1 2	20 16 2	9 18 14 1 23
1872-73	4 5	11 3	19	25½	87.2	1,539.3	1,626.5	12 6 0 10	12 6 0 10	12 4 0 14	36 16 1	6 32 13 2 14

Tank Engines with Six coupled Wheels.

1873-74	3 5	10 8	16½	19½	84.6	1,003.9	1,088.5	12 6 0 10	12 15 3 21	12 12 0 0	37 14 0	3 30 2 1 21
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Locomotives with Eight coupled Wheels.

							Leading Axle.		2nd Axle.		Driving Axle.		Trailing Axle.	
1870	4 2	13 5	20½	25½	105.3	2,205.8	2,311.1	11 14 3 24	11 13 2 10	12 11 2 12	11 4 0 27	47 4 1 17	41 7 2 18	

Tank Engines with Ten coupled Wheels.

							Leading Ax.		2nd Axle.		Driving Ax.		4th Axle.		Trailing Ax.	
1867-69	3 5½	14 10½	19½	23½	100.6	2,368.8	2,469.4	11 13 2 10	11 13 2 10	11 16 1 0	11 12 2 12	11 12 2 23	58 8 2 27	47 5 0 0		

CARRIAGES AND WAGGONS—PARIS AND ORLEANS RAILWAY.

Put into Service.	Weight of Carriage.	Compartmentments.	Seats.	Inner Dimensions of Bodies.			Proportion of Dead Weight to Load.
				Length.	Width.	Height.	
<i>Passenger Carriage—1st Class.</i>							
1870	Tons cwt. qrs. lbs. | 6 1 0 8	No. | 3	No. | 24	Ft. in. | 19 10	Ft. in. | 8 4	Ft. in. | 6 3	5.04 cwts. (565 lbs.) to 1 passenger.
<i>Passenger Carriage—2nd Class.</i>							
1867	6 11 3 17	4	40	21 9	8 1	5 8	3.29 cwts. (369 lbs.) to 1 passenger.
1869	6 0 3 14	4	40	21 9	8 4	5 8	3.02 cwts. (338 lbs.) to 1 passenger.
<i>Passenger Carriage—3rd Class.</i>							
1872	6 7 1 14	5	50	22 3	8 11	5 8	2.54 cwts. (285 lbs.) to 1 passenger.
1872	5 5 1 8	4	40	18 2	8 1	5 8	2.63 cwts. (295 lbs.) to 1 passenger.
<i>Covered Waggon for Cattle and Goods.</i>							
1873	6 8 1 12	Limit of Load.		19 5	7 10	7 4	1 to 1.23.
		Tons cwt. qrs. lbs.					
		7 17 2 0					
<i>Low-sided Trucks.</i>							
1862	4 6 2 14	9 16	3 14	19 4	9 0	0 7	1 to 2.27.

From Nice I travelled by way of Genoa, Turin, Milan, and the Italian Lakes to Venice, turning aside at Turin to visit the Mont Cenis tunnel. The line of railway across the north of Italy, which is known as the Alta Italia, is the property of a French Company, which owns also the line from Venice through Styria to Vienna.

There is no novelty of any importance to be noticed in the railways in the north of Italy. In construction they follow the French railways, but the quality of the work is not so good, and the lines are not well maintained. The station buildings in the greater towns, such as Turin and Milan, are very fine, and the municipal authorities have contributed large sums to secure ornamental buildings; but intermediate stations, though large, are dirty and ill-arranged; the condition of the rolling-stock is also very inferior to that on the great French lines.

I proceeded from Venice to Trieste, and thence by railway over the Semmering Alp to Vienna. At the summit of the Semmering I spent some time in seeing the great works by means of which the railway has been carried over the pass. These consist of numerous tunnels and very lofty viaducts, some of which have a double tier of arches. The ruling gradient is 1 in 40, and the radius of the sharpest curve 625 feet.

The Austrian Government at a time of great financial pressure, some years since, disposed of its interest in the State railways to French companies for terms of years, varying from fifty to ninety years, at the expiration of which the railways will again become the property of the State. One of these lines is the South Austrian Railway, from Vienna to Trieste, which is now in the hands of the same French Company which owns the Alta Italia Railway; the two lines forming one great combination, extending over 3,443 miles. The group of railways known as the State Railways, which extend to Hungary, and also to the north-west of Austria, have a length of about 1,400 miles, and these and the North Railway pay very well; but the South Austrian and Alta Italia lines have not been profitable for some time past. Engines and carriages of the American type were used on the Austrian railways some years since to a very considerable extent. The engines have been broken up, as they were found to be too light to work profitably the heavy gradients of the South Austrian Railways; and the carriages were not approved of; some of them are still running, but no new ones are built. I saw some of these carriages, which are composite, and are used for second and third class passengers only. They are objected to on account of their great weight, which is 11½ tons, and also because they cause serious delay at stations, as they fill and empty slowly; they can seat fifty passengers, and, when full, the dead weight per passenger is not excessive, but when only partially filled it becomes so. Cast-iron wheels of the American pattern, but not made in America, have been used to a large extent both on the South Austrian and the State Railways; but on these lines they have been given up, having been found to wear irregularly and to injure the road. Another objection made to these wheels is, that there is great difficulty in casting them of a larger diameter than 32 inches. On the North Railway I did not find cast-iron wheels condemned so unhesitatingly as on the other lines which I have mentioned; but, on the whole, opinion was unfavourable to them, and there appeared to be every probability that wrought-iron wheels with steel tyres, or a disc wheel with steel tyres and Mansell's fastenings, would supersede them. The standard type of carriage now used on the Austrian railways is the same as the English four-wheeled carriage. Three first-class, four second-class, and five third-class compartments are put on a frame. There are some composite carriages, first and second class, on six wheels; they weigh 232 cwt., and carry thirty-six passengers, the weight per passenger being nearly 6½ cwt. All the carriages which I saw had wrought-iron sides, with very strong wood framing. Sheet-iron is used for panels, and is found to answer very well. The buffers have spiral springs. The linings and internal arrangements are very complete.

In first-class carriages the cushions are covered with cotton velvet on one side and morocco leather on the other, which is intended for summer use; in second-class carriages cotton velvet only is used. There are seats for three first and four second class passengers on a side. The gauge of the Austrian railways is 4 feet 8½ inches.

The rolling-stock generally is fully as strong and heavy as on English lines. The following are the weights and loads of the different classes of vehicles for passenger and goods traffic:—

PASSENGER CARRIAGES.

First class	4 wheels,	weight 143 cwts.,	load 18 passengers = 7.94 cwt. (890 lbs.)	per passenger.
Composite, 1st and 2nd	" "	173 cwts.,	" 25 "	= 6.92 cwt. (775 lbs.)
Second class	" "	138 cwts.,	" 32 "	= 4.31 cwt. (483 lbs.)
Third class	" "	128 cwts.,	" 50 "	= 2.56 cwt. (287 lbs.)
Composite, 1st and 2nd ...	6 "	232 cwts.,	" 36 "	= 6.44 cwt. (722 lbs.)

GOODS WAGGONS.

Low-sided	weight 82 cwts.,	load 196 cwts. = 2.39 cwts. per cwt. of dead weight.
Medium	" 86 cwts.,	" 196 cwts. = 2.27 cwts. "
High-sided, covered	" 102 cwts.,	" 165 cwts. = 1.62 cwts. "

In North Italy and Austria a very large proportion of the passenger carriages, and all, or nearly all, the goods waggons, have breaks of the English pattern, each vehicle having a seat provided for a breaksman. The number of breaksmen to each train is, of course, regulated by the weight of the train and the character of the gradients on the line. The express train in which I travelled across the Semmering consisted of four carriages and two break vans; there were two guards and one breaksman on a carriage. The ruling gradient on this line is, as I have already mentioned, 1 in 40. Wood is generally used for break-blocks, but the cast-iron shoe, which is universal in the United States, is coming into use, and is found to effect a very considerable saving; it is not found to injure the steel tyres of the wheels.

Outside cylinder engines are used, almost universally, in Austria. The express trains which cross the Semmering are drawn by engines which have two pairs of 5-foot wheels, coupled, as drivers, and a bogie in front. The bogie is not used in engines for either slow passenger or goods trains, because it is desired to have the whole weight of the engine for adhesion. The goods engines which work this line have eight wheels, coupled, and weigh 50 tons in running order, without the tender; the engine wheels are about 3 feet 9 inches in diameter. The cylinders are 18 and 19 inches in diameter, and have 24 inches stroke. In some of the Austrian, as in the French engines, the eccentrics are outside the wheels; this practice is now abandoned for all engines which run at a high speed, as it was found that so much overhanging weight was objectionable.

Steel fire-boxes and boilers have been tried on the State Railways, but the experiment was not on the whole successful, though for some time it appeared to promise very good results. Corrugated copper fire-boxes are now being tried, and the report about them is satisfactory.

The inferior quality of the fuel in Austria is a serious difficulty to engineers; 1 lb. weight of the best Austrian coal will not evaporate more than 6 lbs. of water, and the same weight of inferior coal will not evaporate more than 3 lbs. This makes very large fire-boxes and long boilers necessary. The fuel is indeed more like lignite than coal. An attempt was made to use it in the shape of *briquettes* like those which are made in France from refuse coal, but the drivers, who all work on premiums for economy in the consumption of fuel, prefer to use it in its natural state.

The railways in Austria are double or single, according to the requirements of the traffic. The South Austrian Railway from Vienna to Trieste, which is the great port of the empire, is a double line throughout, but other lines of less importance are single; everywhere the works are thoroughly good and substantial. The rails are all of the Vignoles pattern, and are fastened to cross-sleepers by dog spikes; they weigh from 75 to 80 lbs. to the yard lineal. Steel rails are always used for renewals, and of the same weight as the iron rails which they replace. An attempt was made to reduce the weight of the rail when steel was substituted for iron, but it was found not to answer, and has been abandoned. The stations in Austria are large and convenient, and in the principal towns the buildings are very handsome. The platforms are everywhere low, as in France. Before leaving Vienna I visited the Kalenberg Mountain and its railway, which has been made both for pleasure purposes and to afford easy communication to the beautiful sites for residences with which the mountain abounds. This railway was made at the time of the speculative mania in Vienna some years since: the objects of its promoters have not hitherto been realized. The gradients on it are not so steep as those of either the Mount Washington or the Rigi Railway, and it is not so exclusively a pleasure line as these lines are.

I stayed at Dresden for some days on my way to Berlin.

On the Leipzig and Dresden Railway composite carriages are largely used. The following are the weights of the passenger carriages and goods waggons on this line, which are all of the English type:—

PASSENGER CARRIAGES.

<i>First and Second class Composite.</i> —One first and three second class compartments, on four wheels; carries 30 passengers; weight, 183 cwts. = 6.10 cwt. (683 lbs.) per passenger.
<i>Second and Third class Composite.</i> —Two second and two third class compartments, on four wheels; carries 32 passengers; weight, 162 cwts. = 5.06 cwts. (567 lbs.) per passenger.
<i>Second class Carriage.</i> —Five compartments, on six wheels; carries 40 passengers; weight, 231 cwts. = 5.77 cwts. (646 lbs.) per passenger.
<i>Third class Carriage.</i> —Six compartment, on six wheels; carries 48 passengers; weight, 202 cwts. = 4.21 cwts. (471 lbs.) per passenger.

GOODS WAGGONS.

<i>Low-sided.</i> —Weight, 76 cwts.; load, 196 cwts. = 2.58 cwts. per cwt. of dead weight.
<i>Medium.</i> —Weight, 99 cwts.; load, 196 cwts. = 1.98 cwt. per cwt. of dead weight.
<i>High-sided Covered.</i> —Weight, 124 cwts.; load, 196 cwts. = 1.58 cwt. per cwt. of dead weight.

In Prussia proper the total length of railways in operation at the end of 1873 was 8,573 miles. The gauge is 4 feet 8½ inches. The following table has been compiled from official information:—

PRUSSIAN RAILWAYS AT END OF 1873.

Description of Railways.	Number of separate lines.	Length of Railways.		Total cost per mile (average.)	Gross Receipts per mile for the year 1873.			Net Profit per mile.	Net Profit per cent. on total cost.
		Total.	Double included in total length.		Passengers.	Goods.	Total from all sources.		
State Railways	9	2,504	1,285	18,545	795	2,015	3,034	997	5·4
Private railways administered by the State	10	1,470	509	22,582	727	2,780	3,759	1,178	5·2
Private railways administered by Boards of Directors	30	4,599	1,532	18,267	729	1,651	2,545	944	5·2
Total	49	8,573	3,326	...	...	...	...	...	...

In Prussia, in 1873, there was 1 mile of railway to every 3,570 inhabitants.

On the earlier railways rails were sometimes used which weighed less than 64 lbs. to the yard, but these are rapidly disappearing, and new lines are laid and old lines renewed with rails weighing from 64·5 to 74·5 lbs. per yard, the large majority being of the latter weight.

Steel has almost entirely displaced iron as the material for rails. In the year 1873 the number of miles of new railway opened was 650, and on this length 147,210 tons of steel rails, and only 21,383 tons of iron rails, were used.

The total number of passenger carriages of all classes on the Prussian railways at the end of 1873 was 7,816; of these, 4,205 had four wheels, and 3,611 six wheels. The average weight of the carriages per axle—which is the mode of computation ordinarily adopted in Prussia—was 3·8 tons, and the average weight per passenger's space 451 lbs.

The average weight of all classes of goods waggons per axle was 2·8 tons, and the average load capacity per axle 4·5 tons.

The average cost of the goods waggons of all classes per axle was £74.

The number of passengers carried on the Prussian railways in 1873, exclusive of holders of season tickets, was 99,629,719. Of these eleven were killed and 127 wounded. Of officials and others employed on the lines, 385 were killed and 949 were wounded during the year.

The following table gives the dimensions of some of the newest locomotive engines on the Prussian railways:—

DIMENSIONS OF SOME ENGINES INTRODUCED IN 1873 BY—

	State Railways.			Private Railways administered by the State.			Private Railways administered by Board of Directors.		
	No. 1.	No. 2.	No. 26.	No. 29.	No. 39.	No. 43.	No. 95.	No. 107.	No. 117.
Number of engines	6	15	3	36	10	55	16	16	32
Diameter of cylinder	1·4	1·4	1·5	1·5	1·4	1·5	1·5	1·4	1·6
Length of stroke of cylinder	1·9	2·1	1·8	2·1	2·0	2·1	2·1	1·7	2·0
Diameter of boiler	4·2	4·2	4·2	4·2	4·2	4·6	4·3	4·1	4·5
Length of boiler	11·9	13·8	11·4	13·2	12·5	14·1	13·6	14·6	13·7
Firing surface	1,008	1,126	1,088	1,145	1,042	1,227	1,148	1,340	1,392
Number of all wheels	6	6	6	6	6	6	6	6	6
Number of driving-wheels	4	6	4	6	4	6	6	4	6
Diameter of driving-wheels	5·7	4·5	6·0	4·6	5·0	4·2	4·1	6·5	4·3
Diameter of leading-wheels	3·6	...	3·5	...	3·2	...	...	4·0	...
Rigid base	14·5	11·5	14·0	10·9	16·4	10·1	11·1	18·8	10·5
Weight without water and coals	31·4	31·2	33·7	33·5	30·4	31·8	29·8	35·3	35·8
Weight with water and coals	34·9	35·7	37·6	37·7	34·5	36·7	34·3	40·2	40·1
Total cost of engine	£ 2,100	2,265	2,040	3,080	2,173	2,175	2,310	2,725	2,325
Maximum pressure per square inch allowed by law	142·5	142·5	147·2	142·5	142·5	142·5	122·2	142·5	128·25

During the year 1873 900 new engines were put on the Prussian railways. Of these, nine have a single pair of drivers; all the rest are coupled engines. With one exception, all these engines have outside cylinders. The following data for these engines were supplied to me:—

Mean firing surface	1,101 sq. feet.
Mean horse-power	292
Mean firing surface per horse-power	3·76 sq. feet.
Maximum firing surface	1,509 "
Minimum	358 "
Weight of largest engines in running order	44·1 tons.
Average cost of engine without tender	£2,256.
" per horse-power	£7·7.
" per cwt.	£3·6.

The average horse-power of the locomotives in 1865 was 250 against 292 in 1873.

The following may be taken as representing fairly the weights and capacities of the rolling-stock in Northern Germany:—

STATE RAILWAY FROM BERLIN TO THE RUSSIAN FRONTIER.

PASSENGER CARRIAGES.

First class, on four wrought-iron disc wheels, one metre diameter (3' 3¼"). This is a *voiture de luxe*, and carries ten first class and two second-class passengers (servants), and weighs 287 cwt. = 23·91 cwt. (2,679 lbs.) per passenger. The frame is entirely of wrought iron, and is very strong; the panels are of sheet iron. This carriage is lighted with gas, the gasometer being placed below the carriage.

First

First and Second Class Composite.—One first-class and three second-class compartments on four wheels. This carriage is of the ordinary English type; it weighs 214 cwts., and carries 29 passengers = 7.38 cwts. (826 lbs.) per passenger. It is lighted with gas. There is a small closet for first-class passengers.

First and Second Class Composite.—Four compartments—two of each class—on four disc wheels. This carriage weighs 210 cwts., and carries 28 passengers = 7.50 cwts. (840 lbs.) per passenger. It has no closet, and is not lighted with gas.

Third-class.—Five compartments, on four disc wheels; breaks on all the wheels; no closet; and not lighted with gas. This carriage weighs 200 cwts., and carries 50 passengers = 4 cwts. (448 lbs.) per passenger.

Fourth-class.—On four wheels. This carriage has neither partitions nor seats; it weighs 182 cwts., and carries as many passengers as can be crowded into it.

Mann's Boudoir Sleeping Car is on six disc wheels. It has a very strong wrought-iron frame; it has no breaks; it weighs 370 cwts., and carries 14 passengers = 26.42 cwts. (2,960 lbs.) per passenger.

The luggage and break vans of the newest pattern are on six wrought-iron disc wheels; they weigh 238 cwts.; all the framing is of wrought-iron and very strong; the bodies are of wood; there is a break to each wheel, and the break-blocks are of wood.

GOODS WAGGONS.

High-sided Covered Waggon, built in 1874. This waggon weighs 140 cwts. and carries 196 cwts. = 1.40 cwt. per cwt. dead weight. It has four cast-steel wheels; the whole of the framing is of wrought-iron, and the sides are of wood. Another waggon of the same class, but not so lately built, weighs 112 cwts. and carries 196 cwts.; the area of the floor is 185 square feet.

Medium Waggon, of the latest build, has four wheels, wrought iron frame, and wooden sides; it weighs 124 cwts., and carries 216 cwts. = 1.74 cwt. per cwt. dead weight. The area of the floor is 193.68 square feet.

Low-sided Waggon of the latest build, has four wheels; wrought-iron frame. It weighs 98 cwts., and carries 211 cwts. = 2.15 cwts. per cwt. dead weight.

The rolling-stock in North Germany, speaking generally, is of very strong construction, and the useful load carried by waggons bears a good proportion to the gross load. The more recent vehicles have frames of wrought iron, and steel disc wheels are very generally used; they can be made as cheaply as the wrought-iron wheel, with steel tyre, and have the advantage of being in one piece like the American cast-iron wheel: the objection is that breaks cannot be applied to them, as they would be likely to fly in pieces from unequal expansion. The standard diameter of the wheels of rolling-stock is one metre, or $39\frac{3}{8}$ inches.

I observed that a large proportion of the latest-built passenger carriages in Prussia have six wheels, and that the proportion of six-wheeled to four-wheeled carriages is much larger there than in England. In Austria four-wheeled carriages are used almost exclusively; there, however, it is of more importance to keep down the weight of the rolling-stock than in Northern Germany, where, as a rule, the country is very level.

I crossed from Stralsund to Malmo, in Sweden, and travelled thence to Stockholm by the State railway, a distance of about 320 English miles. Trains are not frequent on the Swedish railways, and the highest speed is 25 miles an hour, including stoppages. The standard gauge is the same as the English, 4 feet $8\frac{1}{2}$ inches, and though some exceptional gauges were at one time used, as 3 feet and even less than this, they are now prohibited, and all lines, whether made by the Government or private companies, must be of the standard gauge. The length of the Government railways at the end of 1873, the latest period to which the returns have been made up, was 870 English miles, and the average total cost per English mile was nearly £8,200. The country for the greater part is an easy one for the construction of railways, only the northern portion, to which railways have not yet penetrated, being mountainous. The southern provinces consist principally of plains with very numerous lakes and hills. In the central provinces there are large areas of table-land. No steeper gradient than 1 in 150 is allowed on the Government lines, and no sharper curve than 1,000 feet radius. The permanent way is good. The steel rails, which are used on the Government railways, weigh $60\frac{1}{2}$ lbs. to the yard, and the iron rails 63 lbs. Steel is used in relaying the older lines.

The engines are almost all of English make, Messrs. Beyer, Peacock, and Co. having supplied much the greater number of them. They have inside cylinders, and are nearly identical with the engines which I have already described as being the ordinary English type. The carriages are spacious, and differ from English ones principally in the internal arrangements, which are less favorable than in English carriages for economising room.

The following are some particulars of the rolling-stock of latest construction on the Swedish Government railways:—

PASSENGER CARRIAGES.

	First-class.	Second-class.	Third-class.
Weight	7 tons	7 tons	8 tons
Number of wheels	4	4	4
Number of passengers	19	26	46
Weight per passenger carried	825 lbs.	603 lbs.	390 lbs.

Side girders and buffer planks are of iron; horizontal braces are of oak; the panels of the carriages are of sheet iron.

GOODS WAGGONS.

	High-sided Covered.		Medium.		Low-sided.	
	Tons	cwt.	Tons	cwt.	Tons	cwt.
Weight	5	$12\frac{1}{2}$	4	$7\frac{1}{2}$	4	5
Load	7	10	6	$13\frac{1}{2}$	10	$8\frac{1}{2}$
Weight of load carried per ton of dead weight	1.33 tons		1.52 tons		2.45 tons	
No. of wheels	4		4		4	

The side-girders and buffer planks are of iron; the horizontal braces are of oak; the bodies of the waggons are of wood.

The whole of the public debt of Sweden has been contracted for the construction of railways; and they return 5 per cent. per annum on the cost of construction after payment of all charges for maintenance and working expenses.

There were 444 miles of railway belonging to private companies in Sweden at the end of the year 1873. Several of these lines are on the standard gauge, and among the rest there are lines of various gauges, as 4 feet, 3 feet 6 inches, and one line, about 6 miles long, has a gauge of only 2 feet 7 inches. As I have already said, the construction of railways on any other than the standard gauge is now prohibited. The cost of the private lines varies from about £1,500 to £7,000 per mile.

I went from Stockholm by way of Gothenburg to Christiania, for the purpose of seeing the narrow-gauge railways which have been constructed by Mr. Carl Phil for the Norwegian Government. I was very kindly furnished with full information about these railways, which have attracted a great deal of attention. There are only two lines in Norway on the gauge of 4 feet 8½ inches; all the others which are in operation are on the 3 feet 6 inches gauge, and it is intended to adopt the same gauge for all new lines. The two railways on the wider gauge are the line from Lillestrom to Grændsen (71 English miles long), on the Swedish frontier, where a junction is made with the line to Stockholm; and the line from Christiania to Eidsvold (42 miles long, and which is the property of an English company). The introduction of the gauge of 3 feet 6 inches involves therefore a break of gauge at one point only, namely, Eidsvold, and it is proposed to lay a third rail from there to Christiania to meet that difficulty. On the Christiania and Eidsvold line the steepest gradient is 1 in 40; the weight of the rail used varies on different parts of the line from 60 to 72 lbs. per yard. This railway, which was opened in 1854, has cost £11,750 per English mile. The railway from Lillestrom to Grændsen passes through an easier country than that from Christiania to Eidsvold; the weight of the rails is 62 lbs. per yard, and the cost was £5,827 per mile.

At the time when I was in Norway, 194 miles of railway, on the 3 feet 6 inches gauge, were in operation, about the same length was in course of construction, and 170 miles were projected, all on the same gauge.

The following particulars of the lines which are in operation may be found interesting:—

HAMAR-AAMODT RAILWAY.

Gauge	3 feet 6 inches	Highest point of line above the sea ...	887 feet
Weight of rail	37 lbs. per yard	Radius of sharpest curve	1,030 feet
Steepest gradient...	1 in 70	Length of line	40 miles

Cost per Mile.

Land and compensation	£79	Rolling-stock	£291
Fencing	78	Telegraphs	21
Rock, earthwork, and culverts	747	Sundry works	42
Bridges and viaducts	146	Engineering and supervision	174
Deviation of roads	26		
Permanent way and ballast	842	Total cost per mile	£2,772
Stations and sidings	326		

TRONDHJEM STOREN RAILWAY.

Gauge	3 feet 6 inches	Highest point of line above the sea ...	462 feet
Weight of rail	37 lbs. and 41 lbs.	Radius of sharpest curve	772 feet
Steepest gradient...	1 in 42	Length of line	30 miles

Cost per Mile.

Land and compensation	£290	Rolling-stock	355
Fencing	75	Telegraphs	20
Rock, earthwork, and culverts	1,936	Sundry works	39
Bridges and viaducts	631	Engineering and supervision	460
Deviation of roads	51		
Permanent way and ballast	940	Total cost per mile	£5,346
Stations and sidings	549		

DRAMMEN-RANSEFJORD RAILWAY.

Gauge	3 feet 6 inches.	Highest point of line above the sea ...	659 feet
Weight of rail	40 lbs.	Radius of sharpest curve	927 feet
Steepest gradient...	1 in 60	Length of line	59 miles

Cost per Mile.

Land and compensation	£450	Rolling-stock	434
Fencing	76	Telegraphs	17
Rock, earthwork, and culverts	1,402	Sundry works	84
Bridges and viaducts	362	Engineering and supervision	276
Deviation of roads	82		
Permanent way and ballast	845	Total cost per mile	£4,461
Stations and sidings	433		

HAUGSUND-KONGSBERG RAILWAY.

Gauge	3 feet 6 inches	Highest point of line above the sea ...	566 feet
Weight of rail	40 lbs.	Radius of sharpest curve	1,030 feet
Steepest gradient...	1 in 60	Length of line	17½ miles

Cost per Mile.

Land and compensation	£205	Rolling-stock	598
Fencing	71	Telegraphs	24
Rock, earthwork, and culverts	935	Sundry works	60
Bridges and viaducts	26	Engineering and supervision	177
Deviation of roads	107		
Permanent way and ballast	884	Total cost per mile	£3,430
Stations and sidings	343		

VIKERSUND-KRODEREN RAILWAY.

Gauge	3 feet 6 inches	Highest point of line above sea... ..	623 feet
Weight of rail	35 lbs and 40 lbs.	Radius of sharpest curve	618 feet
Steepest gradient...	1 in 45	Length of line	15 miles

Cost per Mile.

Land and Compensation... ..	£173	Rolling-stock	289
Fencing	74	Telegraphs	16
Rock, earthwork, and culverts	839	Sundry works	64
Bridges and viaducts	13	Engineering and supervision	130
Deviation of roads	95		
Permanent way and ballast	727	Total cost per mile	£2,598
Stations and sidings	178		

CHRISTIANIA.

CHRISTIANIA-DRAMMEN RAILWAY.

Gauge	3 feet 6 inches.	Highest point of line above the sea ...	455 feet
Weight of rail	40 lbs.	Radius of sharpest curve	772 feet
Steepest gradient	1 in 70	Length of line	32 miles
<i>Cost per Mile.</i>			
Land and compensation	£1,298	Rolling-stock	621
Fencing	78	Telegraphs	39
Rock, earthwork, and culverts	2,181	Sundry works	83
Bridges and viaducts	504	Engineering and supervision	407
Deviation of roads	207		
Permanent way and ballast	883	Total cost per mile	£6,901
Stations and sidings	600		

The Norwegian narrow-gauge railways are well constructed lines of their class, and appear to be sufficient for the light traffic of the country. The ordinary formation width is about 13 feet. The ballast is good and sufficient in quantity for a light traffic, carried at low speeds (from 10 to 12 miles an hour). The lines are fenced throughout, and there are gates at all public roads and farm crossings. The culverts are built of stone; the bridges of large span are of stone and iron, but the small spans are of wood, and these constitute the great majority. The station buildings are usually of wood, but at the more important towns, as Christiania and Drammen, durable materials have been used in constructing them. They are all neat, and many of them pretty buildings.

The rails are laid on transverse half-round sleepers, 6 feet 6 inches long by 9 inches by $4\frac{1}{2}$ inches. The Vignoles pattern of rail is used; the 40 lbs. rail has a base of $3\frac{1}{4}$ inches and a depth of $3\frac{1}{8}$ inches; the joints are fished, and are suspended between two sleepers, which are spaced 18 inches from centre to centre; the sleepers next to these are 2 feet from centre to centre, and the next again 2 feet 6 inches. In the middle of the rail there are two bearings 2 feet 9 inches apart from centre to centre. The rail is fastened to the sleepers by dog-spikes 5 inches long by $\frac{1}{2}$ inch by $\frac{1}{16}$ inch. There are two spikes in each sleeper.

Tank engines, with outside cylinders, are used for working the lines. There are two classes of those engines, a heavier and a lighter class; but the former are superseding the latter. All the engines have six wheels—two pairs of drivers, coupled, and one pair of leading wheels with Bissell bogie.

The following are particulars of the engines:—

LIGHTER ENGINE.

Diameter of cylinders	9 inches	Diameter of driving-wheels	3 feet 9 inches
Stroke	15 inches	Weight on each pair of driving-wheels..	4 tons
Heating surface in tubes	240 sq. feet	Total weight of engine, empty	8·9 tons
Ditto ditto in fire-box	29 sq. feet	Ditto ditto, in running order	10·6 tons
Total heating surface	269 sq. feet	Contents of water-tanks... ..	34·9 cu. feet
Area of fire-grate	4·9 sq. feet	Ditto of coal bunkers	6 cwts.
Water evaporated per hour	38·4 cu. feet	Price of engine	£1,050

HEAVIER ENGINE.

Diameter of cylinders	11 inches	Diameter of driving-wheels	3 ft. 9 inches
Stroke	18 inches	Weight on each pair of driving-wheels...	6·42 tons
Heating surface in tubes	376 sq. feet	Total weight of engine, empty	14·8 tons
Ditto in fire-box	40 sq. feet	Ditto ditto, in running order	17 tons
Total heating surface	416 sq. feet	Contents of water-tank	49 cu. feet
Area of fire-grate	7·3 sq. feet	Ditto of coal bunkers	11·5 cwts.
Water evaporated per hour	59·4 cu. feet	Price of engine	£1,300

The following are the official particulars of the rolling-stock:—

FIRST-CLASS CARRIAGE.

Outside length	23 feet 6 inches	Number of passengers carried	32
Outside width	6 feet 10 inches	Weight per passenger	3·3 cwts. (364lbs.)
Wheel base	11 feet 6 inches	Total cost... ..	£311
Total weight, empty	5·2 tons		

COMPOSITE CARRIAGE.

Outside length	20 feet 6 inches	Number of passengers	32
Outside width	6 feet 10 inches	Weight per passenger	2·9 cwts. (322lbs.)
Wheel base	10 feet 6 inches	Total cost	£230
Total weight, empty	4·6 tons		

SECOND-CLASS CARRIAGE.

Outside length	20 feet 6 inches	Number of passengers	28 to 32
Outside width	6 feet 10 inches	Weight per passenger	2·4 cwts. (273lbs.)
Wheel base	10 feet 6 inches	Total cost... ..	£131
Total weight, empty	3·9 tons		

GOODS WAGGONS.

Covered Waggon.

Outside length	18 ft. 6 inches	Load	5 to 6 tons
Outside width	6 feet 7 inches	Load carried per ton of dead weight ...	1·4 to 1·6 tons
Wheel base	10 feet 6 inches	Total cost... ..	£89
Total weight, empty	3·7 tons		

High-sided Goods Waggon Uncovered.

Outside length	18 feet 6 inches	Load	5 to 6 tons
Outside width	6 feet 7 inches	Load carried per ton of dead weight ...	1·4 to 1·7 tons
Wheel base	10 feet 6 inches	Total cost... ..	£68
Total weight, empty	3·6 tons		

Low-sided Goods Waggon.

Outside length	18 feet 6 inches	Load	5 to 6 tons
Outside width	6 feet 7 inches	Load carried per ton of dead weight ...	1·4 to 1·7 tons
Wheel base	10 feet 6 inches	Total cost... ..	£65
Total weight, empty	3·5 tons		

Timber Waggon.

Outside length	18 feet 6 inches	Load	5 to 7 tons
Outside width	6 feet 6½ inches	Load carried per ton of dead weight ...	1·6 to 2·3 tons
Wheel base	10 feet 6 inches	Total cost... ..	£62
Total weight, empty	3·1 tons		

The diameter of the wheels of all the rolling-stock is 2 feet 6 inches.

It will be observed that the dead weight per passenger carried is low as compared with that of lines on the 4 feet 8½ inches gauge; but, on the other hand, the space which is given in the narrow-gauge carriages in Norway is very small, and the accommodation afforded inferior in every respect to that on lines of the broader gauge. These carriages would indeed be quite unsuitable for long journeys, though probably well adapted to the circumstances in which they are used.

An examination of the loads carried by the narrow-gauge goods waggons on the Norwegian railways will show conclusively that the assertion so persistently made by the advocates of the narrow gauge, that less dead weight is carried on it than on the 4 feet 8½ inches gauge, is contradicted by the facts.

The following table shows the proportion of weight to load on the Austrian, North German, Swedish, and Norwegian railways respectively:—

Description of Waggon.	Austrian Railways. Gauge, 4 feet 8½ inches.	North German Railways. Gauge, 4 feet 8½ inches.	Swedish Railways. Gauge, 4 feet 8½ inches.	Norwegian Railways. Gauge, 3 feet 6 inches.
	Proportion of the weight of the waggon to its load.	Proportion of the weight of the waggon to its load.	Proportion of the weight of the waggon to its load.	Proportion of the weight of the waggon to its load.
High-sided covered	1 to 1·62	1 to 1·40 and 1·58	1 to 1·33	1 to 1·4 and 1·6
Medium	1 to 2·27	1 to 1·74 and 1·98	1 to 1·52	1 to 1·4 and 1·7
Low-sided	1 to 2·39	1 to 2·15 and 2·58	1 to 2·45	1 to 1·4 and 1·7

I have not included in this comparison the loads carried on either the Canadian narrow-gauge railroads or the Denver and Rio Grande railroad, because the construction of the freight cars on these lines is different from that of goods waggons in Europe. On the Rio Grande line the rolling-stock is admittedly too light. On the Canadian lines the dead weight carried is greater than on lines of the 4 feet 8½ inches gauge in Europe.

In Norway the great mistake of using very small wheels for the rolling-stock of narrow gauge railways has been avoided. The diameter of the wheels of all classes of stock is 2 feet 6 inches.

The railway from Christiania to Eidsvoll, to which I have referred as being the only line in Norway which belongs to a private company, pays a dividend of 5½ per cent. The railways which belong to the Government do not pay; but this is attributable to the fact that the rates for the carriage of both passengers and goods are very low—too low to be remunerative. The small farmers form a majority of the members of the Storting, and are deeply interested in keeping the railway rates as low as possible. The railways are not looked to as a source of revenue, the great bulk of which is derived from Customs duties on imported articles, of which the farmers, who produce themselves almost all which they require, are very small consumers. In May, 1875, an increase, averaging about 10 per cent. was made to the rates which had previously been charged on the Government railways for carriage of passengers and goods. The reason for making this increase was that both wages and the cost of materials had risen so considerably as to render it necessary.

The following are the rates for passengers and goods on the Christiania-Drammen and Drammen-Randsfjord Railways, as fixed in May, 1875:—

FOR PASSENGERS.

First class.—1·1d. per English mile + 0·9d., independent of distance.

Second class.—0·64d. per English mile + 0·9d., independent of distance.

FOR GOODS.

Rate per centner (= 110 English lbs.)

First class (Finer manufactures, colonial produce, foreign fruits, wine, &c.)—0·7d. per English mile + 2d., independent of distance.

Second class.—(Cotton, wool, flax, native fruits, grain, flour, cheese, butter, milk, &c.)—0·11d. per English mile + 1·55d., independent of distance.

Third class.—(Pig iron, iron bars and chains, machinery, coal, lime, slates, cement, beer, &c.)—0·8d. per English mile + 1·11d., independent of distance.

NOTE.—All fares are made up of a charge proportionate to the distance travelled and a charge independent of that distance. The fares are therefore proportionately higher for short distances than for longer ones.

From Norway I went to Denmark. The railways there are all on the gauge of 4 feet 8½ inches, and are so like the Swedish lines in all respects that it would be a useless repetition to describe them. The country is very favorable for the construction of railways.

From Denmark I crossed to Kiel, and travelled by way of Hamburg and Bremen to Essen, where I saw the great works of Messrs. Krupp & Co., which cover four hundred acres of ground, eighty acres being covered with buildings. There are twenty miles of railway on these works, which are employed almost exclusively in the manufacture of steel—both crucible and Bessemer—and of the articles made from it. Bessemer steel is used for rails only; guns, crank axles, disc wheels, and tyres being all made of crucible steel. The largest steel ingot which has been cast at these works is 55 tons. Bessemer steel rails are made in large quantities, and of a great variety of sections. The lightest steel rail which is now rolled is for Russia, and weighs 57 lbs. to the lineal yard. Steel rails, I was informed, are used invariably in renewals on German railways.

The whole length of railways in operation in Belgium at the end of 1873 was 1,878 miles; of this length, 985 miles were in the hands of the State, which had constructed a considerable part, purchased a part from railway companies, and worked the whole. The length of line in the hands of companies was 893 miles. About 130 miles of railway were in course of construction at the end of 1873.

All the principal lines in Belgium are double, and the gauge is 4 feet 8½ inches. The country, as a rule, is an easy one for the construction of railways, but there are some steep gradients; that at Liège, with an inclination of 1 in 30, is well known. The rail ordinarily weighs 75 lbs. to the yard; steel rails were introduced in 1871, and are extensively used. There is 1 mile of railway in Belgium to every 2,300 inhabitants.

The following tables give some particulars of the engines, carriages, and waggons of the latest construction on the Belgian railways:—

GOODS ENGINES.

Number of Wheels.	Diameter of Wheels.	Weight of Engines.		Remarks.
		When Empty.	In Running Order.	
No.	feet in.	tons cwt. qrs. lbs.	tons cwt. qrs. lbs.	
6	4 9	29 16 1 16	33 19 0 24	Ordinary goods engines. The tender carries 1,650 gallons of water; 6 wheels coupled. Tank engine for steep gradients; 8 wheels coupled.
8	3 5¼	38 15 1 0	50 6 0 0	

PASSENGER ENGINES.

Number of Wheels.	Diameter of Wheels.	Weight of Engines.		Remarks.
		When Empty.	In Running Order.	
No.	feet in.	tons cwt. qrs. lbs.	tons cwt. qrs. lbs.	
6	6 6½	29 2 3 0	32 19 2 3	Ordinary passenger engines, four wheels coupled. The tender carries 1,650 gallons of water. For working steep gradients, six wheels coupled. The tender carries 1,650 gallons of water.
6	5 7	30 15 2 14	33 11 1 10	
8	5 7	35 8 3 0	46 15 0 17	Tank engines for steep gradients, six wheels coupled. Tank engine, used for shunting, the whole six wheels coupled.
6	3 11	23 19 1 15	28 14 3 14	

PASSENGER CARRIAGES.

	No. of Seats.	Weight when Empty.		Weight per Passenger.
		tons cwt. qrs. lbs.	lbs.	
First-class carriage—three compartments	24	7 17 2 12	735	
Second-class carriage—four compartments	40	7 1 3 0	397	
Composite carriage—four compartments (two first-class, one second-class, and one third-class)	32	7 7 3 1	517	
Composite carriage—four compartments (one first-class, and three second-class) ...	38	7 5 2 21	429	
Composite carriage—three compartments (one first-class, one second-class, and one third-class)	28	7 1 3 0	567	
Composite carriage—four compartments (one first-class, one second-class, and two third-class)	38	7 5 2 21	429	
Third-class carriage—five compartments	50	6 14 3 12	302	

GOODS WAGGONS.

	Weight when Empty.		Load.	Proportion of the Weight of the Waggon to its Load.
	Tons cwt. qrs. lbs.	Tons cwt. qrs. lbs.		
Passenger break van (for luggage)	9 19 3 8	.....	.....	.....
Horse boxes (3 horses with grooms)	6 6 0 0	.....	.....	.....
Goods break van	10 15 0 9	.....	.....	.....
Waggon, covered, parcels delivery (for extra speed)	5 3 3 11	9 16 3 14	1 to 1.89	
Cattle waggon	4 12 2 3	7 7 3 1	1 to 1.59	
Covered waggon	4 10 2 7	4 18 1 21	1 to 1.09	
Ditto	4 11 3 10	7 7 3 1	1 to 1.60	
Ditto (with 2 doors)	5 10 1 0	9 16 3 14	1 to 1.78	
Ditto (with 4 doors); used also as cattle truck	6 1 2 7	9 16 3 14	1 to 1.62	
Flat waggon, with iron body	5 7 3 4	9 16 3 14	1 to 1.82	
Ditto, with timber body	6 0 0 10	9 16 3 14	1 to 1.64	
Ditto, for carrying long timber	5 18 2 13	9 16 3 14	1 to 1.66	
Bogie waggon (with 8 wheels)	11 6 1 17	19 13 3 0	1 to 1.74	
Coke and wool waggon	6 3 2 15	9 16 3 14	1 to 1.59	
Coke and ore waggon	4 14 2 22	14 15 1 7	1 to 3.11	
Coal waggon	3 9 1 16	4 18 1 21	1 to 1.43	
Ditto, with iron body	4 14 2 0	9 16 3 14	1 to 2.08	
Ditto, with timber body	4 12 2 3	9 16 3 14	1 to 2.12	
Ditto, with guard box and break	5 8 1 3	9 16 3 14	1 to 1.81	

From

From Belgium I went by way of the Rhine to Switzerland. The construction of the railways there does not differ from that in other parts of the Continent; but there are differences in the rolling-stock, the passenger carriages being built to allow the guards to pass from end to end of a train. Some of the carriages are of the American pattern, with bogies; but many others, though having the central passage, are much shorter than these, and are on four wheels like English carriages.

It will be evident that a right of passage along a train from one carriage to another must be limited to the guards, except where there is only one class of carriages, as in the United States; in Switzerland passengers are not allowed to go from one carriage to another, or even from one compartment to another. The carriages for third-class passengers are open from end to end; but the others are divided into compartments, with a door in each compartment, through which the guards can pass at any time, and passengers can pass in entering or leaving the carriage, but at no other time.

During the season of the year when Switzerland is full of tourists, the long carriages on the American pattern with bogies are found to be very useful; they can then be filled, and the dead weight carried does not bear an undue proportion to the useful load; the advantage, too, of a short wheel base is felt on the Swiss railways, where curves of 1,000 feet radius are common; but when the slack season comes, the long carriages are laid aside on account of their weight, and the four-wheeled carriages come into use. The Swiss passenger carriages do not run on foreign lines; they are prohibited by the French authorities, and though the rule in Germany is not so rigid they do not, as a matter of fact, run on German lines; so that although the gauge in Switzerland is the same as in France and Germany, the difference in the construction of the carriages has the effect, so far as passenger traffic is concerned, of a break of gauge. The limited space allowed to each passenger in order to keep down the dead weight is very objectionable. In the first-class carriages the backs of the seats are made high to give support to the head; but this is not done in the second and third classes. Some of the latest built first-class carriages are lofty and spacious; they are on four wheels like English carriages, and are divided into compartments and have a passage along the centre. The weight of these carriages is, however, very great, being 1,320 lbs., or nearly $11\frac{1}{4}$ cwt. dead weight per seat. A second-class carriage, of the same build generally, but less spacious, weighed 588 lbs., or $5\frac{1}{4}$ cwt., per seat. The delay and inconvenience in entering and leaving the carriages by a single door at each end are much felt on Swiss railways.

The goods waggons are constructed on the same pattern as those in North Germany, and they run over the French and German lines. If an accident happen to a foreign waggon on a German railway, the whole loss falls on the owners of the waggon, unless it is built to the German standard.

The wheels and axles both of carriages and waggons recently built are of one standard size. The diameter of the wheels is one metre = 3 feet $3\frac{3}{16}$ inches; the journals have a diameter of $3\frac{3}{16}$ inches, and a length of rather more than 6 inches. The diameter of the axle is $5\frac{1}{16}$ inches.

The fast trains are run with engines having four coupled wheels, and a tender also on four wheels, so connected with the engine that the advantages of a long wheel base are combined with those of a short rigid base; this arrangement is a valuable one in a country where there are numerous curves; these engines have inside cylinders. There are other classes of passenger engines more nearly of the English type, but with outside cylinders. The goods engines have outside cylinders; they are heavy, and have three pairs of wheels, coupled. Iron tubes are used in the engine boilers, with copper or brass ends next the fire-box and smoke-box; these tubes are found to be more durable than those made of brass or copper. The fuel used is coal. Cast iron is coming into general use for break-blocks, and is found to effect an important economy, saving labor, and also the tyres of the wheels.

Cast-iron wheels of the American pattern, but not made in America, were tried on the Swiss lines, and have been abandoned; they were found to wear badly. Crucible steel is used for crank-axles and the tyres of engine wheels, and Bessemer steel for the tyres of carriage and waggon wheels, and for rails.

Rails weighing 56 lbs. to the yard were used for some time on the Swiss railways, but they were found to be too light; and the weight of the rails now used is 71 lbs. per yard. Steel rails of this weight are used on the steep gradients and sharp curves, but on other parts of the lines the rails are of iron; gradients of 1 in 50, and even 1 in 40 are used. The Zurich See and the Jura lines have gradients of 1 in 33, and the ruling gradient of the St. Gothard line will be 1 in 40. No curve of less than 1,000 feet radius is allowed to be used except at stations, where the limit is 700 feet.

In the mountains of Switzerland there are some isolated lines on the metre gauge; but all railways which make connections with other lines must, by law, be built on the standard gauge. The whole length of railway on this gauge which was open in Switzerland in 1875 was about 1,250 miles; and a considerable length of new line was being constructed.

Two of the Swiss railways pay very well—the Swiss Central and the North-Eastern of Switzerland. The first of these was 250 miles long in 1875, and was being extended; it was paying 9 per cent. per annum. The latter was 184 miles long, and paid 8 per cent. Other lines were much less profitable, and some did not give any return for the capital invested.

In the following tables will be found particulars of the engines and rolling-stock of the latest construction on the Swiss railways, and also a comparison between passenger carriages in use there, built on the English and American systems:—

LOCOMOTIVE ENGINES ON THE SWISS RAILWAYS.

127-13

Name, of line.	Description of train.	System of construction.	Put into service.	Price.	Wheels.					Cylinder.			Boiler.		Heating Surface.			Weight.		Load.					
					No. of wheels.	No. of driving-wheels.	Diameter of driving-wheel.	Diameter of running-wheel.	Total wheel base.	Diameter.	Stroke.	Position.	Inner diameter.	Length of tubes.	No. of tubes.	Fire-box.	Tubes.	Total.	Area of fire-grate.	In Working order.	Empty.	Adhesion load.		Per driving axle.	Per running-axle.
				£			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	ft. c. qr. lbs.	t. c. qr. lb.	t. c. qr. lb.	t. c. qr. lbs.	t. c. qr. lb.	
North-east line..	Extra speed	2 couple with fore frame	1870-73	1,884	4	4	6 0 $\frac{1}{2}$	8 2 $\frac{1}{2}$	1 3 $\frac{3}{4}$	2 0 $\frac{1}{2}$	3 11 $\frac{1}{2}$	10 1 $\frac{1}{2}$	10 7 $\frac{1}{2}$	168	72.1	841.4	913.5	15.5	23 12 2	0 20 13 1 21	23 12 2	0 12 1 0 19	Smoke-box, tube, plate inclined, inside fire-box round.
Ditto ...	Goods	3 couple	1868-73	2,360	6	6	4 6 $\frac{3}{8}$	10 8 $\frac{1}{2}$	1 4 $\frac{1}{2}$	2 0	4 1 $\frac{1}{2}$	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	159	86.1	1,045.9	1,132.0	17.4	30 10 1	7 27 11 1	0 30 10 1	7 10 1 3 5	...	...
Ditto ...	Passenger	Tank engine	1869-73	1,524	4	4	4 6 $\frac{3}{8}$	8 2 $\frac{1}{2}$	1 0 $\frac{1}{2}$	1 11 $\frac{1}{2}$	3 5 $\frac{3}{8}$	10 7 $\frac{1}{2}$	9 7 $\frac{1}{2}$	140	56.	645.6	701.6	11.9	22 12 3	7 18 18 0	0 22 12 3	7 11 11 1	8	...	
West Swiss Line	Mixed	3 couple	1871-73	2,314	6	6	4 11 $\frac{1}{2}$	11 8 $\frac{1}{2}$	1 5 $\frac{3}{8}$	2 1	4 4	14 1 $\frac{1}{2}$	14 1 $\frac{1}{2}$	177	83.3	1,169.1	1,252.4	14.4	33 3 3	12 29 16 3	19 33 3 3	12 11 1 1	4	...	With steam-break and screw.
Ditto ...	Goods	Ditto	1869-73	2,280	6	6	4 3 $\frac{3}{8}$	11 0 $\frac{1}{2}$	1 5 $\frac{3}{8}$	2 1	4 4	14 1 $\frac{1}{2}$	14 1 $\frac{1}{2}$	197	83.3	1,169.1	1,252.4	14.4	33 0 0	24 29 8 2	17 33 0 0	24 11 0 0	7	...	
Central Line	Ditto	Ditto	1871-73	2,420	6	6	4 1 $\frac{1}{2}$	10 10 $\frac{1}{2}$	1 4 $\frac{1}{2}$	2 0	4 4	14 0 $\frac{1}{2}$	14 0 $\frac{1}{2}$	164	71.2	1,305.5	1,376.7	13.4	33 9 1	14 29 10 2	14 31 10 0	0 10 16 2	7	...	
Bruenig Line	Mixed	Tank engine	1872	960	4	4	2 7 $\frac{1}{2}$	5 6 $\frac{1}{2}$	0 8 $\frac{1}{2}$	1 3	3 2 $\frac{1}{2}$	7 5	7 5	103	26.9	295.9	322.8	5.4	13 15 2	14 9 16 3	14 13 15 2	14 6 17 3	7	...	Vertical boiler, air and pinion break.
Rigi Line	Tourist line	Rack and wheel.	1872-73	1,360	4	1	1 tooth wheel	2 2	9 10	0 10	3 11 $\frac{1}{2}$	6 0 $\frac{1}{2}$	6 0 $\frac{1}{2}$	284	31.0	597.4	628.4	9.7	12 6 0	10 9 16 3	14 12 6 0	10 6 3 0	5 6 3 0 5	...	

GOODS WAGGONS.

Description of waggon.	No. of axles.	Weight.	Load.	Proportion of weight of waggon to its load.
Covered waggon	2	6 tons	8 tons	1 to 1.33
Cattle ditto	2	5 "	6 "	1 " 1.20
Sheep ditto	2	4 "	3 "	1 " 0.75
Open ditto	2	4.5 "	10 "	1 " 2.22
Coal ditto	2	5 "	10 "	1 " 2.00
Low-sided ditto	2	4 "	10 "	1 " 2.50
Timber ditto	2	5 "	10 "	1 " 2.00

AVERAGE LOADS for Passenger Carriages according to the English and American Carriage Systems.

Class of Carriage.	Passenger Carriages.													
	English carriage system.					American carriage system.								
	Number of axles.	Number of seats.	Weight of carriage.	Carrying power (154 lbs = 1 passenger).	Gross load.	Net load for 1 ton of gross load.	No. of passengers for 1 ton of gross load.	Number of axles.	Number of seats.	Weight of carriage.	Carrying Power (154 lbs. = 1 passenger.)	Gross load.	Net load for 1 ton of gross load.	No. of passengers for 1 ton of gross load.
First	2	24	6.0	1.7	7.7	0.22	3.12	2	16	6.5	1.12	7.62	0.14	2.10
First and Second (Composite)	2	28	6.5	2.0	8.5	0.23	3.30	2	26	6.5	1.82	8.32	0.21	3.12
Second	2	30	7.0	2.1	9.1	0.23	3.30	4	53	12.0	3.71	15.70	0.23	3.30
Second and Third (Composite)	2	40	6.0	2.8	8.8	0.32	4.55	2	32	7.0	2.24	9.24	0.24	3.46
Third	2	40	5.5	2.8	8.3	0.34	4.82	4	64	12.0	4.50	16.50	0.27	3.88
Ditto	2	50	7.0	3.5	10.5	0.34	4.82	2	40	7.4	2.80	10.20	0.27	3.88
Average						0.30	4.30	Average					0.24	3.40

The line of railway from Vitznau (on the Lake of Lucerne) to the summit of the Rigi Mountain has been made to facilitate the ascent, which, till the end of May, 1871, had been made either on foot or on horseback. This line, like that to the summit of Mount Washington, in the United States, is used almost exclusively by tourists. The gauge of the main line, which is about $4\frac{1}{2}$ miles long, is 4 feet $8\frac{1}{2}$ inches, and the greatest inclination is 1 in 4; this extends over about one-third of the whole length; the inclinations in other parts vary from 1 in 4 to 1 in 6. The rack and pinion system of working is adopted on the main line; but there are branches on the metre gauge where the inclination to be overcome is not great, and these are worked by light engines of the ordinary construction.

The Americans claim priority of invention for this kind of railway; but there is, I believe, little doubt that M. Riggenbach, a Swiss engineer, and the manager of the railway workshops at Olten, was the inventor. He patented his invention in France in 1863, but no steps were taken to carry out the works till nearly the end of 1869. The line on Mount Washington was made in 1868, and, in principles of construction, it may be said to be the same as the Rigi line. The speed on this line is about three miles per hour; the fare is about one shilling per mile for the ascent and sixpence per mile for the descent.

The line has proved a highly profitable speculation, though it is open for about one-half the year only. A very full and complete description of the Rigi railway is to be found in a paper by Dr. Pole, F.R.S., which was read at the Institution of Civil Engineers, London, on 29th April, 1873, and is published in the minutes of the proceedings of the institution, session 1872-3.

The average fares for passengers by first, second, and third class carriages, on Continental railways, are about $1\frac{1}{2}$ d., $1\frac{1}{3}$ d., and $\frac{2}{3}$ d. respectively per English mile. On most lines from 20 to 50 lbs. weight of luggage is carried free for each passenger, in addition to what is carried in the hand; but in Italy all luggage which is put into the guard's van must be paid for according to weight. The speed of the passenger trains seldom exceeds twenty-five miles per hour.

The following information as to the rates at which return tickets are issued is given in Bradshaw's Continental Railway Guide:—

"Return tickets are issued in Baden, Bavaria, Denmark, Holland, and Wurtemberg, at a fare and a half for the double journey (*i.e.*, a reduction of 25 per cent. off the double fare). In Belgium and Switzerland a return ticket is given at a reduction of 20 per cent., or at the rate of $1\frac{1}{2}$ fares; in Saxony, generally, at $1\frac{1}{2}$ fares; in North Germany at a rate varying from $1\frac{1}{2}$ to $1\frac{3}{4}$ fares. In Austria return tickets are not yet general, but are sometimes issued. In France the rates are as follows:—On the Nord Railway, $1\frac{1}{2}$ fares ($1\frac{1}{5}$ fares for third class); on the Ouest line, $1\frac{1}{2}$ to $1\frac{1}{4}$ fares (though occasionally lower); on the Paris, Lyons, and Mediterranean line, $1\frac{1}{2}$ to $1\frac{1}{4}$ fares (issued only on special occasions, and to large towns); on the Est, $1\frac{1}{2}$ fares (except out of Paris, which is $1\frac{1}{2}$ fares and more); on the Orleans and Southern Midi lines return tickets are only issued to and from a few stations. In Italy return tickets (one day only) are issued at an average rate of a fare and two-thirds."

I endeavoured, both in the United States and on the Continent of Europe, to obtain information as to the rates charged for goods traffic, but I found it impossible to arrive at anything satisfactory and definite. Special rates and terminal charges affect the published rates so much that these form no real guide. I had a conversation on the subject with the president of one of the principal railways in the United States, who told me that he had spent many months in England inquiring into the rates charged for goods traffic on the various lines, and, though he was furnished with a vast number of tariffs, he found at the end of his inquiry that he had made no real progress towards his object. I thought it was possible that the Railway Department of the Board of Trade, in London, might have information on the subject which would be useful, and when I returned to London from the Continent I made inquiries, but found that it had none.

The delivery of goods by railway in the United Kingdom is much more rapid than in other countries. I extract the following from a paper on the working of railways by Mr. Geo. Finlay, which was read at the Institution of Civil Engineers, London, on 23rd February, 1875:—

"All railway companies are now common carriers. Originally this business was conducted over the various railways by the old canal and road carriers; but in a few years it became evident that it was necessary, in order to enable the railway companies to cope with the increasing demands of the public, that it should be managed wholly by themselves, the carriers being appointed as the cartage agents in principal towns. This was a radical change, and contrary to the intention of the original promoters of railways; but, while the result has been of great advantage to the community, some persons think that the companies would have been benefited to a greater extent had they continued as toll-takers instead of becoming carriers. However this may be, the organization and method with which this great trade is conducted by all the companies is indeed surprising. The staff of men and horses engaged in the collection and delivery of goods in London, by the London and North-Western Company alone, exceeds the number that was necessary to work all the coaches and carriers' vans that ran in the old days to and from the north. They have, altogether, sixteen hundred men and one thousand horses engaged in the goods business in London.

"The speed with which the business is carried on is remarkable. The collection, transit, and delivery of goods between all the important towns in England is accomplished within the day of twenty-four hours; and between England and Scotland and the ports of Ireland within two days, or forty-eight hours; whilst for corresponding services in France, the following statement shows the time allowed by law. Nothing can more forcibly illustrate the pace at which business is managed in this country than such a comparison:—

"For goods in classes 1 and 2 (4th and 5th classes of English railway clearing-house classification) the French companies are allowed one day of twenty-four hours for each 124 miles or fraction thereof on the main line.

"For goods in other classes on the main line, and also for first and second class on branch lines, twenty-four hours for the first 93 miles, and twenty-four hours for each additional 78 miles.

"The companies have one clear day for loading, &c.; and the day on which they receive the goods and that on which they deliver them are not reckoned.

"One day extra is allowed at junctions with other companies."

The system, which is universal in the United States, of having closets in the carriages for the convenience of passengers has been tried on the Continent, and to a great extent abandoned, as it was found offensive. It is frequently so in the States in the ordinary cars, but the Pullman cars are so carefully attended to that no nuisance is experienced in them. To many of the express trains in France, and to nearly all trains in some parts of Germany, a waggon containing closets is attached, and this is probably the best solution of the difficulty.

The passenger carriages of all classes, but especially the second class, are exceedingly good on the Continent; they are spacious and lofty, well cushioned and lined. The cushion in first-class carriages has commonly two sides, one covered with cloth or cotton velvet for winter use, and the other with morocco leather for summer: the miserable material known as American cloth, which is often used here, is unknown elsewhere, so far as I had opportunities of observing. In England, as on the Continent, great improvements have been made of late years in the carriages for passenger traffic, which are much more spacious and comfortable than they used to be. The goods waggons, both on the Continent and in England, are very strongly built, and their carrying capacity has been largely increased.

In Belgium, Germany, Switzerland, and Italy the fares are legibly printed on the tickets which are given to passengers; the same thing is done in England, though not universally. The plan is a protection to travellers against overcharges, and I think that it might be adopted here with advantage. The ticket offices on many lines on the Continent are opened an hour before the time for the departure of a train, and closed five minutes before it.

The subject of locking the doors of railway carriages is one that has been much discussed, and it may perhaps be thought desirable that I should mention here the practice which is followed in the countries which I visited. In the United States the doors are not locked. In England the door on the "off" side is locked, and that on the "near" side is left unlocked on double lines. On the Continent the doors are not locked, but in addition to the ordinary bolt which is opened by the door handle, there is a latch like a common door-latch which is placed lower down than the door-handle, and usually only just within reach of a man's arm. In the United States the unlocked doors and the steps, which reach nearly to the ground at each side of the ends of the cars, give facilities for entering and leaving them; but the single door at each end, and the narrow passage which leads to it, coupled with the large number of passengers in each car, make ingress and egress more difficult in these than in any other railway carriages. It is a common practice in the States to enter or leave a car while it is in motion, and the unlocked doors and the steps encourage this very dangerous practice. When a collision occurs on an American railroad the probability is that the door at each end of the car is jammed, and the passengers cannot escape. To guard against this danger the "Miller platform," which is very strongly framed, is used on many lines to protect the ends of the cars, but it adds seriously to their weight and cost. The great popularity of the Pullman cars is due, not only to their superior comfort but to their enormous strength and weight, which enable them to resist the effects of a collision.

The system of locking one door only, which is pursued in England on double lines, protects passengers from getting out or falling out of the carriage on the side where they would be exposed to the risk of being run over by a train passing on the second line. It also protects the railway companies against attempts to travel without a ticket, and in this respect it is no doubt of very great value. In the United States tickets are examined and collected by the conductor while the train is in motion, and this is the case in Switzerland also. The construction of the carriages in both of these countries allows the guard or conductor as he is called in the States to pass from end to end of the train without danger. On the Continent it would be possible for a passenger without a ticket, by lifting the latch and turning the handle of the carriage-door to get out on the "off" side and perhaps escape detection; special precautions are therefore taken to prevent persons travelling without tickets. The precautions are of two kinds: In France and some other countries passengers only are allowed on the platforms, and they are obliged to go into a waiting-room, which they are not allowed to enter without producing their tickets, and they must remain there till just before the train leaves, when the door of the waiting-room leading to the platform is opened; again, on leaving a station, the tickets are collected from the passengers as they pass out one by one. This system is open to many objections, and would certainly be quite unsuitable to the habits of the people of this country. In Belgium, where it was tried, it had to be abandoned, as the Belgians would not submit to the restrictions, and to be refused admission to the railway platforms to take leave of their friends. Another plan is therefore adopted there, passengers' tickets being examined and collected by the guard while the train is in motion. In order to do this he is obliged to pass along the footboard of the carriages in all weathers, night and day, and whatever may be the speed at which the train is travelling, and to hold on to the carriage rail with one hand while he uses the other in examining tickets. As might be expected, many lives are lost in carrying out this system, the number of guards killed annually on the Belgian railways being from twenty-five to thirty. Several plans have been proposed for giving protection to guards when passing along a train, and one by M. Maquet was under discussion when I was in Brussels; but no steps had been taken at that time to test it practically.

It will be seen, I think, from these remarks, that the question of unlocking the doors of railway carriages is not so simple a matter as many persons suppose. Even if it were granted that railway travellers would be safer if the doors of the carriages were left unlocked (and many persons are to be found who deny that this would be the case), precautions must be taken to protect the railway revenue against fraud; and it remains to be seen how far the public of this country, which is accustomed to free access to the stations and platforms, would tolerate them. In England, where almost all the railways are double, and the stations are effectually enclosed, the difficulty is not felt as it would be in this country. If the Government should determine to leave the doors of railway carriages unlocked, very considerable expense will have to be incurred in enclosing the stations more securely than is done at present, and a complete revision of the system of collecting tickets will become necessary.

I returned to England on the 18th August, 1875, and left there again on the 14th October for Bombay, where I arrived on the 10th November following.

It is well known that the principal lines of railway in India have been constructed by English engineers and contractors employed by English companies, which undertook the works under a guarantee from the Government of India. The ironwork for the large bridges, the rails, the engines, and the rolling-stock were all taken to India from England; and therefore I did not expect to meet with any novelties in engineering there; nor are there any, except the introduction of a new gauge, called the metre gauge, equal to 3 feet 3 $\frac{3}{8}$ inches, which has been adopted in some parts of India, but more particularly in Rajpootana, on lines which the Government is constructing without the intervention of companies, the Government having abandoned the guarantee system.

In the report of Mr. Juland Danvers to the Secretary of State for India, dated 15th June, 1875, the length of railways open in India at the end of 1874 is stated as 6,273 miles; of these, 727 were double, and 5,546 single; 5,686 miles were constructed on the 5 feet 6 inches gauge, and 587 miles on the metre gauge.

The adoption of so wide a gauge as 5 feet 6 inches for the lines of railway which were first made in India was certainly unfortunate. If the 4 feet 8 $\frac{1}{2}$ inches gauge had been used, the metre gauge would probably never have been introduced, and all the evils of break of gauge, which already begin to be very sensibly felt, would have been avoided. The earlier lines, having been made under the extravagant system of a guarantee by the Government of 5 per cent. on the amount which the companies expended, were, as might have been expected, very costly. This system is condemned, and has been abandoned; but though it was undoubtedly the principal cause of the excessive cost of the earlier lines, it was not admitted to be

so; this was attributed to the gauge; the result being that, in spite of remonstrances from the highest authorities on the subject in England, the metre gauge, with all the inconvenience and extravagance which are inseparable from a break of gauge, has been introduced into India.

In Canada I had found that the evils of break of gauge were fully recognized. The gauge of the Grand Trunk Railway, extending over 1,400 miles, had been altered at great expense from 5 feet 6 inches to 4 feet 8½ inches to bring it into correspondence with the railways of the United States; and those who had been the warmest advocates for a gauge of 3 feet 6 inches admitted the mistake which they had made in adopting it, and anticipated an alteration which would give uniformity of gauge over the whole of Canada and the United States. The experience, however, which had been gained in Canada was either not known to those who control the railway policy of India, or had been ignored by them; for not only is break of gauge to be found there, but all the mistakes in the construction of the engines and rolling-stock of the narrow gauge lines in Canada, which have been corrected at great expense, are being repeated on the metre gauge railways in India.

The first railway on which I travelled in India was the Great Indian Peninsula; I went from Bombay to Poonah, a distance of about 120 miles. This part of the line passes over the Bhore Ghaut, and the works are probably the most interesting in India; the greatest elevation which is reached is 2,000 feet above the sea, and the changing station is about 1,800 feet above it; at this station a fresh ascent by a zig-zag is commenced. There is one changing station on the Bhore Ghaut and one on the Thull Ghaut, over which the Great Indian Peninsula Railway is carried on the route to Jubbulpoor, where it joins the East Indian Railway. The railway to Poonah over the Bhore Ghaut forms part of the line which connects Bombay with Madras. The Great Indian Peninsula railway system extends over about 1,300 miles, and the gauge throughout is 5 feet 6 inches. The rail first used was of iron, of the double-head pattern, and weighed 75 lbs. to the yard; renewals are now made with steel rails, which weigh 65 lbs. to the yard. Iron pot sleepers are largely used in renewals, and, though the first cost of these is greater than that of wooden sleepers, they are found to be more economical in the end, as the latter are destroyed by white ants; these do not work in the sleepers in the road, as the passage of the trains disturb them, but they quickly destroy them when they are in stacks. The wooden keys by which the rail is fastened in the chair have been found to be destroyed in the same way, and steel is now coming into general use for keys. The iron pot sleeper is used both with broken stone ballast and with sand and gravel; the road laid on these sleepers does not run so smoothly as on wood. The heaviest gradient in crossing the Ghauts is 1 in 37, and 1 in 40 is common; the sharpest curve is 10 chains. The engines which are used to work these inclines are of the tank class, with four pairs of coupled wheels of 4 feet diameter; they weigh 50 tons in running order. The length of line on the Bhore Ghaut is 17 miles; the speed both up and down is limited to 12 miles an hour. The engines have breaks, and there is a break-van on four wheels, and weighing 10 tons to every three vehicles in a passenger train. There are three catch sidings on the Bhore Ghaut, and the same number on the Thull Ghaut. These sidings have a gradient of 1 in 10 opposed to the gradient of the main line; all trains descending the Ghauts have to pull up at the points of each catch siding, which are foul to the main line. If the train should get beyond control it runs into the siding, which is of sufficient length to stop it at any possible speed. A frightful accident which occurred some years since, when a train descending the Ghaut got beyond control, and having run through the changing station tumbled down a precipice at the end of it, led to the adoption of the catch sidings, which appear to provide effectually against the recurrence of such an accident. The changing stations have long and numerous sidings laid on the level, for the purpose of shunting and re-arranging the trains before proceeding in an opposite direction to that of their arrival.

There are four classes of carriages on Indian railways of the standard gauge, namely, first, second, intermediate, and third-class. The intermediate class was introduced to accommodate natives of the higher castes; but it is found that they do not use it, but prefer the cheaper third-class. The first and second class carriages are used almost exclusively by Europeans. The first-class are all arranged on the saloon plan, and to each carriage is attached a closet with conveniences for washing, &c. Water is carried in a tank on the roof of the carriage. The linings are all of green morocco leather, and the floors are covered with oilcloth. There are glass windows and venetians, and, in addition, a hood which is carried along the whole length of each side of the carriage, projecting from it about 15 inches. These hoods are a most valuable protection against the sun, and might be adopted in this country with great advantage. All travellers must have experienced the distressing effect of the sun on the glass windows of the railway carriages in summer. The curtains, being inside, do not keep the sun off the glass, and venetians are constantly sticking and getting out of order. The hood is a cheaper and much more effectual protection against the sun than any other plan which I have seen. It can be arranged to unship in winter if it be found to make the carriages too dark; when properly adjusted, with reference to the level of the seats, it does not obstruct the view. The locomotive superintendent was good enough, at my request, to fit up a carriage with these hoods, and I understand that the expense was trifling; it must certainly be much less than that of venetians and curtains. I have heard, since I came back to Melbourne, that the railway carriages in New South Wales are fitted with hoods.

In the hot season in India the railway carriages are cooled, as houses are there, by means of tatties, which are kept wet by water taken from the tank on the roof of the carriage. While the train is in motion the relief obtained by this means is very great; but when it stops the heat becomes intolerable, and deaths from heat apoplexy are by no means uncommon on Indian railways.

The second-class carriages have neither cushions nor linings of any kind; they are on the saloon plan, like the first-class and are protected from the sun in the same way. The intermediate and the third-class carriages are nearly the same, the principal difference being that the former have glass windows and the latter shutters; they are arranged in compartments, like an English carriage, but the partitions are frequently made of bars, to allow a circulation of air.

The first and second class carriages are painted either white or a light cream color, for the sake of coolness. In England it is now common to paint the upper parts of carriage bodies in the same way, and for the same reason; and I think that we should do well to follow the example here. The light-colored paint is found to last quite as well as if not better than darker colors, and the carriages are sensibly cooler in summer.

The climate of India makes it necessary to give much more space to Europeans than is given to railway passengers in more temperate countries, but the natives are packed closely in the third-class carriages. The holder of a first or second class ticket can claim sufficient space to lie down at night at full length;

length; but this is not the case with the holders of intermediate and third-class tickets. Many of the first-class carriages have an upper tier of berths. On the Great Indian Peninsula Railway the first-class carriages have sleeping accommodation for 12 passengers and weigh 186 cwts. = 15.50 cwts. per passenger. The second-class carriages have sleeping accommodation for 10 passengers, and weigh 160 cwts. = 16.00 cwts. per passenger. The third-class seat 40 passengers, and weigh 135 cwts. = 3.37 cwts. per passenger.

On the Scinde, Punjab, and Delhi Railway the standard first-class carriage weighs 158 cwts., and has sleeping accommodation for 8 passengers. The second-class weighs the same, and has sleeping room for 16. The third-class weighs 114 cwts., and has seats for 40 passengers. Some double-story carriages were built to carry natives, but they gave offence, and have been abandoned.

The goods waggons on Indian railways are not, for the most part, to the best patterns; many of them are old, and the axles and journals are not of sufficient diameter to carry the loads which are put into waggons of more modern construction. The old waggons of the covered class weigh about 117 cwts., and carry 120 cwts. = 1.02 cwt. per cwt. dead weight. The modern waggons of the same class, which are replacing the old ones, weigh 130 cwts., and carry 200 cwts. = 1.54 cwt. per cwt. dead weight. The axles of these waggons are from 4 3/4 inches to 5 inches diameter, and the journals are 3 1/2 inches diameter and 9 inches long.

Both inside and outside cylinder engines are to be found in India, and on the same line of railway; but some lines, as for instance, the Scinde, Punjab, and Delhi, have inside cylinder engines only. This line passes through a level country, has but few curves (and these of large radius), and has easy gradients. The goods and passenger engines have six wheels, and in each class there are two pairs of coupled drivers. The goods engines have about 14 tons on each pair of driving-wheels, and the passenger engines from 12 to 13 tons on a pair. The line is laid with a double-headed iron rail, which weighs 75 lbs. to the yard.

The Oude and Rohilkunde system of railways was made under a guarantee from the Indian Government; the length of line open at the end of 1874 was 539 miles. These lines are on the 5 feet 6 inches gauge, but are of lighter construction than the great trunk lines. The average cost per mile of the whole system, when finished, is estimated at about £8,600 per mile. In addition to 539 miles already opened, there were, at the end of 1874, 156 miles to be opened to complete the authorized mileage. I travelled from Cawnpore to Lucknow, and from Lucknow to Benares, on the Oude and Rohilkunde railways. The speed is very slow, the passenger train by which I travelled took nearly fifteen hours to go from Lucknow to Benares, a distance of 200 miles. There is a common impression in India that these railways would be unsafe at any but the most moderate speeds; but so far as I could judge from riding over the lines in a carriage there is no sufficient ground for this opinion. The rails weigh about 60 lbs. to the yard; and the engines, all of which have six wheels with two pairs coupled drivers, have a weight of about 10 tons on each pair of drivers. The passenger fares are low; the rate for the upper class, as it is called, being 1 1/4 d. per mile, and for the lower 1/4 d. per mile.

It is stated in Mr. Juland Danver's Report for 1874 that the whole passenger traffic in India is divided as follows:—97.01 per cent. lowest class, 2.21 per cent. second class, and 0.78 per cent. first class. The following table is to be found in the same report:—

FARES AND RATES IN USE ON THE INDIAN RAILWAYS.

Railway.	Passengers.					Goods.					
	Fare for travelling 1 mile.					Rate for conveying 1 ton 1 mile.					
	First Class.	Second Class.	Intermediate Class.	Third Class.	Fourth or Coolie Class.	Of First or Lowest Class.	Of Second Class.	Of Third Class.	Of Fourth Class.	Of Fifth or Highest Class.	Special.
GUARANTEED.											
East Indian, Main Line ...	18	9	4 1/2	3	...	9.073	13.61	18.146	22.683	27.221	From 4.54 pies for coal up to 9.073 pies.
East Indian, Jubbulpoor Line.	18	9	4 1/2	3	...	9.073	13.61	18.146	22.683	27.221	From 5.44 pies up to 9.073 pies.
Great Indian Peninsula ...	18	9	...	4	2 1/2	10	14	24	34	48	
Madras ...	15	6 1/2	...	3 1/2	2	12	14	18	24	36	From 6 1/2 pies up to 10 pies.
Bombay, Baroda, and Central India.	15	7	4	3	...	11.49	14.48	18.63	31.19	43.39	From 8 pies up to 8.62 pies.
Scinde, Punjab, and Delhi	18	9	4 1/2	3	...	9.60	14.81	19.26	25.37	29.00	
South Indian ...	12	5	...	2	...	12	14	18	24	36	From 6 pies up to 10 pies.
Eastern Bengal ...	12	6	...	4 1/2	3	9.33	14	18.66	28	56	From 6.15 pies up to 11.23 pies.
Oude and Rohilkund ...	9	36	2	3	16 & 24	9.08	13.62	18.16	22.7	27.25	From 5.40 pies up to 6.80.
STATE.											
Calcutta and South-eastern	Upper. 9.00	Lower. 2.67	...	...	...	...	...	...	...	...
Holkar ...	12.23	4.58	...	2.29	...	13.76	20.64	27.52	...	...	From 6.88 pies.
Rajpootana ...	10.46	5.06	...	2.24	1.26	13.52	18.04	25.40	...	...	From 10.44 pies.
Wurdha Valley ...	18	9	...	4	2 1/2	10	14	24	34	48	From 5 pies up to 8 pies.
Nizam's ...	18	9	...	4	2 1/2	10	14	24	34	48	From 5 pies up to 8 pies.
Nulhuttee ...	28.00	14.00	...	7.00	4.57	13.07	21.56	30.00	47.55	83.46	From 7.77 pies.
BERRAB.											
Oomrawuttee ...	18	9	...	4	2 1/2	10	14	24	34	48	From 5 pies up to 8 pies.
Kamgaun ...	18	9	...	4	2 1/2	10	14	24	34	48	From 5 pies up to 8 pies.

* 8 pies = 1d.

The construction of the metre gauge railways is the same in all parts of India where they have been introduced. The greatest length of lines hitherto made on this gauge is in Rajpootana; and I went there to see them. The length of line open at the time of my visit was 378 miles, out of about 850 miles authorized, and further extensions were contemplated which would bring the length of the whole system up to about 1,500 miles. A break of gauge will occur at three points, namely, Agra, Delhi, and Ahmedabad. The oldest portion of the lines, when I saw them, had been open about twenty months. The average cost of the 378 miles of line open was £6,000 per mile, including land, stations, rolling-stock, and engineering. The cost of land had been very trifling. It was not intended at first to fence the lines, but it was found afterwards that it would be necessary to do so; and the cost of fencing the lines and completing the workshops would, I was informed, bring the total average cost up to £6,400 per mile. The country through which the lines pass is very easy; the ruling gradient being 1 in 150, which is sufficient to keep them everywhere on the surface; there is no necessity for using sharp curves, and I did not see a single over-bridge. The under-bridges, however, are numerous, and all constructed, in a most substantial manner, of stone or iron. The cost of the great bridge over the Jumna at Agra—which will amount to £180,000, and serve both as a road and railway bridge and for the 5 feet 6 inches as well as for the metre gauge—is included in the average cost per mile which I have given. The level crossings are numerous and at each one there are gates and a gatekeeper. The lines are fenced by a bank of earth on each side of the gates for a length of about a quarter of a mile, but in other parts they were unfenced when I saw them. The engines on these, as on many other lines in India, are provided with cow-catchers, like those in the United States.

Iron rails weighing 40 lbs. to the yard are used for the permanent way, and parts of the line are laid with steel rails which weigh 35 lbs. to the yard. The rails are of the Vignoles pattern, and are laid on sleepers of Saal or Deodar timber 6 feet long by 8 inches by 4½ inches section. The sleepers are spaced 2 feet 9 inches apart from centre to centre. The joints of the rails are suspended, and over the greater part of the lines are fished in the usual way; but on a part of the line near Agra, Deering's clip has been used for the joints; it does not answer. The rails are fastened by fang bolts to the sleepers next to the joints, and to the other sleepers by dog spikes.

The receipts on the metre gauge railways in Rajpootana were at the rate of £13 per mile per week at the end of last year; they had been a good deal lower, but the traffic was developing rapidly. The working expenses in 1874 had been 80½ per cent. of the gross receipts.

The engines and rolling-stock are the same on all the metre gauge railways in India. I obtained the following information from an official source:—

PASSENGER CARRIAGES.

Class.	Weight.			Capacity.
	Tons	cwts.	qrs.	
First	4	13	3	9 seats (or 4 sleeping berths) = 1,167 lbs. (or 2,625 lbs.) per passenger.
Second	4	15	2	18 seats (or 12 sleeping berths) = 594 lbs. (or 891 lbs.) per passenger.
Third	3	14	1	36 seats = 231.00 lbs. per passenger.

GOODS WAGGONS.

Class.	Weight.			Load.	Proportion of Weight of the Waggon to its Load.
	Tons	cwts.	qrs.		
High-sided covered	3	3	0	5	1 to 1.59
High-sided open	3	1	1	5	1 to 1.63
Low sided	2	13	0	5	1 to 1.88
Cattle Truck	3	1	1	...	.....
Break Van	4	10	0	...	.....

The carriage and waggon wheels are all 2 feet diameter on the metre gauge. It is admitted that a grave mistake has been made in using such small wheels.

The metre gauge engines are of six classes, A, B, C, D, E, and F. The first three are tank engines, with cylinders of 10 inches, 11 inches, and 13½ inches diameter respectively, taking gross loads, exclusive of engine, on the ruling gradient of 1 in 150 of 180, 240, and 330 tons respectively at 15 miles an hour. The D, E, and F engines have cylinders of 11 inches, 11½ inches, and 13½ inches respectively, and take gross loads, exclusive of the engine, of 260, 280, and 320 tons on the ruling gradient. These are tender engines. The goods engines have three pairs of wheels coupled; the diameter of the wheels is 3 feet. The passenger engines have six wheels, two pairs coupled, 3 feet 6 inches diameter. It is admitted that the engine wheels are too small. The greatest weight on any pair of engine wheels is 6 tons, and the longest rigid wheel base is 10 feet.

Having seen the railways in Rajpootana, I went to Lahore, and travelled over the North Punjab State Railway, which extends from there to Wusserabad, a distance of 60 miles. The standard gauge of 5 feet 6 inches is carried as far as Lahore, and it was intended to break the gauge there, and to construct the line to the frontier at Peshawur on the metre gauge. The first section 60 miles long, to Wusserabad, had been made on this gauge and opened for traffic, when the Government became alive to the evils of a break of gauge on a line of railway to the north-west frontier, and gave orders for the construction of a line on the standard gauge. The works for this new line were in progress, at the time of my visit, alongside the metre gauge line, on which I travelled, the construction of which is identical with that of the lines in Rajpootana, already described.

There

There are some very large bridges in this part of India; that over the Chenaub is $1\frac{1}{4}$ mile long; it is said to be the longest bridge in the world. The bridges over the Jhelum and the Ravee are also very large works. All these bridges have iron girders and stone or brick piers. The foundations are a great difficulty, and are obtained by means of brick wells; in the Chenaub bridge these have been carried to a depth of 60 feet below the bed of the river.

I had an opportunity of seeing goods transferred from the metre to the standard gauge at Agra; this is done across a platform about 50 feet wide, on one side of which the metre gauge waggons are drawn up, and the standard gauge waggons on the other. The cost for labour in transferring ordinary freight, such as cotton and salt, is about $1\frac{1}{2}$ d. per ton, wages being about 16s. per month.

I heard the metre gauge strongly condemned by many persons in India, and it appeared to me to find but few to defend it. The following, which I extract from an article in the *Times* of the 3rd of April last on Indian finance, expresses an opinion which is very generally entertained:—

“The construction of branch lines which do not pay is a mistake; but what is to be said of the construction of branches which not only do not pay but are also made of a different gauge from the main lines, so that there is a necessary transshipment at the connections? The effect in one striking case has been that almost as soon as the extension was opened a new line on the broader gauge was commenced by the side of it and is now in active progress, the intention being to abandon the existing narrow line as soon as the other is completed. We believe that this is but a sample of the experience which lies before us with respect to the rest. They are in process of construction, at a great expense, to be superseded when the inconvenience of working them comes to be felt. It is to meet the cost of such projects that the Finance Minister of India is called on to provide so many millions annually, which he raises by loans, the burden of which is thrown on posterity.”

Screw couplings are generally used in India for waggons, and I believe that it would be very desirable to introduce them here, more especially in mixed trains of goods and passengers. It is a barbarous practice to run goods waggons with loose couplings in a train with passenger carriages and at passenger-train speeds, and the effect on the permanent way, of the light lines more especially, is very injurious.

Various experiments have been made in fences for railways in India. On the Oude and Rohilcunde Railway the fence consists of a bank of earth; but it is very imperfect, being easily broken down by cattle or washed down by heavy rains. The cactus has been tried as a live fence, and in some places it grows very well; but it is said to be uncertain, and subject to die down without apparent cause. A fence of five wires, with either iron standards or stone posts, is most approved, and is very commonly used.

Many of the railway stations in India on the lines over which I travelled are large and commodious buildings, and in the principal towns attempts have been made at architectural effect; but like almost all the efforts of this kind made by Englishmen in India, the result is not satisfactory. The stations at Lahore, Delhi, Gazceabad, Agra, Cawnpore, Allahabad, and Jubbulpore are all very spacious and substantial, and appear to be well adapted for the work which they have to do. The refreshment-rooms are, as a rule, good, but expensive; they are used by Europeans exclusively, and as their number is small the rates charged are necessarily high. The natives are supplied with sweetmeats and other refreshments by hawkers, who are to be met with at every station. The natives are great travellers in their own country, and the crowds of them at the various stations form one of the most striking features of Indian railway travelling.

The greatest works on Indian railways are the bridges over rivers. They are almost all iron girder bridges of large spans. Many of the rivers are subject to violent floods, and scarcely a year passes in which they do not produce disastrous effects on the railway works.

I left Bombay on the 11th of December, 1875, and arrived in Melbourne on 11 January, 1876.

I desire, in concluding this Report, to acknowledge the great obligations which I am under to the authorities in the various countries which I visited, to private persons, and to members of my own profession, for the courtesy and liberality with which they furnished me with information, and the interest which they showed and the assistance they rendered in forwarding the objects of my journey.

I have the honor to be,

Sir,

Your obedient servant,

T. HIGINBOTHAM,

Engineer-in-Chief.

The Honorable Joseph Jones, M.P.,
Commissioner of Railways and Roads.



1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DENILIQVIN AND MOAMA RAILWAY.
(REPORT OF ENGINEER-IN-CHIEF.)

Ordered by the Legislative Assembly to be printed, 20 December, 1876.

Department of Public Works, Railway Branch,
Engineer's Office, Sydney, 15 November, 1876.

MINUTE PAPER.

Subject—Deniliquin and Moama Railway.

Engineer-in-Chief to Commissioner.

I SUBMIT for the information of the Minister for Works the following Report on the construction of the Railway from Deniliquin to Moama.

THIS railway, which is a single line throughout, and laid to a gauge of 5' 3", commences at the Echuca Station by a junction with the Victorian Railway from Sandhurst to Echuca, and is carried across the river Murray by a temporary wooden bridge, pending the completion of a permanent bridge now in course of erection over that river, for both road and railway traffic, by the joint action of the Governments of New South Wales and Victoria. After crossing the river and entering New South Wales, the line passes through the town and parish of Moama, and crossing Greenwich Plain Reserves Nos. 91 and 90, enters the parish of Moira. Reserve No. 89 is then crossed on the Home Plain, and passing through the parish of Culpa, the line enters the township of Mathoura, where a small station has been erected, called Redbank; then passing through the parishes of Mathoura, Boyes, Talama, and Citcatha, it terminates at South Deniliquin, being a length of 45 miles.

LAND.

The land throughout has been enclosed for a width of 3 chains, giving an area of 24 acres to the mile, with an additional width for stations at Moama, Redbank, and Deniliquin. This area, although twice the width requisite for a double line of railway, is not in excess of the quantity named in the Act of Incorporation.

FENCING.

The fencing consists of red gum posts and top rail, with four wires, No. 8 gauge. The posts are 6' 6" in length, 8" x 3", sunk 2 feet into the ground, and placed 8 feet apart. The top rails, 9 feet long, are 8" x 2".

EARTHWORK.

Nearly the whole of the embankments are formed from side cutting. There are very few cuttings on the entire line, the deepest being about 4 feet, and the greatest height of embankment 8 feet. The formation width of both cuttings and embankments is about 14 feet. The country, however, is of such an even surface that for many miles the ballast has been laid on the ground, the process of forming being unnecessary.

BRIDGES AND CULVERTS.

The whole of the bridges and culverts are of red gum timber, procured from Mathoura, about half way between Deniliquin and Moama. The bridges or flood openings have all the same spans—10 feet in the clear, with two piles in each bay. The piles are connected transversely by walings 9" x 5", notched on the heads of the piles and bolted. The longitudinal girders, two in number, rest upon the piles, and are generally 15" x 12"; upon these girders 3-in. planking is spiked, and this planking carries the ballast and roadway. The following bridges have been provided for the escape of flood waters.

The

The distances are from the bank of the river Murray, on the Moama side.

Miles.	Chains.	No. of Openings.	Span.
1	10	12	10 feet
3	35	4	10 "
5	60	54	10 "
9	77	2	10 "
16	65	2	10 "
22	50	4	10 "
22	70	3	10 "
34	32	2	10 "
35	38	5	10 "
39	7	10	10 "
43	75	6	10 "
44	19	6	10 "

In addition to these openings there are many timber culverts of various dimensions.

BALLAST.

The ballast throughout is a loamy sand, which, at the time of my inspection was concreted, forming a very hard substance. In wet weather I think it will disintegrate, and render the maintenance of the line difficult and expensive.

RAILS.

The rails are single-headed and fish-jointed throughout, and weigh 50 lbs. to the yard, and are secured to the sleepers by wrought-iron spikes.

SLEEPERS.

The sleepers, 8' 6" long, 9" \times 4½", are all of red gum timber, rectangular in shape, and placed about 2' 6" apart, from centre to centre, except at the joints, where they are 1' 9" apart.

CURVES.

There are only five curves on the whole line, each having a radius of 80 chains.

GRADIENTS.

The line may be considered for all practical purposes level throughout, as the rails at Moama Station are only 17 feet above the rails at Deniliquin Station, in a distance of nearly 45 miles, and the highest point between the stations named, which is at Redbank, is only 43 feet above the former station. There is, however, one short incline, which does not appear on the working section, of 1 in 98 for a length of 29 chains.

STATIONS.

There are three stations on the line, viz. at Moama, Redbank, and Deniliquin.

From the Deniliquin and Moama Railway Company's Act, 37 Victoria, clause 150, I extract the following:—

Construction of Railways.

"150. Upon the completion of the Railway and Works authorized by this Act to the satisfaction of the Engineer-in-Chief for Railways it shall be lawful for the Governor with the advice of the Executive Council to grant to the Company in fee simple the portion of land herein more particularly described and containing by admeasurement 1,100 acres more or less, that is to say, &c."

Although this line will be perfectly safe for public traffic so long as it is properly maintained, I regret that I am unable to certify that it has been completed to my satisfaction, and for the following reasons:—

Rails.—The rails weighing 50 lbs. to the yard are too light for the heavy rolling stock now running over them.

Ballast.—The ballast is not of a quality to merit my approval, and I do not think a good road can be maintained with it during wet weather.

Bridges.—No care appears to have been taken in selecting the timber for the bridges, as many of the beams in almost every structure are very much split, and have large dead knots, worm holes, and gum veins in them. The driving of the piles has been most erratic; they are leaning in all directions, and are rarely driven throughout any bridge at equal distances from the centre line of roadway. The carpentry generally is of the roughest possible kind.

The line has not been set out in a satisfactory manner. Those portions which should be straight are in most cases crooked, and some of them to a very considerable extent.

I desire to take this opportunity to thank the Directors and officers of the Company for their attention to me during my visit to Deniliquin, and also for the obliging manner in which they furnished me with all the information I required.

JOHN WHITTON.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS UNDER TRUSTEES.

(SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 28 February, 1877.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1877.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Northern Roads.						
						£
1	3	3	3	4	Road from Balgöwlah to Pittwater Road	60
2	3	3	3	16	" Manly Cove to Pittwater	240
3	4	4	4	12	" Wiseman's Ferry, <i>viâ</i> Shepherd's Gully, to St. Alban's	120
4	5	5	5	16	" Newcastle to Lake Macquarie Heads	112
5	4	4	4	9	" Newcastle Municipality to Wallsend	90
6	4	4	4	13	" Waratah to Maitland	130
7	5	5	5	22	" Wallsend to Maitland and Gosford Road, at Coorabong	154
8	5	5	5	5	" Cooranbong Wharf to Dora Creek	35
9	4	4	3	57	" Wingham, on the left bank of the Manning River, <i>viâ</i> Black Flat to Nowendoc	855
10	4	4	4	6	" Morton's Creek to Papenborough Creek, and J. Gurney's, on north bank of Hastings River	60
11	5	5	5	20	" Rolland's Plains to Glen Esk, Upper Plains	140
12	5	5	5	4	" Rolland's Plains to Ballingara Wharf	28
13	5	5	5	20	" Rolland's Plains to Yarrowell Falls, Macleay River	140
14	...	...	3	6	" Warneton to the New England Road	90
15	...	...	3	4	" Belgrave to Kempsey and New England Road	60
16	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
17	3	3	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
18	5	5	5	5	" Stockton and Raymond Terrace Road to Saltash	35
19	3	3	3	17	" Stockton to Raymond Terrace	255
20	2	2	2	31	" Raymond Terrace to Stroud	775
21	2	2	2	2	" Raymond Terrace and Maitland Road to River Hunter	50
22	5	5	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miskell's Road)	21
23	5	5	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
24	5	5	5	12	" Raymond Terrace and Stroud Road, <i>viâ</i> the Duck-hole Swamp, to the Parading Ground	84
25	4	3	3	10	" Raymond Terrace, by east side of Williams River, to Seaham	150
26	4	4	4	9	" Seaham, by east side of Williams River, to Clarencetown	90
27	3	2	2	8	" Raymond Terrace to Hinton	200
28	3	3	3	4	" Raymond Terrace and Hinton Road to Seaham	60
29	3	3	2	6	" Raymond Terrace to Hexham	150
30	5	4	4	5	" Alnwick to Hexham	50
31	5	5	4	8	" Hexham to Fullerton Cove	80
				349	Carried forward	£ 4,491

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.				349
Northern Roads—continued.						£
Brought forward					...	4,491
32	3	3	3	5	Road from East Maitland, <i>via</i> Largs, to Dunmore Bridge	75
33	2	2	2	22	" Dunmore Bridge to Paterson and Gresford	550
34	3	3	3	17	" Gresford to Eccleston	255
35	3	3	2	12	" Gresford to Lowstock	300
36	3	3	3	9	" Largs, <i>via</i> Tocal, to Paterson	135
37	3	3	3	6	" West Maitland to Dunmore	90
38	...	...	4	3	" West Maitland, <i>via</i> Glenarvon, to Dunmore and Paterson Road	30
39	4	4	3	5	" The north boundary of West Maitland Municipality, up the right bank of Hunter's River	75
40	2	2	2	4	" Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road	100
41	4	4	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek	40
42	2	2	2	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road	75
43	5	5	5	15	" West Maitland to Mulbring Creek	105
44	4	4	4	10	" Mulbring to Ellalong (Quarrybylong Road)	100
45	3	3	3	17	" The Maitland and Paterson Road within L. Harris's 1,114 acres to Luskintyre	255
46	5	5	5	10	" Lochinvar, <i>via</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>via</i> Kaloudah	70
47	4	4	4	5	" Branxton; <i>via</i> Dalwood Ford, to Irishtown	50
48	...	...	4	10	" Rutherford to Scotch Corner	100
49	2	2	2	5	" Morpeth Municipality to Four-mile Creek	125
50	3	3	3	2	" Morpeth Municipality to Largs	30
51	5	5	5	4	" Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp	28
52	3	3	3	4	" Morpeth Punt, through Phoenix Park, to Largs	60
53	3	3	3	23	" The Broken-back Gap, <i>via</i> Wyee, to Wyong Creek	345
54	2	2	2	13	" Wyong Creek to Gosford	325
55	4	4	4	11	" Main Northern Road near Laguna, Wollombi, to Upper Wattagan Creek	110
56	4	4	4	8	" Gosford to Kincumber	80
57	...	...	4	7	" Kincumber to Lloyd's Wharf	70
58	3	3	3	8	" Erina Creek, near East Gosford, to Long's Grant	120
59	4	4	4	10	" Wyong Creek to Bumble Hill	100
60	4	4	4	10	" Bumble Hill to the Blood-tree	100
61	4	4	4	6	" The Blood-tree to Mangrove Creek, at Pember-ton's Hill	60
62	4	4	4	21	" Bullock Wharf to upper part of Mangrove Creek	210
63	4	4	4	4	" Town of Ellalong to Main Road from Maitland to Wollombi	40
64	4	4	4	11	" Wollombi Road to Congewai	110
65	5	5	5	29	" Wollombi to Warkworth	203
66	5	5	5	60	" Wollombi and Warkworth Road to Colo River (Bulga Road)	420
67	4	4	4	22	" Wollombi towards Wiseman's Ferry to 22nd Mile-post	220
68	5	5	5	22	" Wiseman's Ferry towards Wollombi to 22nd Mile-post	154
69	5	4	4	10	" St. Alban's, through Wallabine Common	100
70	5	4	4	15	" St. Alban's, up the M'Donald River, to Melon Creek, and up that Creek	150
71	4	4	4	3	" Wiseman's Ferry Road into Parish of North Colah	30
72	2	2	2	20	" Main Northern Road, near West Maitland, <i>via</i> Cessnock, to Eastern foot of the Dividing Range	500
73	2	2	2	15	" Eastern foot of the Dividing Range to Wollombi	375
74	2	2	2	1	" Tomago Crossing-place to Railway Station at Hexham	25
75	4	4	4	12	" Main Northern Road, near Anvil Creek, <i>via</i> Glendon Brook, to junction with Paterson and Gresford Road	120
76	4	4	4	4	" Anvil Creek and Glendon Brook Road to Stanhope	40
77	5	4	4	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	140
78	3	3	3	8	" Pokolbin Hills to Cessnock Road	120
79	5	4	4	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	110
899					Carried forward	£ 11,516

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.				899	£
Northern Roads—continued.						
					Brought forward	11,516
80	3	3	3	16	Road from Main Northern Road, near Munnimba Brook, <i>via</i> Warkworth, to Jerry's Plains Road	240
81	4	4	4	25	„ Singleton <i>via</i> New Bridge to Cooper's Flat	250
82	5	5	5	37	„ Singleton, <i>via</i> Boyce's, at Glendon Brook, to Gresford	259
83	5	5	5	9	„ Cooper's Flat Road to Karakoora Creek and up that creek	63
84	4	4	4	25	„ Singleton, <i>via</i> Goorangoola to Archinal's, Dry Creek	250
85	4	4	4	10	„ Camberwell to Goorangoola Road... ..	100
86	4	4	4	15	„ Goorangoola Road to Carrow Brook	150
87	6	5	5	17	„ Combo, near Singleton, through Town Common, to north boundary of Parish of Dyrning	119
88	4	4	4	12	„ Singleton, <i>via</i> Abbey Green, to Bulga	120
89	4	4	4	15	„ Singleton, <i>via</i> Wittingham Reserve, to Broke, Wol-lombi Brook	150
90	5	5	5	10	„ Broke, <i>via</i> Nine-mile Creek, to the Munnimba and Warkworth Road	70
91	4	4	4	5	„ Singleton and Jerry's Plains Road to Warkworth...	50
92	...	4	4	5	„ Main North Road near Muswellbrook to Musclee Creek	59
93	2	2	2	15	„ Muswellbrook to Denman	375
94	5	5	5	39	„ Scone to Merriwa	273
95	6	6	6	16	„ Scone <i>via</i> Dartbrook and Kayngah to Muswellbrook	80
96	5	5	4	34	„ Scone to Denison Diggings, at Moonan	340
97	...	...	5	25	„ Merriwa to top of Main Range	175
98	5	4	4	8	„ Box-tree Flat to Blandford	80
99	...	5	5	5	„ Main North Road south of Cliffdale to Dynam-rigan or Dry Creek	35
100	5	5	5	30	„ Coonabarabran to Baradine... ..	210
101	4	4	4	69	„ Armidale Municipality to Inverell	690
102	5	5	5	18	„ Inverell to the M ^r Intyre River	126
103	...	...	2	6	„ Tenterfield to the Six-mile	150
104	4	4	4	4	„ Main North Road, at Uralla, to the Rocky River...	40
105	5	5	5	18	„ Missibotti, <i>via</i> Bowra, to Nambuccera Heads	126
106	3	3	3	11	„ Fernmount to Never Never	165
107	4	4	4	18	„ Grafton to Smith's Flat	180
108	5	5	5	16	„ Grafton to Southgate and Lawrence, <i>via</i> Alumny Creek Bridge	112
				1,432	Total miles. Total	£ 16,544
Western Roads.						
109	2	2	2	3	Road from Main Western Road to Canterbury	75
110	2	2	2	2	„ Main Western Road to Railway Station at Haslem's Creek	50
111	3	3	3	6	„ Main Western Road, near Parramatta, to Main Southern Road (Dog-trap Road)	90
112	4	4	3	3	„ Irish Town to Haslem's Creek Railway Station	45
113	4	4	4	5	„ Main Southern Road, near Burwood, over Cook's River, into Parish of St. George	50
114	3	3	3	2	„ Main Western Road to Government Wharf at Longbottom	30
115	4	4	4	2	„ Kenyon's Bridge, towards Cabramatta, to boundary of Liverpool Municipality	20
116	3	3	3	2	„ Longbottom to Breakfast Point	30
117	2	2	2	3	„ Parramatta to Ryde	75
118	2	2	2	1	„ Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
119	2	2	2	1	„ Parramatta and Ryde Road to Pennant Hills Wharf	25
120	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
121	2	2	2	1	„ Castle Hill to the Old Parramatta Road	25
122	...	...	4	2	„ Main North Road at Castle Hill to Government Reserve (Old Castle Hill Road)	20
				40	Carried forward	£ 665

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875	1876	1877.			
				40	Western Roads—continued.	
					Brought forward	£ 665
123	3	3	3	3	Road from Main Western Road towards Parramatta River (Concord Road)	45
124	2	2	2	4	" Parramatta to Pennant Hills	100
125	5	3	3	8	" Main Western Road, near St. Mary's, to Orphan School Road	120
126	3	3	3	8	" Do. do. to Blacktown Road	120
127	5	5	5	13	" Main Western Road, near Penrith, to Richmond... ..	91
128	4	4	4	12	" Main Western Road, near Penrith, to Bringelly Cross Roads	120
129	4	4	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
130	4	4	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
131	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
132	4	4	4	18	" Parramatta Municipality to Windsor	180
133	2	2	2	5	" Windsor Road to Pitt Town Punt	125
134	2	2	2	1	" Windsor Road to Mulgrave Railway Station	25
135	3	3	3	4	" Nelson to Riverstone Railway Station	60
136	2	2	2	4	" Parramatta and Windsor Road, through Pitt Town Bottoms	100
137	5	5	4	4	" Broken-back Bridge to Pennant Hills	40
138	4	4	4	20	" Pitt Town to Wiseman's Ferry	200
139	5	4	4	7	" Pitt Town Punt to Churchill's Wharf	70
140	3	3	3	5	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	75
141	4	4	4	5	" Enfield to Freeman's Reach	50
142	3	3	3	4	" Freeman's Reach to Windsor Bridge	60
143	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
144	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
145	6	6	6	5	" Sackville Reach to Post Office, mouth of Colo River	25
146	5	5	5	8	" Churchill's Wharf to mouth of Colo River	56
147	5	5	5	5	" Windsor to Richmond	35
148	2	2	2	3	" Windsor to Cornwallis	75
149	2	2	2	3	" Richmond to Richmond Bottoms	75
150	3	3	3	2	" Windsor to Blacktown Road	30
151	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
152	2	2	2	2	" Richmond to New Bridge	50
153	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
154	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
155	4	4	4	6	" Blacktown Road to Windsor Road... ..	60
156	3	3	3	10	" Penrith Municipality, <i>via</i> Castlereagh, to Richmond	150
157	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong.. ..	63
158	4	4	4	4	" Yarra Mundi Road, <i>via</i> Wood's Falls, to Road from Richmond Bridge to Kurrajong	40
159	4	4	4	10	" Main Western Road, at Little Hartley, to Ganbenang Swamp	100
160	...	5	5	11	" Mount Victoria to Govett's Leap and Mount King George	77
161	4	4	4	5	" Hartley to Blaxland's Swamp	50
162	2	2	2	4	" Bowenfells to Blaxland's Swamp	100
163	5	5	5	7	" Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
164	4	4	4	30	" Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
165	...	...	3	5	" Hartley, <i>via</i> Brown's Gap to Lithgow	75
166	5	5	5	17	" Ginkin to the Fish River Creek and Hartley Road	119
167	3	3	3	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
168	5	5	5	9	" Mudgee Road, to Wolgan Valley	63
				402	Carried forward	£ 4,692

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Western Roads—continued.						£
				402		
					Brought forward	4,692
169	...	...	4	25	Road from Glen Alice to Mudgee Road	250
170	...	4	4	16	" Warrangunyah, <i>via</i> Crudine Creek, to Monkey Hill	160
171	4	4	3	18	" Mudgee Road to Rylstone	270
172	...	...	6	7	" Rylstone to Narengo	35
173	5	5	5	22	" Cudgegong Municipality to Rylstone	154
174	5	5	5	20	" Grattai, <i>via</i> Windeyer and Upper Pyramul, to the Tabrabucca and Sally's Flat Road, at Suttor's 640 acres	140
175	4	4	4	4	" Peel to Junction of Kelso and Sofala Road	40
176	2	2	2	15	" Limekilns Road to Palmer's Oakey Road and Upper Turon	375
177	3	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	135
178	3	3	3	12	" Sofala to Palmer's Oakey Creek	180
179	5	5	5	18	" Sally's Flat to Hargraves	126
180	5	5	4	7	" Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	70
181	3	3	3	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	60
182	3	3	3	12	" Mitchell's Creek Quartz Reefs, towards Palmer's Oakey	180
183	3	3	3	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest...	330
184	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
185	4	4	4	3	" Bathurst and Rockley Road, to Camping Reserve, on the Vale Creek Road	30
186	5	4	4	20	" Rockley to the Isabella River	200
187	2	2	2	4	" Great Western Road, at Dr. Favelle's, to Junction with Guyong and Icely Road, at Byng	100
188	5	5	5	12	" Orange to Icely, <i>via</i> Byng	84
189	5	5	5	6	" Guyong, <i>via</i> Byng, to Tom's, on the Orange and Icely Road	42
190	4	4	4	12	" Orange to Canoblas	120
191	4	4	4	16	" Orange to Cadia	160
192	...	...	3	18	" Molong to Meranburn	270
193	5	5	5	9	" Lucknow to Junction with Vittoria and Carcoar Road at Cochrane's	63
194	5	5	5	16	" Cowra to Hovell's Creek	112
195	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
196	4	4	4	14	" Carcoar, <i>via</i> Village of Shaw, to Teapot Swamp	140
197	4	4	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
198	2	2	2	8	" O'Connell's Plains, <i>via</i> Alick's Swamp, to Wiseman's Creek	200
199	2	2	2	9	" Peel to Duramana	225
200	6	6	6	25	" Cargo to Nanima	125
201	5	5	5	16	" Stony Creek to Burrendong	112
				856	Total miles.	£ 9,694
Southern Roads.						
202	2	2	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
203	2	2	2	5	Lower South Head Road	125
204	2	2	2	1	Road from Upper to Lower South Head Road (Point Piper Road)	25
205	2	2	2	1	" Upper to Lower South Head Road (Glenmore Road)	25
206	2	2	2	1	" Lower South Head Road to Darling Point	25
207	4	4	4	4	" Sydney to Coogee (Randwick Road)	40
208	4	4	4	3	" Randwick Road to Upper South Head Road at Waverley	30
209	2	2	2	4	" Sydney to Botany Bay (Mudbank Road)	100
				26	Carried forward	£ 545

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Southern Roads—continued.						£
				26	Brought forward	545
210	2	2	2	3	Road from Mudbank Road to Banks' Meadow (Bunnerong Road)	75
211	4	4	4	2	" Mudbank Road to Botany Bay (Gardner's Road)	20
212	4	4	4	2	" Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
213	2	2	2	2	" Banks' Meadow, <i>via</i> Lord's and Handcock's, to the Bunnerong Road, near the Tannery	50
214	2	2	2	3	" Undercliff Bridge to George's River Road	75
215	3	3	3	2	" Newtown Road, near the Church, to the Botany Road	30
216	2	2	2	2	" Norwood to the Old Canterbury Road (New Canterbury Road)	50
217	2	2	2	6	" Cook's River Dam to Rocky Point (Rocky Point Road)	150
218	2	2	2	6	" Rocky Point Road to George's River (Forest Road)	150
219	3	3	3	4	" Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road)	60
220	3	3	3	3	" Main Southern Road near Irishtown to George's River (Old Road)	45
221	2	2	2	4	" Fairfield Railway Station <i>via</i> Smithfield to Prospect Creek Municipality	100
222	2	2	2	2	" Main Southern Road to Punchbowl Creek	50
223	3	3	3	4	" Punchbowl Creek to Saltpan Creek	60
224	2	2	2	10	" Canterbury, <i>via</i> Saltpan Creek, to George's River	250
225	4	4	4	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road)	100
226	4	4	4	8	" Liverpool, <i>via</i> Holdsworthy, to Illawarra Road	80
227	5	5	5	2	" Liverpool Municipality to Fairfield Railway Station	14
228	6	4	4	10	" Main Southern Road to Campbelltown	100
229	4	4	4	6	" Campbelltown to Menangle	60
230	3	3	3	2	" Campbelltown Railway Station to Raby	30
231	2	2	2	4	" Menangle to Main South Road, at foot of Razorback	100
232	5	5	5	12	" Menangle to Picton	84
233	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
234	4	4	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly	100
235	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court	21
236	3	3	3	10	" Main Southern Road to Cobbitty	150
237	3	3	3	2	" Main Southern Road at Narellan, through Orielton, to Liverpool and Cobbitty Road	30
238	6	6	6	4	" Great Southern Road, near Raby, to the Campbelltown Road	20
239	5	5	5	8	" Cobbitty to Matavai, Westwood, and Vermont	56
240	3	3	3	7	" Main South Road near Camden, to Mulgoa Forest and Vanderville	105
241	5	5	5	3	" Main South Road, at Cawdor to Westbrook Bridge	21
242	3	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
243	4	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill	20
244	3	3	3	10	" Campbelltown to Appin	150
245	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin	70
246	4	4	4	8	" Broughton's Pass <i>via</i> Wilton to Stonequarry Creek	80
247	2	2	2	9	" Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Soapy Flat Creek	225
248	4	4	3	4	" Appin to Broughton's Pass	60
249	5	5	5	4	" Appin to Brooke's Point	28
250	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
251	3	3	3	15	" Top of the Mountain, near Westmacott's Pass, to Appin	225
				260	Carried forward	£ 3,974

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.				260
Southern Roads—continued.						
						£
						3,974
252	4	4	4	18	Brought forward	
					Road from Top of the Mountain, near Westmacott's Pass, to	
					Bottle Forest	180
253	2	2	2	15	" Bottle Forest, <i>via</i> George's River Punt and	
					Koggerah, to the Rocky Point Road	375
254	5	5	5	6	" The Bulli and Westmacott's Pass Road to the Coal	
					Cliff	42
255	5	5	5	7	" Main South Coast Road to Jervis Bay	49
256	3	3	3	17	" Bateman's Bay to Mullenderrie Cross Roads	255
257	5	5	5	13	" Milton and Bateman's Bay Road, <i>via</i> Woodburn,	
					to Brooman's Ford	91
258	4	4	4	5	" Nowra to boundary of Numba Municipality	50
259	5	5	5	75	" Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to	
					Braidwood	525
260	5	5	5	9	" Nowra Municipality to Burriar	63
261	3	3	3	2	" Eastern boundary of Nowra Municipality through	
					Terrara to Greenwell Point Road	30
262	5	5	5	8	" Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
					The Old South Road:—	
263	5	5	5	10	" A. From the Cross Roads towards Taralga	70
264	5	5	5	7	" B. From Well's Creek to Paddy's River	49
265	5	5	3	5	Road from Main Southern Road near Berrima to Bowral	75
266	5	5	5	10	" Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
267	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
268	3	3	3	12	" The Kangaloon and Bowral Road, at Robertson Park,	
					to the western boundary of Central Illawarra	
					Municipality, near Mount Murray	180
269	4	4	3	3	" Throsby Park and Kiama Road, at M'Cullum's, to	
					the Mittagong and Illawarra Road, at Simpson's	
					200 acres	45
270	...	...	2	5	" Kiama Road at Bunter's to Cedar Mountain Road	125
271	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
272	4	4	4	13	" Goulburn Municipality to Upper Tarlo	130
273	2	2	2	15	" Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	375
274	3	4	4	30	" Kippielaw, <i>via</i> Gurrunda and Bialla, to Dalton on	
					the Fish River	300
275	5	4	4	14	" Greenwich Park to Towrang	140
276	...	5	5	22	" Binda to Bigga	154
277	2	3	3	10	" Taralga northwards <i>via</i> Richlands	150
278	3	3	3	36	" Wheeo to Burrowa	540
279	5	5	5	58	" Young to Bland	406
280	5	4	4	9	" Collector to Mutbilly	90
281	5	5	5	15	" Ginindera to Gundaroo	105
282	2	2	2	2	" Collector, <i>via</i> Collector Lane, to West side of Big	
					Hill	50
283	3	3	3	14	" West side of Big Hill to Gundaroo, <i>via</i> marked	
					tree line	210
284	4	4	4	15	" West side of Big Hill to Gunning	150
285	...	...	6	10	" Collector to Currawang	50
286	5	5	5	34	" Queanbeyan to Morumbateman	238
287	4	4	4	10	" Foxlow to Molonglo	100
288	...	...	3	5	" Reidsdale to Warumbuccra (Tudor Valley Road)	75
289	2	2	2	2	" Currawang Copper Mine to the Bangalore Road	50
290	5	5	5	16	" Queanbeyan to Lanyon Ford	112
291	6	5	5	30	" Cooma to Jindabyne	210
292	...	5	5	12	" Cooma and Jindabyne Road near Coolringdon to	
					Middlingbank	84
293	5	5	5	30	" Cooma to Buckley's Crossing	210
294	5	5	5	34	" Bobundarah to Seymour	238
295	5	5	5	50	" Cooma to Kiandra	350
296	...	5	5	26	" Cooma to Count-a-guinea <i>via</i> the Big Badger	182
297	3	3	5	6	" Towamba to Perico	42
298	4	4	4	16	" Cobargo to Bermaghee	160
299	4	4	4	8	" Cobargo to Wandella	80
300	2	2	2	12	" Eden to Panbula	300
301	2	2	2	4	" Panbula to Merimbula	100
302	5	5	5	16	" Eden to Sturt	112
				1,068	Carried forward	£ 11,862

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.				1,068	£
Southern Roads—continued.						
Brought forward						11,862
303	5	5	5	10	Road from Araluen and Moruya Road, <i>viâ</i> Kiora, to Moruya...	70
304	5	5	5	10	” Araluen, <i>viâ</i> Bettowynd, to Back Creek	70
305	3	3	3	4	” Moruya to the Heads	60
306	3	3	3	16	” Moruya to Bodalla	240
307	5	5	5	8	” Wogonga to Eurobodalla	56
308	5	5	5	8	” Eurobodalla to Nerrigundah	56
309	...	5	5	5	” Tuross Heads to the Bega and Bodalla Road	35
310	3	3	3	9	” Braidwood to Sergeant's Point (Little River)	135
311	6	6	6	15	” Braidwood and Tarago Road, <i>viâ</i> Larbert, to Lower Boro	75
312	6	6	6	8	” Sergeant's Point (Little River) to Clyde Road	40
				1,161	Total miles.	Total £ 12,699

SUMMARY OF PROPOSED DISTRIBUTION :—

		£
Northern Roads ...	1,432 miles	16,544
Western Roads ...	856 ”	9,694
Southern Roads ...	1,161 ”	12,699
	<u>3,449</u> TOTAL	<u>£38,937</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 ”

1876-7.

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, 28 February, 1877.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1877.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Northern Roads.						
1	2	2	2	3	Road from Manly Cove, <i>via</i> Balgowlah, to Middle Harbour ...	£ 75
2	4	2	2	3	„ Union Inn, Rutherford, to ford at Melville ...	75
3	...	2	2	18	„ East Maitland Municipality, <i>via</i> Oakvale, to Broken-back Gap ...	450
4	3	3	2	73	„ Stroud <i>via</i> Gloucester to Tinonee ...	1,825
5	2	2	2	6	„ Raymond Terrace towards Maitland to its junction with the Morpeth Road... ..	150
6	3	3	2	16	„ Dunmore Bridge to Seaham and Clarencetown ...	400
7	5	5	5	7	„ Deep Creek to Allandale Railway Station... ..	49
8	4	4	4	13	„ Paterson and Gresford Road to Clarencetown and Dungog Road ...	130
9	2	2	1	14	„ Clarencetown, <i>via</i> South Boundary of J. D. Walker's 1,280 acres, to Dungog ...	700
10	5	5	5	9	„ Clarencetown to Half-way House on Raymond Terrace and Stroud Road ...	63
11	5	5	4	8	„ Clarencetown, <i>via</i> Glen William, to Clarencetown and Dungog Road, at South Boundary of J. D. Walker's 1,280 acres ...	80
12	3	3	3	8	„ Dungog to Chichester River ...	120
13	5	5	5	15	„ Dungog and Chichester Road to Underbank ...	105
14	5	5	5	6	„ Dungog and Gloucester Road to Fosterton ...	42
15	5	5	5	13	„ Dungog and Monkerai Road to Stroud ...	91
16	5	5	5	14	„ Upper Myall to Bulladelah... ..	98
17	...	6	3	18	„ Bulladelah to the Stroud and Raymond Terrace Road	270
18	...	...	3	7	„ Bandon Grove to Little River ...	105
19	5	5	5	14	„ Dungog, <i>via</i> Monkerai, to Stroud and Gloucester Road at Langworthy's ...	98
20	3	3	3	32	„ Singleton to Denman ...	480
21	3	2	1	87	„ Denman, <i>via</i> Cassilis, to Coolah ...	4,350
22	...	...	3	21	„ Grant's Leap to Kerrabee ...	315
23	3	2	2	60	„ Coolah to Coonabarabran ...	1,500
24	...	...	3	25	„ Turee to Green Hills (Fitzgerald's Lane) ...	375
25	4	4	4	33	„ Main Northern Road to Nundle, Hanging Rock, and Swamp Creek ...	330
26	...	...	5	10	„ Box-tree and Blandford Road to Green Creek ...	70
27	...	...	5	45	„ Scone and Denison Diggings Road at Bellevue, <i>via</i> Crawney, to Nundle ...	315
				578	Carried forward ...	£ 12,661

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Northern Roads—continued.						£
				578	Brought forward	12,661
28	...	...	6	8	Road from Bowling Alley Point to Nundle	40
29	6	6	6	50	" Main Northern Road, <i>via</i> Currabubula, to Tamworth	250
30	...	2	2	30	" Tamworth, <i>via</i> Dungowan, to Bowling Alley Point	750
31	3	1	1	50	" Tamworth to Gunnedah	2,500
32	4	4	4	65	" Willow Tree to Gunnedah	650
33	4	4	1	65	" Gunnedah to Narrabri	3,250
34	5	5	3	130	" Narrabri to Walgett... ..	1,950
35	3	2	1	29	" Tamworth to Manila	1,450
36	...	...	5	62	" Narrabri and Walgett Road to Moree	434
37	...	...	5	58	" Warialda to Moree	406
38	...	...	5	57	" Warialda to Yetman	399
39	5	1	1	95	" Manila, <i>via</i> Baraba and Bingera to Warialda	4,750
40	...	2	2	50	" Cobbedah to Rocky Creek	1,250
41	1	1	1	42	" Glen Innes to Inverell	2,100
42	5	5	4	45	" Inverell to Warialda... ..	450
43	...	3	3	10	" Middletown, <i>via</i> Gilgai and Howard's Lane to Crutchley's Crossing, Inverell...	150
44	2	2	2	90	" Main Northern Road at Rocky Gully, <i>via</i> Bundarra, to Inverell	2,250
45	...	...	5	30	" Bendemeer to Walcha	210
46	1	1	1	135	" Armidale to Grafton	6,750
47	5	5	6	24	" Main North Road at Uralla to Walcha	120
48	...	...	6	28	" Armidale to Uralla and Walcha Road at 12-mile post, Salisbury Plain	140
49	2	2	2	15	" Glen Innes to Wellingrove	375
50	...	...	1	30	" Newton Boyd Road to Vegetable Creek	1,500
51	1	1	1	120	" Lawrence to Tenterfield	6,000
52	...	...	2	6	" Six-mile Swamp <i>via</i> Bradford Farm to Tenterfield	150
53	3	3	3	55	" Grafton to Solferino... ..	825
54	4	4	4	27	" Grafton to Cross Roads towards Casino	270
55	4	4	1	38	" Cross Roads to Casino	1,900
56	2	2	2	40	" Casino to Ballina	2,000
57	...	5	5	50	" Casino to Mount Lindsay, on the Queensland Border	350
58	2	2	1	60	" Lismore to Queensland Border	3,000
59	4	2	1	12	" Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road	600
60	...	...	5	27	" Woodburn to Casino <i>via</i> Coraki and Codrington...	189
61	4	4	2	120	" Walcha to Port Macquarie	3,000
62	5	5	5	6	" Port Macquarie to Tacking Point	42
63	2	2	2	35	" Port Macquarie to Kempsey	875
64	1	1	1	85	" Kempsey to Armidale and Grafton Road	4,250
65	4	3	3	60	" Kempsey to Bellinger River	900
66	5	1	1	4	" Kempsey to Frederickton	200
67	...	...	5	25	" Frederickton to M'Leay River Heads	175
68	...	...	5	18	" Oakes Plains <i>via</i> Klybucca to M'Leay River Heads	126
69	...	...	3	15	" East Kempsey Ferry <i>via</i> Gladstone to Boggy Creek	225
70	...	...	4	6	" East Kempsey to Euroka Village	60
71	...	...	4	5	" Green Hills to Yarrowell Falls	50
72	...	...	4	16	" Wilson River <i>via</i> Saltwater Creek, Bar Scrub, to Port Macquarie and Walcha Road	160
73	4	4	2	50	" Cundle through Jones's Island to Port Macquarie	1,250
74	4	4	4	16	" Cundle, <i>via</i> Lansdowne, to Junction with Jones's Island Road, near Pipeclay Creek	160
75	2	2	2	8	" Tinonee to Cundle	200
76	5	5	5	17	" Tinonee and Gloucester Road to Clarkin's Crossing Wollomba River	119
77	5	5	5	12	" Tinonee to Bohnock	84
78	6	3	3	6	" Tinonee to Wingham Ferry	90
79	5	3	3	2	" Tinonee and Bohnock Road to South Channel of the Manning River (Redbank Road)	30
80	4	2	2	8	" Tinonee and Cundle Road to Wingham	200
81	5	5	5	11	" Wingham to Wherrol Flat, Dingo Creek	77
82	6	6	4	7	" Burril Creek to Wingham and Black Flat Road	70
83	5	5	5	11	" Wingham and Wherrol Flat Road, up Eastern Branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
84	4	4	4	7	Road through Oxley Island	70
				2,761	Total miles. Total	£ 72,559

No.	Class.			Length in Miles.	Western Roads.	Proposed Expenditure.
	1875.	1876.	1877.			
						£
85	1	1	1	2	Road from Main Western Rd. at Burwood to Main Southern Rd.	100
86	5	3	3	13	" Bell's Line to Colo River (Comleroy Road)	195
87	2	2	3	3	" Blacktown Road to Riverstone Railway Station	45
88	3	3	3	27	" Richmond Bridge to foot of Western Pass, Mount Tomah (Bell's Line)	405
89	...	...	2	23	" The foot of Western Pass, Mount Tomah, to Mudgee Road, near Bowenfels (Bell's Line)	575
90	1	1	1	11	" Bathurst to O'Connell's Plains	550
91	...	...	5	4	" Kelso to Kelloshiel	28
92	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road	700
93	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
94	6	6	2	30	" Main Western Road at Magpie Hollow, <i>via</i> the Sodwalls, Tarana Railway Station, and Mutton's Falls, to O'Connell's Plains, near the Pound	750
95	3	3	3	11	" Mutton's Falls to Fish River Creek Bridge, near Oberon	165
96	1	1	1	16	" O'Connell's Plains, <i>via</i> Eight-mile Swamp and Oberon, to Fish River Creek	800
97	2	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
98	3	3	3	20	" Oberon to Swatchfield	300
99	1	1	1	30	" Bathurst, <i>via</i> Kelloshiel, to near Monkey Hill	1,500
100	1	1	1	20	" Near Monkey Hill to Tambaroora and Hill End	1,000
101	1	1	1	42	" Hill End, <i>via</i> Bragg's, to Main Western Road	2,100
102	3	3	3	20	" Tabrabucca, <i>via</i> Upper Pyramul, to Sally's Flat	300
103	1	1	1	39	" Hill End, <i>via</i> Hargraves, to Cudgegong Municipality	1,950
104	3	3	3	60	" Home Rule to Coolah	900
105	3	3	3	34	" Bathurst to Ophir	500
106	5	5	3	18	" Mudgee Road to Sofala	270
107	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon	1,450
108	1	1	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tambaroora Road, at Monkey Hill	600
109	3	3	3	16	" Rockley to Caloola and Tuena Roads	240
110	1	1	1	16	" Bathurst and Caloola Road to Rockley	800
111	2	2	2	13	" Bathurst and Caloola Road <i>via</i> Limekilns and Cow Flat to Rockley Road	325
112	1	1	1	38	" Bathurst to Caloola and Trunkey Gold Field	1,900
113	...	...	2	10	" Blayney, <i>via</i> the Square, to Village of Shaw	250
114	2	2	2	15	" Arthur Town to Tuena	375
115	...	...	1	12	" Back Creek Ry. Station, <i>via</i> Five Islands, to No. 1 Swamp	600
116	4	4	4	13	" Tea-pot Swamp, <i>via</i> Mallow Grove and Regan's Falls, to Carcoar	130
117	4	4	4	17	" Tea-pot Swamp to Trunkey	170
118	3	2	2	25	" Orange to Carcoar	625
119	1	1	1	30	" Mandurama to Canowindra	1,500
120	3	3	2	22	" Canowindra to Eugowra	550
121	2	1	1	25	" Orange to Cargo	1,250
122	3	3	3	16	" Orange to Ophir	240
123	1	2	2	38	" Orange to Stony Creek	950
124	3	3	3	27	" Stony Creek to Wellington	405
125	1	1	1	50	" Orange and Forbes Road, at Boree, <i>via</i> Bumberry, to Bushman's	2,500
126	...	3	1	14	" Icely to Spring Grove Railway Station	700
127	...	...	1	4	" Nesbitt's on Orange and Carcoar Road to Spring Hill Railway Station	200
128	4	4	1	8	" Lucknow, <i>via</i> Spring Hill, to the Orange and Carcoar Road	400
129	...	...	2	18	" Molong to Moranburn, on Boree and Bushman's Rd.	450
130	4	4	4	40	" Molong to Obley	400
131	6	6	6	22	" Molong to Stony Creek	110
132	...	...	3	24	" Forbes to Parkes	360
133	5	3	3	47	" Cowra to Young	705
134	...	...	1	10	" Main Road at Guyong to M'Kennas	500
135	3	3	3	70	" Cudgegong Municipality to Dubbo	1,050
136	3	3	3	50	" Dubbo to Cobborah	750
137	1	1	1	16	" Cudgegong Municipality, <i>via</i> Menah, to Gulgong	800
138	...	2	2	10	" Slasher's Flat Bridge to Gulgong	250
139	3	3	3	40	" Cudgegong Municipality to Cassilis	600
140	...	...	3	55	" Guntawang, <i>via</i> Cobborah, to Munderoran	825
			1,324	Total miles.	Total	£ 36,508

No.	Class.			Length in Miles.		Proposed Expenditure.
	1875.	1876.	1877.			
Southern Roads.						
141	3	3	2	2	Road from Dog-trap Road to Fairfield Railway Station ...	50
142	1	1	1	5	" Campbelltown to Narellan	250
143	3	3	2	3	" Fitz Roy Iron Mines to Bowral	150
144	2	2	2	18	" Bowral, <i>via</i> Alcorn's Hill, to Village of Robertson	450
145	...	2	2	1	" Alcorn's Store to the Macquarie Pass Road ...	25
146	3	3	3	22	" The Old South Road from Cross Roads, <i>via</i> Moss Vale, to Little Forest	330
147	3	3	3	4	" Berrima to Railway Station at Sutton Forest ...	60
148	3	3	3	5	" The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality	75
149	1	1	1	30	" Moss Vale, <i>via</i> Robertson, to foot of Jamberoo Mountain Road	1,500
150	1	1	1	26	" Throsby Park, <i>via</i> Kangaroo Valley and Camberwarra, to Broughton Creek Municipality ...	1,300
151	1	1	1	1	" Kangaroo Ground Road at Byrnes' 169 acres, through C. Throsby's 640 acres to Collyer's 640 acres ...	50
152	5	3	3	46	" Bomadary Ferry, <i>via</i> Tomerong, to north boundary of Ulladulla Municipality	690
153	3	3	3	12	" Kangaroo Valley to Broughton's Creek	180
154	...	3	2	9	" Kiama Road at Blenkinsop's, <i>via</i> Wild's Meadows, to Barrangarry Road	225
155	2	2	2	11	" Picton, <i>via</i> the Oaks, to Burragorang Road, near Vanderville	275
156	5	3	3	12	" Vanderville to foot of Burragorang Mountain ...	180
157	5	3	3	25	" Marulan, <i>via</i> Bungonia and Jacqua, to Windellama	375
158	2	3	3	22	" Goulburn Municipality to Windellama	330
159	2	2	2	15	" Collector towards Goulburn	375
160	2	2	2	20	" Currawang towards Goulburn	500
161	1	1	1	42	" Goulburn Municipality, <i>via</i> Crookwell to Binda ...	2,100
162	...	...	3	10	" Wheeo towards Crookwell	150
163	2	2	1	40	" Mount Wayo <i>via</i> Laggan to Peelwood	2,000
164	4	4	4	20	" Peelwood, <i>via</i> Tuena, to the Abercrombie River ...	200
165	2	2	2	28	" Goulburn Municipality to Taralga	1,400
166	1	1	1	39	" Goulburn Municipality, <i>via</i> Gullen, to Wheeo ...	1,950
167	4	3	3	15	" Gullen, <i>via</i> Crookwell, to Laggan	225
168	5	5	5	13	" Laggan to Binda	91
169	2	2	2	17	" Goulburn to Bungonia	425
170	6	3	3	50	" Gunning to Burrowa	750
171	2	3	3	30	" Main Southern Road, at Sharpening Stone Creek, to Boorowa	450
172	4	4	4	29	" Main Southern Road near Yass, <i>via</i> Mundoonen, to Gundaroo	290
173	3	3	2	53	" Goulburn and Braidwood Road, near Doughboy Hill, <i>via</i> Bungendore and Gundaroo, to junction with Main South Road, 3 miles east of Yass ...	1,325
174	5	5	5	16	" Yass to Woolgarlo	112
175	5	5	3	20	" Bungendore, <i>via</i> Molonglo, to the Queanbeyan and Bungendore Road	300
176	2	2	2	35	" Braidwood to Nelligen—Clyde Road	875
177	...	4	6	9	" Nelligen to Bateman's Bay and Milton Road at M'Millan's	45
178	3	3	3	40	" Milton to Bateman's Bay	600
179	2	2	2	16	" Braidwood, <i>via</i> Dirty Butter Creek, to Araluen ...	400
180	5	5	5	27	" Braidwood to Molonglo (Cole's Line)	189
181	2	2	2	36	" Araluen to Moruya	900
182	2	2	6	10	" Braidwood to Elrington	50
183	3	4	4	7	" Elrington to Ballalaba	70
184	5	3	5	12	" Braidwood to Reidsdale	84
185	3	3	3	8	" Elrington to Araluen	120
186	2	2	3	12	" Monga to Major's Creek, "Elrington"	180
187	5	5	5	10	" Braidwood <i>via</i> Police Paddock, towards the Shoalhaven	70
188	2	2	2	42	" Queanbeyan, <i>via</i> Gundaroo, to Gunning	1,050
189	4	3	2	57	" Cooma to Bombala	1,425
190	...	5	5	40	" Cooma towards Braidwood	280
191	6	5	5	35	" Cathcart to Bobundarah	245
192	...	3	3	20	" Kameruka to Brown Mountain	300
193	...	...	2	2	" Canidelo to Kameruka	50
				1,129	Carried forward	£ 26,071

No.	Class.			Length in Miles.	Southern Roads—continued.	Proposed Expenditure.
	1875.	1876.	1877.			
				1,129		£
194	2	2	2	37	Brought forward	26,071
195	2	2	2	6	Road from Cathcart Junction, <i>via</i> Wyndham, to Panbula	925
196	4	3	3	13	„ Panbula to Wolumla...	150
197	...	2	2	18	„ Wolumla Junction to Cross Roads...	195
198	2	2	2	25	„ Holt's Flat to Railway Bridge	450
199	4	4	4	12	„ Bombala to Delegate	625
200	4	4	4	6	„ Merimbula to Jellatt Jellatt	120
201	2	2	1	10	„ Briandairy to Bega	60
202	1	1	1	12	„ Bega, <i>via</i> Jellatt Jellatt, to Tathra...	500
203	...	...	3	12	„ Bega to Wolumla	600
204	3	3	2	56	„ Bega to Nelson	330
205	...	...	3	16	„ Bega to Bodalla	1,400
206	...	4	4	17	„ Bega to Numbugga	240
207	...	...	4	5	„ Ponkally Creek to Dignam's Creek, on Bega and Bodalla Road	170
208	5	5	5	90	„ Ponkally Road to Walluga Lake	50
209	2	3	3	23	„ Wagga Wagga to Young, <i>via</i> Cootamundra	630
210	3	3	3	12	„ Coolac to Cootamundra, <i>via</i> M'Leod's	345
211	2	2	2	30	„ Wallanbeen to Murrumburrah	180
212	...	...	3	22	„ Burrowa to Young	750
213	2	2	2	59	„ Binalong to Burrowa	330
214	5	3	3	80	„ Bowning to Young, <i>via</i> Binalong and Murrumburrah	1,475
215	1	1	1	20	„ Young, <i>via</i> Tyagong, Seven-mile, Grenfell, and Boga Bogalong, to Forbes	1,200
216	...	3	3	12	„ Gundagai to Tumut	1,000
217	5	5	1	10	„ Tumut to Blowering, on Road to Kiandra...	180
218	5	5	3	15	„ Gundagai to Brungle Bridge	500
219	2	1	1	14	„ Tumut to Brungle Bridge	225
220	4	3	3	48	„ Tumut to Adelong	700
221	3	3	3	7	„ Gundagai to Wagga Wagga, "North side of River"	720
222	3	3	2	11	„ Upper Tumberumba to Tumberumba	105
223	5	5	5	30	„ Town of Adelong to Middle Adelong	275
224	5	2	2	30	„ Middle Adelong to Tumberumba	210
225	1	1	1	13	„ Main Southern Road at Little Billabong to Tumberumba	750
226	2	2	2	7	„ Main Southern Road to Adelong	650
227	...	...	3	8	„ Downing's Inn, at Gilmore Creek, to Reily's Crossing, at Adelong Creek	175
228	3	3	2	25	„ Reily's Crossing to Reedy Flat	120
229	3	3	3	60	„ Main Southern Road, at Tarcutta, to Wagga Wagga	625
230	6	6	4	90	„ Wagga Wagga to Narrandera	900
231	2	1	1	103	„ Deniliquin to Urana	900
232	3	4	2	50	„ Albury to Turner's Inn, South of Tocumwall	5,150
233	5	5	5	29	„ Albury and Corowa Road to Urana	1,250
234	...	3	3	20	„ Turner's Inn, South of Tocumwall, to Deniliquin	203
235	1	1	1	85	„ Gerogery, <i>via</i> Jindera, to Albury and Deniliquin Road at Bungowannah	300
236	...	3	3	20	„ Albury Municipality to Wagga Wagga	4,250
237	6	4	4	100	„ Walla Walla to Gerogery and Bungowannah Road, at Dead Horse Creek	300
238	5	4	6	140	„ Twelve-mile Creek to Wallaragang	1,000
239	2	2	4	50	„ Balranald, <i>via</i> Euston, to Wentworth	700
240	6	5	4	120	„ Deniliquin to Moama	500
241	6	6	5	70	„ Deniliquin to Balranald	1,200
242	4	4	4	80	„ Moama to Moulamein	490
243	2	1	1	14	„ Albury Municipality to Urana	800
244	4	4	3	80	„ Main Southern Road at Germanton to Albury and Wagga Road at Cookendina	700
245	...	5	6	100	„ Municipality of Hay to Municipality of Deniliquin	1,200
246	...	...	6	15	„ Balranald to Hay	500
247	...	...	6	90	„ Moama to Bama	75
				90	„ Wagga Wagga to Urana	450
				3,256	Total miles.	Total ... £ 63,899

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	2,761 miles	72,559
Western Roads...	1,324 „	36,508
Southern Roads	3,256 „	63,899
	<u>7,341 ... TOTALS</u>	<u>£172,966</u>

1876-7.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.
(FOR THE HALF-YEAR ENDED 30 JUNE, 1876.)

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

SCHEDULE.

NO.		PAGE.
1. Parramatta	13 Vict., No. 41, clause 19.....	2
2. Windsor.....	18 „ 16,	2
3. Richmond	18 „ 16,	2
4. Maitland	17 „ 16, „ 23.....	3
5. South Head Roads	11 „ 49, „ 6.....	3
6. Campbelltown	13 „ 41, „ 19.....	4

ROAD TRUST ACCOUNTS.

No. 1.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 30 June, 1876.

Dr.		Cr.	
RECEIVED.	£ s. d.	EXPENDED.	£ s. d.
Six months rental of Toll-gate at Broken-back Bridge	150 10 0	Salaries—	
Rental of old Toll-house	1 14 0	Clerk and Treasurer	18 15 0
Chief Commissioner of Main Roads, for the repair of the Dog-trap Road for the year 1876	60 0 0	Overseer	58 10 0
Bank interest	22 10 0		
		Miscellaneous—	
Balance, 31 December, 1875.....	647 19 11	Wages for labour	144 13 9
	£ 882 13 11	Balance, 30th June, 1876.....	221 18 9
			660 15 2
			£ 882 13 11

JAMES BYRNES,
ROBT. STEWART,
AND. PAYTEN, } Commissioners.

No. 2.

WINDSOR ROAD TRUST.

RECEIPTS and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended 30 June, 1876.

Dr.		Cr.	
1876.	£ s. d.	1876.	£ s. d.
Jan. 1 To balance on hand	86 0 11	Mar. 6 By paid S. Mason, bridge, Windsor Road.1	42 0 0
" 3 " Rent of Fitzroy Bridge Tolls for December	17 1 8	" " " J. Hough, repairs	6 16 3
Feb. 7 " " " January	19 0 0	April 3 " " " J. Everingham, repairs Fitz Roy Bridge	1 19 0
Mar. 6 " " " February	19 0 0	" " " B. Nades, printing	0 5 0
Apr. 7 " " " March	19 0 0	" " " Faux & Beard, ironwork	0 4 8
May 10 " " " April	19 0 0	" " " M. Neilson, advertising	0 17 0
June 5 " " " May	19 0 0	" " " Secretary, quarter's salary, &c...7	6 12 6
	£ 198 2 7	June 30 " " " J. Beedall, repairs, George-st.....8	2 12 6
		" " " J. Tout, repairs, Toll House	18 16 0
		" " " W. Wood, repairs, George-st...10	1 1 0
		" " " P. Motteram, repairs, Richmond Road	0 10 0
		" " " Secretary, quarter's salary, &c...12	6 12 6
		Balance on hand	109 16 2
			£ 198 2 7

RICHARD RIDGE,
THOMAS PRIMROSE, } Commissioners.
JOHN WOOD,

No. 3.

RICHMOND ROAD TRUST.

RECEIPTS and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ended 30 June, 1876.

Dr.		Cr.	
1876.	£ s. d.	1876.	£ s. d.
Jan. 5 To Rent of Tolls, Blacktown Road, for December	13 0 0	Jan. 1 By Balance.....	10 17 10
Feb. 2 " " " January	8 13 4	Feb. 3 " " " Paid F. Simon, Gates, Blacktown Toll-bar	11 10 0
Mar. 1 " " " February	8 13 4	Mar. 31 " " " Secretary, quarter's salary, &c.....2	7 15 0
Apr. 5 " " " March	8 13 4	" " " H. Pye, repairs, Maiden-st., Richmond.3	9 1 0
May 4 " " " April	8 13 4	June 30 " " " H. Pye,	13 15 0
June 7 " " " May	8 0 0	" " " Secretary, quarter's salary, &c.....5	7 13 0
" 30 " " " June	9 6 8	Balance on hand	4 3 2
	£ 65 0 0		£ 65 0 0

JOSEPH ONUS,
JOHN DUCKER, } Commissioners.
W. T. PRICE,

No. 4.

MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from January 1st to June 30th, 1876.

Dr.				Cr.			
1876.		£ s. d.	£ s. d.	1876.		£ s. d.	£ s. d.
30 June	To Rent of Hinton Ferry.....	31 0 0		1 Jan.	By Balance.....		3 13 8
	„ Refund of Advances to Roads	22 17 0		30 June	„ Hinton Punt Account—		
			53 17 0		Wm. M'Guigan, repairing		
	„ Balance.....		24 11 2		punt, boat, &c.....	3 7 0	
					Wm. M'Guigan, beaching		
					and mending punt	3 18 6	
					C. Jaques, paddles, spikes,		
					and planking	2 14 9	
					P. Keppie, repairing punt ...	14 0 0	
					E. P. Capper and Sons, spikes		
					and iron-work	2 12 0	26 12 3
					„ Incidental Account—		
					Geo. Blufna, work done	5 0 0	
					Jno. Graney, rent of office ...	10 0 0	
					Election expenses, rolls, &c. ...	2 0 3	
					D. Carter, Poll Clerk	1 1 0	
					C. Atkinson, Poll Clerk	1 1 0	
					Stamps, &c.	0 15 0	
					Secretary's salary.....	27 10 0	
					Interest on overdraft	0 15 0	48 2 3
							78 8 2
			£ 78 8 2		„ Balance brought down	£	24 11 2

We have examined the books of accounts and compared them with the vouchers, and find same correct.

C. F. SÖLLING, jun., }
RICH. CRACKNELL, } Auditors.JOHN BOWDEN, Warden.
WALTER CRACKNELL, Secretary.

No. 5.

THE COMMISSIONERS, SOUTH HEAD ROADS TRUST.

ACCOUNT of Receipts and Disbursements for Half-year ending 30th June, 1876.

Dr.				Cr.			
RECEIPTS.				DISBURSEMENTS.			
1875.		£ s. d.	£ s. d.	1876.		£ s. d.	£ s. d.
Dec. 31	To Balance.....	775 0 1		June 30	By Secretary and Surveyor's		
1876.					salary.....		50 0 0
June 30	Rent of tolls	1,322 18 4	2,097 18 5		„ Miscellaneous expenditure—		
					Ground rent for plant... ..	2 10 0	
					Tools and sundries	14 12 10	
					Advertising	1 5 0	
					Interest	165 0 0	183 7 10
					„ Old South Head Road—		
					For blue metal.....	355 14 0	
					Wages, ballast, &c.	354 9 10	710 3 10
					„ New South Head Road—		
					For blue metal.....	246 15 6	
					Wages, ballast, &c.	312 13 5	559 8 11
					„ Point Piper Road—		
					For wages, ballast, &c....		11 3 8
					„ By Balance		583 14 2
			£ 2,097 18 5				£ 2,097 18 5

Memo. :— Amount borrowed upon mortgage £ s. d. 5,500 0 0
Less Balance to credit in Bank of New South Wales..... 583 14 2
Amount of debt, 30 June, 1876..... £ 4,916 5 10

For the Commissioners, South Head Roads,—

WM. WALLIS,
Hon. Treasurer.GERARD PHILLIPS,
Secretary to Commissioners.

Sydney, 17 November, 1876.

No. 6.

CAMPBELLTOWN ROAD TRUST.

COMMISSIONERS, Campbelltown Road Trust, in Account Current for the Half-year ended June 30th, 1876.

Dr.

Cr.

Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1876.		£ s. d.	1876.		£ s. d.
Jan. 1	Balance	10 4 1	Mar. 7	Salary to Secretary	2 0 0
Mar. 7	By proceeds from sale of materials.....	11 14 9	" 13	Lusted—Repairs to culvert	1 0 0
			April 3	Salary and stationery	2 0 0
			" 10	Municipality, Liverpool—Moiety of sale	3 18 3
			" 22	Thorpe—Road labour	1 0 0
			July 1	Balance in hand	12 0 7
		£ 21 18 10			£ 21 18 10

We certify to the correctness of above account,—

Campbelltown, November 21st, 1876.

E. B. WOODHOUSE.
R. H. BLOMFIELD.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SOUTH HEAD ROADS TRUST.
(REVENUE AND EXPENDITURE.)

Ordered by the Legislative Assembly to be printed, 25 January, 1877.

COMMISSIONERS, SOUTH HEAD ROADS TRUST.

RETURN (No. 1.)—Mr. Sutherland's Question for 24th January, 1877,—“What is the amount of Revenue received by the Commissioners for each six months from creation of Trusts to 1st January, 1877, and from what source derived?”

Trust proclaimed 11th November, 1848. Toll Gates established by Proclamation on 8th January, 1849, and collected from 1st February, 1849.

1849.		£	s.	d.	1856.		£	s.	d.
30 June ...	From Treasury	500	0	0	30 June ...	Tolls	600	0	0
	Tolls	348	6	8					
		848	6	8	31 Dec. ...	Tolls	600	0	0
31 Dec. ...	Tolls	487	10	0	1857.				
1850.					30 June ...	Tolls	640	0	0
30 June ...	From Treasury	250	0	0		Subscription, Residents Darling Point Road	55	0	0
	Tolls	409	3	4			695	0	0
		659	3	4	31 Dec. ...	Tolls	660	0	0
31 Dec. ...	Tolls	240	0	0		Subscription, Darling Point Road...	60	0	0
1851.							720	0	0
30 June ...	From Treasury	200	0	0	1858.				
	Tolls	250	0	0	30 June ...	Tolls	850	0	0
		450	0	0	31 Dec. ...	Tolls	850	0	0
31 Dec. ...	Tolls	300	0	0	1859.				
1852.					30 June ...	From Treasury	150	0	0
30 June ...	From Treasury	200	0	0		Tolls	1,012	10	0
	Tolls	300	0	0			1,162	10	0
		500	0	0	31 Dec. ...	Tolls	1,012	10	0
31 Dec. ...	Tolls	300	0	0	1860.				
1853.					30 June ...	Tolls	1,101	6	8
30 June ...	Tolls	522	10	0	31 Dec. ...	From Treasury	150	0	0
31 Dec. ...	From Treasury	750	0	0		Tolls	1,378	13	4
	Tolls	550	0	0		Subscription, drain, Point Piper Road	10	0	0
		1,300	0	0			1,538	13	4
1854.					1861.				
30 June ...	Tolls	384	11	9	30 June ...	From Treasury	63	0	0
31 Dec. ...	Tolls	453	15	11		Tolls	1,240	0	0
1855.						Subscription for drain	2	0	0
30 June ...	From Treasury	670	0	0			1,305	0	0
	Tolls	554	13	4	31 Dec. ...	Subscription to drain	5	0	0
		1,224	13	4		Tolls	1,240	0	0
31 Dec. ...	Tolls	600	0	0			1,245	0	0

		£	s.	d.			£	s.	d.
1862.					1870.				
30 June ...	From Treasury	547	0	0	30 June...	Treasury	375	0	0
	Tolls	1,250	0	0		Tolls	1,339	16	8
		1,797	0	0			1,714	16	8
31 Dec. ...	Tolls	1,250	0	0	31 Dec. ...	Tolls	1,691	13	4
1863.					31 Dec. ...	Alignment stone	1	10	0
30 June ...	From Treasury	375	0	0			1,693	3	4
	Subscription to work, Glenmore Road	12	18	0					
	Tolls	1,300	0	0					
		1,687	18	0	1871.				
					30 June...	Treasury	375	0	0
31 Dec. ...	Subscription to drain	3	0	0		Tolls	1,250	0	0
	Tolls	1,300	0	0		Alignment posts	0	15	0
		1,303	0	0			1,625	15	0
1864.					31 Dec. ...	Tolls	1,750	0	0
30 June ...	From Treasury	375	0	0					
	Subscription	15	0	0	1872.				
	Tolls	1,375	0	0	30 June...	Tolls	1,525	0	0
		1,765	0	0		Subscription	5	7	0
		1,375	0	0			1,530	7	0
31 Dec. ...	Tolls	1,303	0	0	31 Dec. ...	Tolls	1,584	3	4
1865.									
30 June ...	From Treasury	375	0	0	31 Dec. ...	Tolls	1,820	16	8
	Tolls	1,425	0	0					
	Subscription	5	1	0	1873.				
		1,805	1	0	30 June...	Tolls	1,880	0	0
		1,425	0	0					
31 Dec. ...	Tolls	1,425	0	0	31 Dec. ...	Tolls	1,125	0	0
1866.						Tolls	1,553	10	0
30 June ...	From Treasury	375	0	0			2,678	10	0
	Tolls	1,560	0	0	1874.				
		1,935	0	0	30 June...	Treasury	1,125	0	0
		1,560	0	0		Tolls	1,553	10	0
31 Dec. ...	Tolls	1,560	0	0			2,678	10	0
1867.					31 Dec. ...	Tolls	1,553	10	0
30 June ...	Treasury	375	0	0		Subscription	7	0	0
	Tolls	1,642	10	0			1,560	10	0
		2,017	10	0	1875.				
		1,542	10	0	30 June...	Treasury	375	0	0
31 Dec. ...	Tolls	1,542	10	0		Tolls	1,587	10	0
1868.							1,962	10	0
30 June ...	Treasury	375	0	0	31 Dec. ...	Tolls	1,587	10	0
	Tolls	1,680	0	0					
		2,055	0	0	1876.				
		1,680	0	0	30 June...	Tolls	1,322	18	4
31 Dec. ...	Tolls	1,680	0	0					
1869.					31 Dec. ...	Treasury	384	19	8
30 June ...	Treasury	450	0	0		Tolls	1,852	1	8
	Tolls	1,604	3	4			2,237	1	4
		2,054	3	4					
31 Dec. ...	From Treasury	15	0	0					
	Subscriptions	30	7	11					
	Tolls	1,651	13	4					
		1,697	1	3					

For the Commissioners, South Head Roads Trust,

WM. WALLIS,
Hon. Treasurer.

GERARD PHILLIPS,
Secretary.

Sydney, 23rd January, 1877.

RETURN

1857.		£ s. d.	£ s. d.	1865.		£ s. d.	£ s. d.
30 June	Surveyor.....	4 4 0	16 12 9	31 Dec.	Secretary and Surveyor	50 0 0	365 18 8
	Bank interest.....	12 8 9		31 Dec.	Quarry rent	9 15 0	
31 Dec.	Surveyor.....	50 0 0	75 5 3		Law costs	5 5 0	380 19 3
	Advertising	13 7 9		1866.	Drain-pipes, powder, fuze, and sundries.....	23 11 8	
	Bank interest.....	11 17 6	75 9 8		Bank interest.....	277 7 0	382 14 5
1858.				30 June...	Secretary and Surveyor	50 0 0	
30 June	Surveyor.....	41 13 4	61 1 6		Fencing, powder, and sundries 10 5 10	380 19 3	
	Law expenses.....	13 15 6		31 Dec.	Miscellaneous		15 16 6
	Advertisements, postage, &c.....	7 5 6	84 0 7		Bank interest.....	315 2 9	
	Bank interest.....	12 15 4		1867.			
31 Dec.	Surveyor.....	50 0 0	96 10 4	30 June...	Secretary and Surveyor	50 0 0	440 16 2
	Bank interest.....	11 1 6			Law costs	36 4 0	
1859.			125 17 4		Quarry rent	11 12 6	422 10 1
30 June	Surveyor.....	50 0 0		31 Dec.	Miscellaneous	18 11 7	
	Secretary	20 16 8	110 10 0		Interest	324 8 1	
	Advertising, &c.....	5 0 6		1868.			
	Bank interest.....	8 3 5	114 2 1	30 June...	Secretary and Surveyor	50 0 0	383 5 0
31 Dec.	Surveyor.....	50 0 0			Repairs, toll-house	13 10 0	
	Secretary	25 0 0	89 18 10		Miscellaneous.....	16 4 6	307 2 7
	Bank interest.....	21 0 4		31 Dec.	Law costs	4 10 6	
	Postage and stationery	0 10 0	164 0 6		Interest	299 0 0	
1860.				1869.			
30 June	Surveyor.....	58 6 8	178 3 7	30 June...	Secretary and Surveyor	50 0 0	276 9 10
	Secretary	25 0 0			Miscellaneous.....	19 16 0	
	Advertising	8 0 0	361 13 9		Interest	206 13 10	
	Law costs	5 18 8		1870.			
	Bank interest.....	28 12 0	381 3 9	30 June...	Secretary and Surveyor.....	50 0 0	306 13 8
31 Dec.	Surveyor.....	50 0 0			Interest	207 8 1	
	Secretary	25 0 0	399 10 0		Miscellaneous.....	14 1 0	271 9 1
	Bank interest.....	35 10 0		1871.			
1861.			328 4 6	31 Dec.	Secretary and Surveyor	50 0 0	337 7 1
30 June	Surveyor.....	41 13 4			Interest	206 3 1	
	Secretary	25 0 0	343 3 6		Miscellaneous.....	12 14 4	268 17 5
	Advertising and sundries	5 17 6		1872.			
	Gas	19 2 6	381 3 9	30 June...	Secretary and Surveyor	50 0 0	306 13 8
	Bank interest.....	22 8 9			Miscellaneous	8 4 8	
31 Dec.	Surveyor.....	60 10 0	399 10 0		Interest	248 9 0	337 7 1
	Secretary	25 0 0		1873.			
	Tools and sundries.....	4 8 10	328 4 6	30 June...	Secretary and Surveyor	50 0 0	263 16 8
1862.					Law costs and sundries.....	22 1 9	
30 June	Surveyor.....	60 10 0	381 3 9		Interest	102 7 11	174 9 8
	Secretary	25 0 0		1874.			
	Law costs	54 13 4	399 10 0	31 Dec.	Secretary and Surveyor	50 0 0	315 17 1
	Gas	8 16 3			Miscellaneous.....	13 15 6	
	Advertising	9 14 0	328 4 6		Commission on sale tolls	50 5 0	263 16 8
	Tools and sundries	4 6 0		1875.			
	Bank interest.....	1 0 11	343 3 6	30 June...	Secretary and Surveyor	50 0 0	272 15 6
31 Dec.	Surveyor.....	70 0 0			Law costs	6 10 0	
	Secretary	25 0 0	381 3 9		Tolls	10 3 5	263 16 8
	Advertisements and sundries.....	16 11 0		31 Dec.	Sundries	10 17 6	
	Bank interest.....	66 12 7	399 10 0		Interest	186 5 9	263 16 8
1863.				1876.			
30 June	Surveyor.....	52 3 4	381 3 9	30 June...	Secretary and Surveyor	50 0 0	315 17 1
	Secretary	25 0 0			Law costs	6 10 0	
	Drain pipes & blasting powder	54 14 10	328 4 6		Tolls	10 3 5	263 16 8
	Quarry rent	9 15 0		1877.			
	Law expenses and advertising	16 8 0	399 10 0	30 June...	Secretary and Surveyor	50 0 0	272 15 6
	Bank interest.....	203 12 7			Law costs	7 3 3	
31 Dec.	Surveyor.....	58 6 8	381 3 9		Roller	10 2 0	263 16 8
	Secretary	25 0 0		1878.			
	Timber and fencing	21 7 6	399 10 0	30 June...	Secretary and Surveyor	50 0 0	272 15 6
	Rent of quarry	9 5 0			Law costs	6 10 0	
	Powder, &c.	3 4 9	328 4 6		Tolls	10 3 5	263 16 8
	Bank interest.....	263 19 10		1879.			
1864.			343 3 6	31 Dec.	Secretary and Surveyor	50 0 0	272 15 6
30 June	Surveyor.....	41 13 4			Law costs	7 3 3	
	Secretary	25 0 0	399 10 0		Roller	10 2 0	263 16 8
	Tools	7 3 9		1880.			
	Drain pipes	37 4 0	328 4 6	30 June...	Secretary and Surveyor	50 0 0	272 15 6
	Advertising, &c.....	7 10 6			Law costs	6 10 0	
	Quarry rent	5 5 0	399 10 0		Tolls	10 3 5	263 16 8
	Bank interest.....	275 13 5		1881.			
31 Dec.	Secretary and Surveyor	33 6 8	381 3 9	30 June...	Secretary and Surveyor	50 0 0	272 15 6
	Miscellaneous	14 9 6			Law costs	7 3 3	
	Bank interest.....	280 8 4	399 10 0		Roller	10 2 0	263 16 8
1865.				1882.			
30 June	Secretary and Surveyor	45 16 8	343 3 6	31 Dec.	Secretary and Surveyor	50 0 0	272 15 6
	Quarry rent	11 5 0			Law costs	7 3 3	
	Miscellaneous.....	9 13 4	399 10 0		Roller	10 2 0	263 16 8
	Bank interest.....	276 8 6		1883.			
			343 3 6	30 June...	Secretary and Surveyor	50 0 0	272 15 6
					Law costs	6 10 0	

1874.		£	s.	d.	£	s.	d.	1875.		£	s.	d.	£	s.	d.
30 June...	Secretary and Surveyor	50	0	0	197	15	8	31 Dec. ...	Secretary and Surveyor	50	0	0	235	15	6
	Law costs	20	11	0				31 Dec. ...	Miscellaneous	20	15	6			
	Sundries	21	10	0					Interest	165	0	0			
	Interest	105	14	8				1876.		30 June...	Secretary and Surveyor	50	0	0	233	7	10
31 Dec. ...	Secretary and Surveyor	50	0	0	30 June...	Miscellaneous	18	7	10						
	Sundries	14	19	6		Interest	165	0	0						
	Interest	165	9	0	230	8	6	31 Dec. ...	Secretary and Surveyor	50	0	0	327	3	1
1875.	Secretary and Surveyor	50	0	0				31 Dec. ...	Law costs	95	0	0			
30 June...	Miscellaneous	21	13	2		Sundries	17	3	1						
	Interest	165	0	0		Interest	165	0	0						
					236	13	2	Total Expenditure		£	10,756	17	4		

For the Commissioners, S. H. Roads Trusts,—

W. WALLIS, Hon. Treasurer.

GERARD PHILLIPS, Secretary.

Sydney, 23 January, 1877.

MEMO.—The above amount is divided as follows:—

For the twenty-nine years the Trust has been established.

	£	s.	d.
Paid for surveys, and surveyors' work	2,004	2	11
For clerical duties and accounts	870	16	8
For sundries, including law costs, tools, plants, advertising, &c. ...	1,591	3	1
For interest on borrowed money	6,290	14	8
	£10,756	17	4

COMMISSIONERS, SOUTH HEAD ROADS TRUST.

RETURN (No. 4.)—Mr. Sutherland's Question for 24th January, 1877,—“The total expenditure for each of the above purposes for the full period named?”

	£	s.	d.
For construction and repair of Roads	63,929	8	7
For interest on borrowed money, surveys, clerical works, tools, and sundries.....	10,756	17	4
	£74,686	5	11

For the Commissioners, S.H.R. Trust,—

W. WALLIS, Hon. Treasurer.

GERARD PHILLIPS, Secretary.

Sydney, 23 January, 1877.

COMMISSIONERS, SOUTH HEAD ROADS TRUST.

RETURN (No. 5.)—Mr. Sutherland's Question for 24th January, 1877,—“The total amounts of indebtedness of said Trusts on 1st January, 1877, to whom and for what?”

	£	s.	d.
Due to Mr. William Cooper under mortgage of tolls, at 6 per cent. interest	5,500	0	0
Do. do. half year's interest thereon, due 31st December, 1876...	165	0	0
Due to Mr. Robert Maze for blue metal	188	11	0
Due to Richardson and Wrench for offering tolls at auction	5	5	0
Herald for advertising.....	1	1	0
	£5,859	17	0

For the Commissioners, S.H.R. Trust,—

W. WALLIS, Hon. Treasurer.

GERARD PHILLIPS, Secretary.

Sydney, 23 January, 1877.

1876-7.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
OLD LAKE ROAD, PORT MACQUARIE.
 (APPLICATIONS FOR GRANT OF MONEY.)

—
Ordered by the Legislative Assembly to be printed, 12 December, 1876.
 —

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 1 August, 1876, That there be laid upon the Table of this House,—

“Copies of all Papers, Petitions, Letters, Reports, Minutes, and other documents having reference to applications made to the Minister for Works by the inhabitants of the Town and District of Port Macquarie for a grant of money for the repair of the Old Lake Road, leading to the Town of Port Macquarie.”

(Mr. R. B. Smith.)

—
SCHEDULE.

NO.	PAGE.
1. Petition for grant of £150 to repair Old Lake Road. M. 75/722.....	2
2. Local Officer's report on Petition. M. 75/722.....	2
3. Letter from Roads Department, refusing grant. M. 75/722.....	2
4. Second Petition for grant of £150 to repair road. M. 76/207	3
5. Local Officer's minute, calling attention to his former report. M. 76/207	3
6. Letter from Roads Department, refusing grant. M. 76/207	3

OLD LAKE ROAD, PORT MACQUARIE.

No. 1.

Petition for Grant to repair Old Lake Road.

(M. 75/722.)

To The Honorable The Minister for Works,—
Sir,

The undersigned Petitioners of the Town and District of Port Macquarie would most respectfully beg to call your attention to a want long felt by them, viz., the completion of repairs on the Old Lake Road, leading to and from the town of Port Macquarie. One hundred and fifty pounds sterling (£150) would be about the sum necessary to the completion of the said road.

We respectfully offer the following reasons in support of our claim to such an expenditure of public money :—

- 1st. That a sum of money has already been expended on the approach to one end of the Old Lake Road.
- 2nd. That in the event of the bridge on the New England Road falling in (which it is likely to do at no distant date, as each flood continues to carry away portions of the stone-work foundation from it) the Old Lake Road would still provide as short if not a shorter route in continuation of the New England Road.
- 3rd. That some considerable amount of land has been bought and improved on the line of the Old Lake Road during the last few years, and could access be had to it more, no doubt, would be purchased.

And your Petitioners will ever pray.

THOS. PLATT,
J. A. BRANCH,
J. STEWART, J.P.,
H. HASSACK,
T. PALMER, J.P.,

And seventy-three (73) other signatures.

Mr. Duffy, for report, more particularly with reference to bridge on New England Road, referred to.—W.C.B., 12/11/75.

No. 2.

Local Officer's Report.

(M. 75/722.)

Sir,

Survey Camp, Pee Dee, 27 November, 1875.

In reference to the petition from the Town and District of Port Macquarie to the Hon. the Minister for Public Works, praying that a sum of £150 be granted for the repairs of what is termed the Old Lake Road, I have the honor to inform you that some few years ago a similar petition was forwarded to the Minister for Works for the same object. I then forwarded tracing showing position of road, and section and cross-sections of embankment across the inlet from Port Macquarie Harbour, which the Petitioners designate a bridge.

The Old Lake Road makes with the New England Road a kind of half-circle, passing through some of the Port Macquarie vineyards (see sketch, page 3). In case the embankment across the inlet was washed away the Old Lake Road would answer all the purpose of the present road until it could be repaired. The only danger is during a heavy flood, when the water rises at the back of embankment to a very great height, and remaining so for several days, until the only outlet, a small bridge 16 feet span, discharges the surplus water. Taking into consideration that, in case of an accident to the embankment, the Old Lake Road would be made use of in case of emergency, I am of opinion the petition ought to receive favorable consideration.

I have, &c.,

JAMES J. DUFFY.

I cannot recommend grant; it would be no use whatever.—W.C.B., 4/12/75. Under Secretary, B.C. Inform.—J.L., 16/12/75. R. B. Smith, Esq., M.P., 18/12/75.

Mr. R. B. Smith, M.P.; made application to-day for a copy of Mr. Duffy's report in this case. I cannot recommend that the request be complied with, as I do not think the local officer's reports, which are of a confidential nature, should be furnished, more especially in this case, as I differed with the report, and made a contrary recommendation.—W.C.B., 1/2/76. Under Sec., B.C. Appd.—J.L., 24/2/76. Might perhaps be put by until further application is made.

No. 3.

The Under Secretary for Public Works to R. B. Smith, Esq., M.P.

(M. 75/722.)

Sir,

Department of Public Works (Roads under Trustees), 18 Dec., 1875.

In reference to a petition forwarded by you to this office on the 12th ultimo, from residents of Town and District of Port Macquarie, praying that a sum of £150 be granted for repair of the Old Lake Road, I am now directed to inform you that, from a report which has been received from the local officer, it appears that the traffic does not warrant the expenditure asked for, and the Secretary for Public Works cannot therefore in this case accede to prayer of the Petitioners.

I have, &c.,

JOHN RAE,

Under Secretary.

No. 4.

No. 4.

Second Petition for Grant to repair Road.

(76/297.)

The Honorable The Minister for Works,—

Sir,

The undersigned Petitioners and occupiers of land situated on the line of Glebe and Old Lake Road, and leading from the town of Port Macquarie, would most respectfully beg that a sum of money be granted—about £150 sterling—or sufficient to repair the bridge and culverts on the above-mentioned line of road, as since the late rain it has become utterly impassable, and unfit for traffic of any description.

Your Petitioners would also respectfully draw your attention to the fact that should the above necessary repairs be undertaken at once it will be the means of saving a larger expenditure of the public funds in the future.

THOMAS PLATT.
HENRY HORE.
LOUIS STAADER.
JAMES BLAIR.
JAMES BLAIR, JUN.

JAMES BUTLER.
FRAZER & Co.
JOHN CONDON.
REV. F. R. KEMP.

No. 5.

Minute of The Local Officer.

OLD LAKE ROAD.

(M. 76/297.)

EXTRACT of a letter of Mr. R. B. Smith's, M.P., dated Sydney, 10 May, 1876.

* * * * *

Petition from Port Macquarie for a grant to repair the Old Lake Road.

Mr. Duffy has this paper, I think.—W.C.B.

The paper herewith. I have nothing to add to my former report. The advantage of subsidising this road, that in case of accident to the "dam" the traffic would not be interrupted, a sum sufficient to place this road in passable repair might be granted, £100.—J. J. DUFFY, 6/6/76.

I do not think the sum should be given; the only reason is that the road may be available in case of accident to the "dam," of which I have no fear.—W.C.B., 10/6/76. Under Sec., B.C. Inform.—J.L. R. B. Smith, Esq., M.P., 12/8/76.

No. 6.

The Under Secretary for Public Works to R. B. Smith, Esq., M.P.

(M. 76/297.)

Sir,

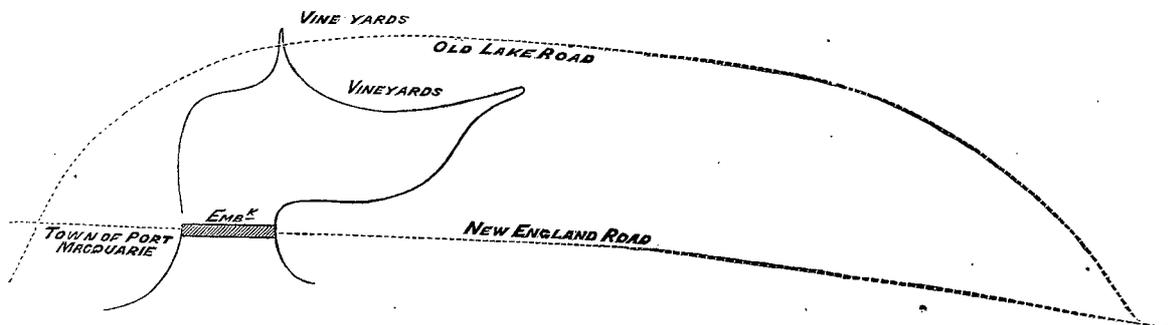
Department of Public Works (Roads under Trustees), 12 August, 1876.

In reference to your letter of the 10th of May last, forwarding a petition from the inhabitants of Port Macquarie, praying for a grant of £150 to repair the Old Lake Road, I am now directed to inform you that it appears the only advantage to be derived from subsidising this road is that the traffic would not be interrupted in case of accident to the dam, of which there is no probability. Under these circumstances the Secretary for Public Works cannot authorize a compliance with the prayer of the petition.

I have, &c.,

JOHN RAE,

Under Secretary.



1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(ROAD TO HARTLEY *via* BROWN'S GAP—CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 25 April, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 25 April, 1877, That there be laid upon the Table of this House,—

“Copies of all Letters, Petitions, and Minutes in regard to Road *via*
“Brown's Gap to Hartley.”

(*Mr. Taylor, on behalf of Mr. Hurley—Hartley.*)

ROADS.

J. Hurley, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

Sydney, 16 August, 1876.

On behalf and at the request of a large number of my constituents, I desire to make application for a certain sum of money to be placed on next Estimates for a road from Hartley, through Brown's Gap, to Eskbank or Brown's Platform. I enclose a memo. sent me in reference to it which will aid in showing the place where the work is required.

There is no doubt that this will benefit a large number of people of Hartley and Lithgow Valley, and the place is increasing in population every week, so that the want of this road will be the more felt. I trust, therefore, you will cause an inspection and report to be made.

I am, &c.,

JOHN HURLEY.

Commissioner for Roads for report.—J.L., 23/8/76.

[Enclosure.]

THE undersigned Petitioners beg leave to call your attention to a road granted and surveyed at the instance of Mr. Thomas Brown, to directly connect Hartley and district with the Lithgow Valley, the distance being about 5 miles.

The road in question is across Brown's Gap, and at present can only be travelled by foot or horse. It would be necessary to cut a road along the siding of Brown's Gap, a distance of about 1 mile, and this hill is the only impediment we have to any traffic. This road would also be a great boon to parties travelling by rail to the metropolis, Bathurst, or elsewhere, as it would afford short and easy communication to Brown's Platform, Eskbank.

The cost of making such road is estimated at £300.

We therefore humbly pray you to use your influence in having an amount placed on the Estimates for the above road.

Mr. Road Superintendent Nardin's Report.

THE inquiries I have made confirm me in the opinion that the traffic between these places is not sufficient to warrant such an expenditure. As the petition is not signed, I would suggest that it be referred to the local Bench of Magistrates, which also constitutes the Road Board of the district. Since the Court of Petty Sessions has been established at Lithgow I should say there must be less communication than ever between that place and Hartley; and the railway stations used by the people of Hartley are Mount Victoria and Bowenfells.

E. A. NARDIN, 25/9/76.

Noted. Should not Mr. Hurley be asked to nominate trustees?—J.G.L. A letter might be written to the Bench, asking their opinion in this case.—W.C.B., 27/9/76. Under Secretary, B.C.

The Under Secretary for Public Works to The Bench of Magistrates, Hartley.

Gentlemen,

Department of Public Works, Sydney, 28 September, 1876.

I am directed by the Secretary for Public Works to inform you that a communication has been received representing the necessity for a road to connect Hartley and the surrounding district with Lithgow Valley by Brown's Gap, at a cost of about £300, and I am to request that you will have the goodness to favour me with the opinion on the desirability and importance or otherwise of the proposed road, to enable Mr. Lackey to arrive at a decision in the matter.

I have, &c.,

GERALD HALLIGAN,
(For the Under Secretary).

T. H. Neale, Esq., to The Under Secretary for Public Works.

Sir,

Court House, Hartley, 3 October, 1876.

In reply to your letter, dated 28th September ultimo (No. 76/4,712), respecting the proposed road to connect Hartley and surrounding district with Lithgow Valley, I have the honor to inform you that I am requested by the Bench of Magistrates at Hartley to report, for the information of the Honorable the Minister for Public Works, that a road by Brown's Gap would be a very great public convenience, the increasing population and traffic to and from Lithgow Valley rendering it desirable that a better and easier means of access thereto should be made.

I have, &c.,

THOMAS H. NEALE.

Commissioner for Roads.—G.H. for U.S., B.C., 7/10/76. Will Mr. Nardin now give his opinion as to length and class?—W.C.B., 9/10/76. Mr. Nardin, B.C. Third class, 5 miles at £15 = £75. Description: Hartley, *via* Brown's Gap, to Lithgow.—E. A. NARDIN, 16/10/76. Mr. G. Lackey, for schedule.—W.C.B., 18/10/76.

The Bench of Magistrates, Hartley, to The Commissioner and Engineer for Roads.

Sir,

Coerwell, 11 November, 1876.

Having been informed that a letter, purporting to be from the Bench of Magistrates at Hartley, has been addressed to your department, urging the necessity of a grant of money being made for the road from Hartley to Lithgow, *via* Brown's Gap, and finding, on inquiry of Mr. Nardin, the

the Road Superintendent, that such is the case, we, the undersigned members of that Bench, beg to state that we have never given our sanction to an application of which we entirely disapprove. We consider that the outlay recommended is totally unnecessary, the road being of no public importance.

We have, &c.,

A. BROWN.
THOS. BROWN.
C. G. NORRIS.

Re-submit with papers.—W.C.B., 13/11/76. Might send copy of this letter to Mr. Neale, and request him to state who the Magistrates were that desired him to write, approving of the road being placed on Schedule.—W.C.B., 14/11/76. Under Secretary, B.C. Yes.—J.R., 20/11/76. T. Neale, Esq., with copy.—23/11/76.

The Under Secretary for Public Works to T. H. Neale, Esq.

(76/617.)

Sir,

Department of Public Works, Roads under Trustees, 23 November, 1876.
I am directed by the Secretary for Public Works to transmit herewith a copy of a letter from the Bench of Magistrates, Hartley, respecting the application made by you on behalf of the said Bench, to have the road from Hartley to Lithgow Valley placed on Schedule of Minor Roads, and to request that you will be good enough to furnish me with the names of the Magistrates at whose instigation the application was made.

I have, &c.,

JOHN RAE,
Under Secretary.

T. H. Neale, Esq., to The Under Secretary for Public Works.

Sir,

Court House, Hartley, 27 November, 1876.
In reply to your letter of the 23rd instant (No. 76/617), requesting to be furnished with the names of the Magistrates at whose instigation an application was made to have the road from Hartley to Lithgow Valley placed on Schedule of Minor Roads, I have the honor to inform you that after consulting with Mr. Thomas Brown, J.P., respecting your letter to the Bench of Magistrates, dated 28th September last (No. 76/4,712), Mr. Thomas Brown requested me then to write, recommending the line of road from Lithgow Valley over Brown's Gap should be made.

The reason why Mr. Andrew Brown, J.P., was not consulted in the matter was because that gentleman being away at his stations in the country, and of whose return I was not aware at the time.

I have, &c.,

THOMAS H. NEALE.

Copy of this letter might now be sent to Mr. T. Brown.—W.C.B., 28/12/76. Yes.—J.R., 29/12/76. T. Brown, Esq.—4/1/77.

The Commissioner for Roads to T. Brown, Esq.

Sir,

Department of Public Works, Roads under Trustees, 4 January, 1876.
I am directed by the Secretary for Public Works to transmit herewith for your perusal a copy of a letter from T. H. Neale, Esq., relative to the application made by the Bench of Magistrates at Hartley for the repair of road from Hartley to Lithgow Valley.

I have, &c.,

WILLIAM C. BENNETT,
Commissioner for Roads.

From Votes and Proceedings No. 37 of 28 February, 1877.

(7.) Road to Hartley, *via* Brown's Gap:—Mr. Hurley (*Hartley*) asked the Secretary for Public Works, pursuant to Notice,—

(1.) Is the application, dated in letter dated August 16th, for road to Hartley, *via* Brown's Gap, likely to be complied with?

(2.) What is the cause of delay in replying to the application, made over five months since?

Mr. Lackey answered,—

(1.) Yes, the road has been provided for on Schedule for current year.

(2.) Provision having been made, the letter advising the action taken was overlooked.

J. Hurley, Esq., M.P., to The Commissioner for Roads.

Sir,

Botany-street, 23 March, 1877.
I beg to recommend Mr. William Wilson and Mr. David Mackie, both of Lithgow, for trustees for the expenditure of money voted or to be, for road over Brown's Gap.

I am, &c.,

J. HURLEY.

Mr. Hurley might be asked if this Mr. Wilson is the same who was trustee of some roads in the vicinity of Oberon; if so, that he cannot be appointed, and that as there is now an officer in the locality the road had better be put in his charge.—W.C.B., 28/3/11. Under Secretary, B.C. Approved.—J.H., 2/4/77. John Hurley, Esq., M.P., 4/4/77.

The Under Secretary for Public Works to J. Hurley, Esq., M.P.

Sir, Department of Public Works, Roads under Trustees, Sydney, 4 April, 1877.

In reference to your letter of the 23rd ultimo, nominating trustees for the road from Hartley *via* Brown's Gap to Lithgow, I am directed to request that you will be good enough to intimate to me if the Mr. Wilson named therein is the same person who was trustee for the roads named in the margin; if so, he cannot be appointed. As an officer of this department is now stationed in the locality it is desirable that the road should be placed under his supervision.

Oberon to Swatchfield, Gurkin to Fish River Creek and Hartley Road.

I have, &c.,
JOHN RAE,
Under Secretary.

J. Hurley, Esq., M.P., to The Commissioner for Roads.

Hartley *via* Brown's Gap to Lithgow.

Sir,

In reply to your letter of the 6th instant, I desire to say, the Mr. Wilson recommended to the trust for road over Brown's Gap from Hartley is not the Mr. Wilson, of Fish River. The Wilson recommended is the Manager of the Vale of Clwydd Coal Mine, Lithgow, and accepts the position at the request of the proprietors of the mine.

Botany-street, 14 April, 1877.

I am, &c.,

JOHN HURLEY.

Might be appointed at once.—W.C.B., 16/4/77. Under Secretary, B.C. Approved.—J.R., 21/4/77. Treasury Trustees.—J. Hurley, Esq., M.P., 25/4/77.

Circular.

(Roads under Trustees.)

Sir,

Roads Department, Sydney, 25 April, 1877.

I am directed by the Secretary for Public Works to request that you will be good enough to cause the sum of £75 to be placed to the credit of William Wilson, David Mackie, in the Bank of New South Wales, for repairs to road from Hartley, *via* Brown's Gap, to Lithgow.

£75.

No. 165.

2. This expense will be charged against the Vote for Minor Road on Trustees' Schedule, 1877.

I have, &c.,

The Under Secretary for Finance and Trade.

Circular.

Gentlemen, Department of Public Works, Roads under Trustees, Sydney, 25 April, 1877.

I am directed by the Secretary for Public Works to apprise you that the Under Secretary for Finance and Trade has been requested to cause the sum of £75 to be placed to your credit in the Bank of New South Wales for repairs to road from Hartley, *via* Brown's Gap, to Lithgow.

£75.

2. You will be duly advised by the Treasury Department when the credit has been completed at the Bank, and you will at the same time be supplied with the necessary forms, cheque-book, &c.

3. In order to avoid the frequent correspondence and reference of accounts back to trustees special attention is directed to the necessity of supplying full particulars in the statement of payments as to locality and nature of work, and also dimensions, &c.

4. Statement of payments must be sent by trustees direct to this office to be checked; they will then be forwarded on in due course to the Audit Office.

5. The usual limit of six months allowed for expenditure does not apply to this grant, which will remain at the disposal of the trustees until the 31st December next, when the balance then remaining will be finally written off and withdrawn from the Bank,—excepting only in cases where contracts may have been entered into which cannot be completed by end of year, when credit will be kept open until the 31st of the following March; but this will only be allowed where written notice has been duly given to this office not later than the middle of December, that such contracts have been entered into and remain unfinished.

6. No further moneys will be placed at the disposal of trustees on account of this work until vouchers in adjustment of the above amount have been received and passed at this office.

7. It is particularly requested that in the expenditure of this sum the trustees will adhere as closely as possible to the terms of the Circular of Instructions issued for their guidance.

I have, &c.,

Messrs. W. Wilson and D. Mackie.

Under Secretary.

Circular.

Sir,

Department of Roads and Bridges, Sydney, 25 April, 1877.

I am directed to inform you that in accordance with your recommendation of the 23rd ultimo the Secretary for Public Works has approved of the appointment of the parties named in the margin as trustees for the expenditure of the sum of £75 for the repair of road from Hartley, *via* Brown's Gap, to Lithgow, and that the Under Secretary for Finance and Trade has been requested to cause the money to be placed to the credit of those parties in the Bank of New South Wales accordingly.

Messrs. Wm. Wilson, D. Mackie.

I have, &c.,

J. Hurley, Esq., M.P., Sydney.

Under Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD, WALGETT TO NUGAL.
(REPORT FROM SURVEYOR GENERAL RESPECTING OPENING OF.)

Ordered by the Legislative Assembly to be printed, 22 June, 1877.

Road, Walgett to Nugal.

THERE has been no delay in the Survey Department with reference to this road ; it has been preliminarily notified in the *Government Gazette* of the 12th instant and cannot be opened until the provisions under the Act 4th William IV No. 11 are carried out, involving a period of thirty days for receipt of objections—time for consideration of any (if made)—possible further reference on them to a Surveyor and if not considered of sufficient importance to bar confirmation, submission of such a recommendation to the Secretary for Lands—submission to two meetings of the Executive Council—forty days for receipt of claims for compensation—reference to Secretary for Lands for consideration of such claims (if made) and authority to open—instruction to Surveyor to open after due notice to owners and occupiers,—and finally insertion of notice of such opening in the *Government Gazette*.

The periods as above specified do not include the time occupied by the necessary various transmissions of plans and papers from one Department to another.

ROB. D. FITZGERALD,
(For Sur. Genl.), 15th June, 1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM BUNGENDORE TO GOULBURN, *via* CURRAWANG
AND BANGALORE.

(PETITION FROM INHABITANTS OF ARGYLE AND GOULBURN.)

Ordered by the Legislative Assembly to be printed, 19 September, 1877.

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

This Petition of the Inhabitants of the Electorates of Argyle and the City of Goulburn,—
HUMBLY SHOWETH :—

That the public have had an uninterrupted and undisputed use of a road, leading to and from Bungendore and Goulburn, *via* Currawang and Bangalore, for a period of fifty years.

That a deviation, solely in the interests of Mr. Faithfull, has been projected by local surveyors; and notwithstanding the most strenuous efforts of the people against such deviation, it has been confirmed by the authorities.

That such deviation, in addition to being much longer, rougher, and more unsound than the old road, will also deprive the public of the only water to which they have the right of access for 28 miles.

That while the old road is sound, good, and nearly level, requiring little or no expenditure of money to keep it in repair, the deviation requires (on the authority of Mr. Chauncey) an expenditure of at least £1,000 (one thousand pounds) to prepare it for traffic, and a corresponding sum to keep it so.

That the increased difficulty of transit by means of such deviation will inflict serious injury upon farmers and settlers using the road, and also upon the Currawang Copper Mine, a most important but struggling industry, by which many are making a good livelihood.

The prayer of your Petitioners is, that your Honorable House, after due inquiry as to the truth of these premises, will take such steps as shall prevent the expenditure of public money to consummate an act of public injustice for the benefit of a private individual.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 78 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD FROM BUNGENDORE TO GOULBURN, *via* CURRAWANG
AND BANGALORE.

(PETITION FROM INHABITANTS OF ARGYLE AND GOULBURN.)

Ordered by the Legislative Assembly to be printed, 19 September, 1877.

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

This Petition of the inhabitants of the Electorates of Argyle and the City of Goulburn,—
HUMBLY SHOWETH :—

That the public have had uninterrupted and undisputed use of a road leading to and from Goulburn and Bungendore, *via* Currawang and Bangalore, for a period of fifty years.

That a deviation, solely in the interest of Mr. Faithfull, has been projected by local surveyors, and notwithstanding the most strenuous efforts by the people against such deviation it has been confirmed by the authorities.

That such deviation, in addition to being much longer, rougher, and more unsound than the old road, will also deprive the public of the only water to which they have the right of access for a distance of 28 miles along this road.

That while the old road is sound, good, and nearly level, requiring little or no expenditure of money to keep it in repair, the deviation (on the authority of Mr. Chauncey) requires an expenditure of at least £1,000 (one thousand pounds) to prepare it for traffic, and a corresponding sum to keep it in repair.

That the increased difficulty of transit by means of such deviation will inflict serious injury upon many farmers and settlers using the road, and also upon the Currawang Copper Mine, a most important but struggling industry, by which many families are obtaining a livelihood.

The prayer of your Petitioners therefore is, that your Honorable House, after due inquiry as to the truth of these premises, will refuse to sanction any expenditure of public money to consummate an act of public injustice for the benefit of a private individual.

And your Petitioners, as in duty bound, will ever pray, &c.

[*Here follow 100 signatures.*]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM PARKESBOURNE TO BREADALBANE PLATFORM.
(PETITION OF CERTAIN RESIDENTS FOR.)*Ordered by the Legislative Assembly to be printed, 26 June, 1877.*

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

The Petition,—

RESPECTFULLY SHOWETH:—

The great need there is for a road from Parkesbourne to the Breadalbane platform on the Great Southern Railway.

Your humble Petitioners beg to say that a former petition was sent to the late Minister for Lands (Mr. Garrett) on this subject, in the month of October last year, but nothing definite was heard of the matter till after the formation of the present Ministry, when a letter was sent to the present Minister for Lands on the subject. A reply was received from the Lands Department stating that the Minister for Lands could not sanction the opening of a road, owing to reasons stated by the district surveyor, namely, that the amount of traffic would not warrant the injury that would be inflicted on private property by the opening of the same.

Your humble Petitioners are of opinion that rather than inflict an injury it would enhance the value of properties adjoining.

Your humble Petitioners also beg to say that the road applied for in the former petition would run through Crown land, with the exception of a piece adjoining the railway line some few chains in extent.

Your humble Petitioners beg to call the attention of the Honorable House to the fact that we have no passable or practical road to the said platform. The only road we have at present runs a considerable distance down a very bad creek on a boggy plain, and at this season of the year is altogether impassable; it also necessitates a journey of about six miles, whereas the road in question would only be two miles. The inhabitants of the adjoining neighbourhoods of Mummel and Merrilla have no other road to the Breadalbane platform but through Parkesbourne. And your humble Petitioners think that the immense population of this and the adjoining localities, requiring the road, would be a sufficient guarantee to warrant the Government in opening a road in the most direct route.

Your humble Petitioners also beg to say that we have no thoroughfare from Parkesbourne, Mummel, or Merrilla to the neighbouring towns of Gunning or Collector, and the road in question would be the most direct and easiest of access that we could have, and therefore would answer every purpose, and the cost of making the same would be but trifling. For these and many other reasons that could be adduced, we pray that the Honorable House of Assembly will take into their kind considerations our urgent need and request, and grant us the same.

And, as in duty bound, we will ever pray.

[Here follow 49 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUNMORE, PITNACREE, AND BELMORE BRIDGES.

(COST OF CONSTRUCTING AND PAINTING, AND NET AMOUNT RECEIVED FOR RENT.)

Ordered by the Legislative Assembly to be printed, 14 June, 1877.

RETURN to an Order of the Honorable the Legislative Assembly of New South Wales, dated 17th May, 1877, That there be laid upon the Table of this House, a Return showing—

- “ (1.) The cost of Dunmore, Pitnacree, and Belmore Bridges.
- “ (2.) The cost of painting and repairs of same.
- “ (3.) The net amount received by the Government for rent since they were built.”

(Mr. Byrnes, on behalf of Mr. Clarke.)

RETURN showing—

- 1. The cost of Dunmore, Pitnacree, and Belmore Bridges.
- 2. The cost of painting and repairs of same.
- 3. The net amount received by the Government for rent since they were built.

Bridge.	Cost, including Approaches.			Cost of Painting and Repairs.			Net Amount received for Rent.		
	£	s.	d.	£	s.	d.	£	s.	d.
Dunmore...	7,152	13	11	654	4	10	1,701	1	5
Pitnacree...	11,807	16	1	286	18	2	1,066	18	6
Belmore ...	23,561	2	11	1,162	5	3	3,896	12	3

Department of Public Works,
Sydney, 14 June, 1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER THE WILLIAMS RIVER.

(CORRESPONDENCE, REPORTS, &c.)

Ordered by the Legislative Assembly to be printed, 24 July, 1877.

RETURN of all Correspondence, Reports, Minutes, and other documents relating to the erection of a Bridge over the Williams River, at Clarence Town.

W. Johnston, Esq., M.P., to The Minister for Public Works.

Sir,

Clarence Town, 2 April, 1877.
I have the honor, in behalf not only of the Electorate of "The Williams" but of other Electorates, including the whole of the Hunter, the Hastings, &c., &c., to request that you will send an officer from the department to choose a site to take the levels, make the necessary estimate of cost, for the construction of a high level bridge over the Williams River, at or near Clarence Town.

When such bridge is built it will complete the through traffic between Maitland and the Hastings as well as New England, by what is called the Company's line.

Commencing at Maitland with Belmore Bridge across the Hunter, then the bridge at Dunmore over the Paterson, then the proposed bridge at Clarence Town across the Williams, then the bridge at Booral across the Karuah now in course of construction, then a bridge to be erected over Avon Creek on road from Stroud to Gloucester, for the construction of which a sum of money is on the Estimates for 1877.

The bridge I am asking you to get the preliminary work done, the want of which is the only serious break on the whole of the line; many valuable lives would have been saved and much distress and misery in times of flood would have been averted and prevented if it had been there.

I had placed on the Business Paper of the House a sum not exceeding £5,000 for the construction of this bridge, which I withdraw just now in the hope you will accede to my request as stated above.

I have, &c.,

WM. JOHNSTON.

Roads Office, 77/1,583, 5/4. Public Works, 77/1,418, 3/4. The Commissioner for Roads, B.C., 4 April, 1877.—J.R. Mr. Meldrum, for section and an accurate report as to the nature of the soil, comments on floods, &c., and if the river is a navigable one.—W.C.B., 5/4/77. Mr. Meldrum.—B.C. Noted. I will take the section the first available opportunity, and report as directed by the Commissioner.—J. B. MELDRUM, 6/4/77. The Commissioner for Roads.—B.C. Mr. Johnston might be so informed.—W.C.B., 7/4/77. Under Secretary.—B.C. Informed, 9/4/77.—J.R. Roads, B.C., 12/4/77.—J.R. File.—W.C.B., 12/4/77.

Telegram from Commissioner for Roads to Road Superintendent, East Maitland.

31 May, 1877.
WHAT is probable width of river Williams where bridge would be put; height of flood, and nature of bottom? Telegraph reply.

For Commissioner for Roads,

GEO. E. EAMES.

Telegram from Road Superintendent, East Maitland, to Commissioner for Roads.

31 May, 1877.
THE Williams at site of proposed bridge not less than five hundred or five fifty feet; fifteen inches deep at low-water, six or seven feet at high-water, at flood level, twenty-five or six feet; shingle bed, but below the falls reef generally stretching across the bed.

J. B. MELDRUM.

The Road Superintendent, East Maitland, to The Commissioner for Roads.

Sir,

East Maitland, 18 July, 1877.

I forward herewith the section and ground plan of a site for the proposed bridge at Clarence

* See Appendix. Town.*

After careful examination I selected the narrowest part of the bed of the river in the vicinity of the town, which possesses the advantage of having a solid reef on the west bank and little or no current at any time of the tide. The depth, however, is more than I had anticipated, viz., 16 ft. 6 in two places; but as the reef extends across the river, there will be no difficulty in securing a good foundation for the cylinders of the two piers. I was very particular in ascertaining the depth at the distances marked on ground plan, and tested the bottom with an iron rod.

I have shown a sketch of the river below the site, but want of time and the continued heavy rain which fell during the two days I was taking the section prevented my making the survey more comprehensive; the sketch, however, will enable you to identify the site on a plan of the township.

I have marked on section the detail for proposed bridge, viz.:—One span of 45 feet at the west abutment, two of 90, one of 70, and two of 50 on the east side, which I think will suffice. The arrangement for the two river piers could be the same as that adopted for the Gostwycke Bridge.

I was informed that the highest known flood was that of 1875, the level of which I have shown on section.

The ground on the west side (Gagin's Paddock) is rather rough, there being a deep ravine between my line and the reserve shown on plan; but by cutting through the bank at abutment, and putting in a small bridge, say of 25 feet span, the expense of forming the approach to the corner of Durham-street would not be great.

A more careful examination of the bed of the river, say 1 or 1½ chain below my site, might result in finding a less depth of water, but it would not reduce the length of bridge; and it must not be overlooked that the nearer the approach to the present falls or ford the greater the velocity of current at half and ebb tides, together with additional width in bed of river.

The actual difference of depth of water between low and ebb tide and the highest flood level is about 25 feet. I had surmised it to be 26 feet. The width of ford including alluvial flat cannot be less than 9 or 10 chains, or much more than I thought it was; and although depth of water is only some 1' 3" at low-water, yet this advantage is more than counterbalanced by its extreme width.

I have, &c.,

J. B. MELDRUM.

Mr. Wells knows this locality; will he please state what the advantages are to be derived from the construction of a bridge here.—W.C.B., 19/7/77.

The only advantage I can recognise from the erection of a bridge here as a matter of through communication, is confined principally to the easy and uninterrupted access this route would then afford from Maitland to the Port Stephens district as far north as Stroud, and in time of flood (when punts lower down as Seaham and Nelson's Plains cannot work across the Williams) as far south as the northern shores of the Hunter.

Further north than Stroud the transit will be undoubtedly by way of the Paterson and Dungog Bridges.

A bridge here will also be of service to the residents and farmers on the eastern bank of the Williams, now partially accommodated by the low level bridge at Thalaba, some eight or ten miles higher up, and to some extent to the purchasers and settlers on the southern portion of the Church and School Estate, which has of late been alienated.

I do not consider there is urgent present necessity for this bridge, as there is a capital ford, and tidal delay is only for two or three hours; flood delay is not very important to the interests involved; but I am acquainted with many sites in the Colony where in view of future requirements bridges have been erected in special cases with less warranty and present utility. This bridge will eventually be of great utility.—F. WELLS, Asst. Eng. for Roads, 19/7/77.

I now forward Mr. Wells's report. This bridge will no doubt be of advantage in opening up the country between this and Port Stephens. There will be no necessity for a swing bridge, so the £5,000 will be ample.—W.C.B., 19/7/77.

[One plan.]

PLAN

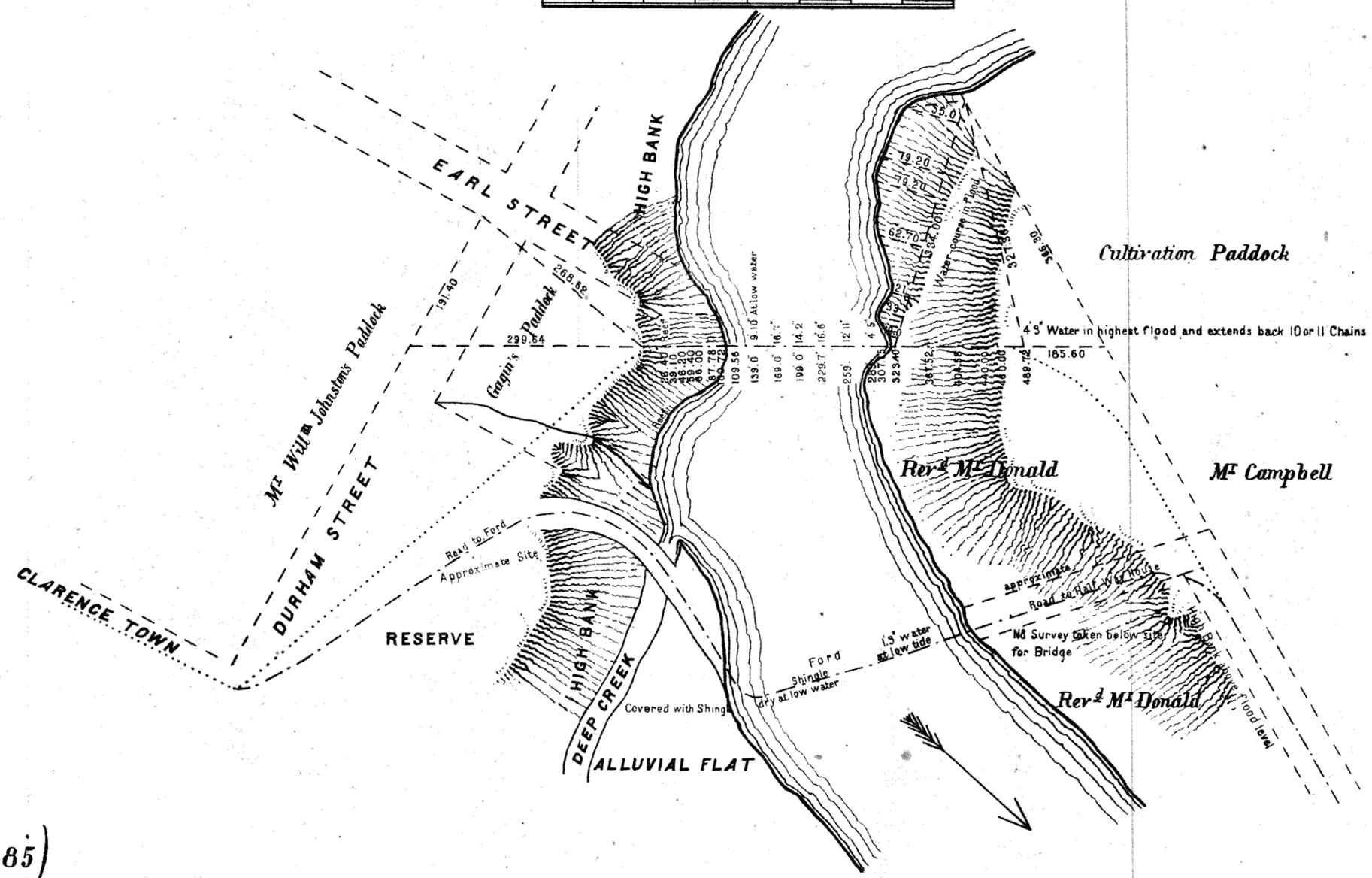
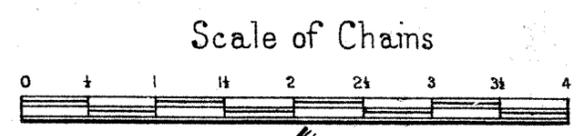
of proposed site for a bridge

OVER THE RIVER WILLIAMS

at

CLARENCE TOWN

Appendix



(Sig. 485)

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE AT GREENHILLS.

(PETITION FROM CERTAIN INHABITANTS OF NOWRA AND SHOALHAVEN.)

Ordered by the Legislative Assembly to be printed, 3 July, 1877.

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

The Petition of the undersigned Inhabitants of the Municipal District of Nowra, and of the Police District of Shoalhaven,—

HUMBLY SHOWETH :—

That the Public Works Department has recently erected a pile bridge at Greenhills, on the main road from Kiama, Broughton Creek, &c., to Ulladulla and the south coast.

That the said bridge (and the approaches thereto) is extremely dangerous on account of its unnecessary height.

That the approaches are unprotected embankments, which are rapidly sinking and excessively dangerous.

That unless remedied soon, all traffic will be impracticable.

That the Council of the Municipal District of Nowra has declined to take the said bridge under its control, care, and management, on account of its present unsafe condition and the dangerous embankments.

That the Works Department will take no heed to the remonstrances of the Municipal Council or of the Member of the Electorate.

That your Petitioners now respectfully pray your Honorable House to take the case into consideration, and adopt such measures as will secure to them the necessary relief in the premises as to your Honorable House may seem meet.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 134 signatures.]

MEMO.

Laid on Table and ordered to be printed in substitution for similar Paper (Sig. 388) ordered to be printed on 13th June, 1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TOLLS ON PUBLIC ROADS AND BRIDGES.

(ABOLITION OF—OPINION OF ATTORNEY GENERAL.)

Ordered by the Legislative Assembly to be printed, 3 July, 1877.

Opinion of Attorney General.

With reference to the question whether it is necessary that an Act of Parliament should be passed to give effect to the Resolution of the Assembly of the 1st of May, 1877, affirming the expediency of abolishing all Tolls on Roads and Bridges throughout the Colony, I have to report for the information of the Cabinet as follows:—

1. Tolls are collected under the authority of various Acts of the Legislature. The oldest of these, 2nd William IV, No. 12, is the Act by which authority is given to the Government to establish and collect tolls. By virtue of its authority a large number of the tolls now established throughout the Colony are collected; and such tolls, where collected by officers appointed by the Government, may be abolished at once by the withdrawal of such officers.

In many instances, however, under the authority of the same Act of Parliament, the tolls have been leased. From a return furnished me by the Minister of Works, it appears that these leases all terminate at the end of the present year. The Government may therefore at the termination of the present leases abolish these tolls also, by simply ceasing to exercise the power of collection given by the Act 2nd William IV, No. 12.

2. There are other tolls the authority to collect which has been vested in different bodies of trustees, who cannot be interfered with in the exercise of the powers given them by Act of Parliament, except by express legislation.

The Acts authorizing the collection of these tolls are—The Cumberland Roads Act, 6 William IV, No. 11; The Parish Roads Act, 4 Vic. No. 12; The Trusts—Sydney and Suburban Roads Act, 11 Vic. No. 49; The Cumberland, &c., Roads Act, 13 Vic. No. 41; The Maitland Roads Trusts, 17 Vic. No. 16; The Botany, Randwick, and Coogee Roads Act, 18 Vic. No. 14; The Botany, Randwick, and Coogee Roads Act, 31 Vic. No. 21; The Botany, Randwick, and Coogee Roads Act, 32 Vic. No. 9; The Windsor and Richmond Roads-Act, 18 Vic. No. 16.

These several Boards of trustees have authority given them to mortgage the tolls that they have authority to collect. This power has I believe been exercised by some of the Road Trusts. If the Government determine to abolish by Act of Parliament the tolls established by these Road Trusts, provision must be made for taking over all the liabilities of such trusts; and it may become a question whether it is desirable to continue the existence of such trusts, if all power to collect tolls and to spend the money on the roads under their care is taken from them.

3. In addition to the tolls established by Road Trusts under the Acts mentioned, tolls have been established; I have been informed, by various Municipalities, under the authority of the 179th section of the Municipalities Act of 1868. If it is intended to abolish such tolls, this section of the Municipalities Act must be repealed, and if repealed, claims may be made upon the Government by the various Municipalities which have expended money on the maintenance of roads, expecting to be recouped such expenditure by the tolls which the Municipalities Act authorized them to collect.

WILLM. C. WINDEYER, A.G.,
June 1st, 1877.

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1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BEACH-STREET, COOGEE BAY.

(REPORT OF MR. LICENSED-SURVEYOR J. F. MANN RESPECTING.)

Ordered by the Legislative Assembly to be printed 25 May, 1877.

Mr. Licensed-Surveyor J. F. Mann to The Surveyor General.

St. Leonards, 22 March, 1877.

I HAVE the honor to enclose a plan showing the present road from Beach-street to Whale-street, Village of Coogee, in reply to your B.C. letter of the 13th November last (No. 76/107), accompanying a request from the Trustees of the Coogee Reserves that a sum of £175 should be granted for repairs for same.

From inspection and survey I find that the road between these two points for some distance passes close along the top of the high bank of Coogee Bay, the point of a low sand-hill having been cut away to allow the road to pass. On account of encroachment by the sea this road is in a bad and dangerous state; at one point in particular there is hardly room for a cart to pass between the top of the bank and foot of the sand-hill. The proposal now is to cut further into this hill and to form a new roadway.

The soil is light and sandy, and as such a road would require ballasting and metalling, &c., no doubt the sum asked for would be absorbed in the work, but this new road would still be subject to damage by the sea and could not be made permanent without the protection of a sea-wall, which would necessarily be a very expensive affair. I am inclined therefore to recommend that a small sum (say £25) be now expended as a temporary measure in making the road safe; and that as Arden-street must be formed eventually, the frontage having been sold in allotments, that a sum of money be expended for that purpose.

I estimate that the formation of roads in this locality will cost from 15/ to 20/ per yard.

I have, &c.,

JOHN F. MANN,
L. S.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EXTENSION OF ELIZABETH-STREET TO BOURKE-STREET, WATERLOO, AND BOTANY ROAD.

(STATEMENT OF EXPENDITURE, AND CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 31 July, 1877.

I BEG to lay upon the Table of this House, copies of Correspondence and Papers, so far as relates to the Public Works Department, on the subject of the Road from Elizabeth-street to Botany Road, including a Statement of Expenditure thereon to date; and referred to in the Question of the Honorable Member for the Upper Hunter, of the 17th instant.

SCHEDULE.

NO.	PAGE.
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EXTENSION OF ELIZABETH-STREET TO BOURKE-STREET, WATERLOO,
AND BOTANY ROAD.

No. 1.

Mr. T. Buckland to The Secretary for Lands.

Sir,

Waterloo Warehouse, Sydney, 8 April, 1874.

We have the honor to forward herewith a copy of a public dedication made by us of the prolongation of Bourke and Elizabeth streets, through the Mount Lachlan and the Waterloo Estates, to the Botany Road.

We also forward descriptions of the said streets as surveyed and pegged out, prepared by Mr. Surveyor Reuss.

The said dedication was published in the *Sydney Morning Herald* of 22nd and 24th June, 1867, and also exhibited at the Waterloo Municipal Council Chambers.

The said streets are now in use by the public, and have been partially formed and fenced at our cost.

We have the honor therefore to request that you will cause the said streets to be proclaimed and aligned in accordance with the descriptions forwarded herewith.

We have, &c.,

THOMAS BUCKLAND.
DANIEL COOPER.

By his Attorney,—THOMAS BUCKLAND.

The Surveyor General.—A.O.M., B.C., 9/4/74. This letter might be referred to the Waterloo Municipal authorities, with a view of ascertaining whether they desire that the streets be aligned in accordance with the application herein made.—R. D. FITZGERALD (for the Sur. General), 23 June, 1874. Refer accordingly.—24/6/74. Informed.—7 July, 1874.

[Enclosures to No. 1.]

NOTICE—PUBLIC DEDICATION OF STREETS AND ROADS.

WE the undersigned, Sir Daniel Cooper, Bart., and Thomas Buckland, the trustees under the will of the late Daniel Cooper, Esq., of London, and I the said Sir Daniel Cooper, also, as residuary legatee under the said will, do hereby dedicate to the public the streets and roads hereinafter mentioned. The surveyor's descriptions of the said streets and roads, as dedicated by us, can be seen at the Council Chambers, Waterloo, or at the Waterloo Warehouse, corner of George and Market streets.

Elizabeth-street, South.—To run from the south side of Wellington-street, through the Mount Lachlan and Waterloo Estates to join the Botany Road, opposite the factory of Messrs. Biddell Brothers, confectioners.

Bourke-street.—To run from the south end of Bourke-street, Surry Hills, at the corner of Mr. John Baptist's estate, past Mr. A. Forsyth's rope manufactory, until it joins Elizabeth-street, running into the Botany Road.

DANIEL COOPER.

By his Attorney—THOMAS BUCKLAND.
THOMAS BUCKLAND.

Witness—GERARD PHILLIPS.

Description—Bourke-street, Mount Lachlan and Waterloo Estates.

ALL that piece or parcel of land, situate, lying, and being in the parish of Alexandria, in the county of Cumberland, Colony of New South Wales, and being all that portion of land 1 chain wide, intended to be dedicated as a street to be known as Bourke-street, and whose centre line commences on the northern boundary of the Mount Lachlan Estate, at its junction with the centre of Bourke-street, Surry Hills, and bears south 27 degrees west 27 chains 80 links to the continuation of the southern side of M'Evoy-street; thence south 33 degrees west 14 chains 60 links to the southern boundary of the Mount Lachlan Estate; and thence on the Waterloo Estate in continuation, 2 chains 40 links and south 47 degrees west 10 chains 10 links to its junction with the continuation of the eastern side of Elizabeth-street, and containing by admeasurement 5 acres 1 rood and 39 perches, be the said several dimensions more or less.

F. H. REUSS,

Surveyor.

Description—Elizabeth-street, south.

ALL that piece or parcel of land situate and lying in the parish of Alexandria, in the county of Cumberland, Colony of New South Wales, and be the hereinafter mentioned dimensions all more or less, and being that portion of the Waterloo and Mount Lachlan Estates, lying to the eastward and south-eastward of the several lines as hereinafter described, and being of a uniform width of 1 chain: Commencing at a point on the south side of Wellington-street, at its intersection with the west side of Elizabeth-street, and bearing south 10 degrees 30 minutes east 3 chains 84 links; south 1 degree east 6 chains 70 links; south 3 degrees west 22 chains 28 links; and south 47 degrees west 11 chains 50 links to the Botany parish road.

F. H. REUSS,

Architect and Surveyor.

Sydney, 142, Pitt-street, 12th day of June, 1867.

No. 2.

The Council Clerk, Waterloo, to The Secretary for Lands.

Proposed alignment of Bourke and Elizabeth streets to the Botany Road.

Sir,

Council Chambers, Waterloo, 25 July, 1874.

I have the honor to acknowledge your communication of the 7th instant, which was laid before the Council at its ordinary sitting on the 22nd, and I am now instructed by the Mayor to convey to you the resolution of the Council touching the matter referred to, and at the same time also transmit a copy of by-law on which the resolution was founded. With due respect, I have, &c.,

CHARLES HARRIS,
Council Clerk.

Copy

Copy of resolution, 22 July, 1874.

It was moved by Alderman Cains, seconded by Alderman Powell, and carried,—“That the Council cannot consent to the application unless the parties applying comply with the by-law.”

Memos. on above paper.

It is recommended that Mr. Buckland be informed that as the Borough Council of Waterloo “cannot assent to the application unless the parties applying comply with the by-law No. 2, part 4,” the survey and proclamation of the street named will not be made.—ROB. D. FITZGERALD, (For the Surveyor General.)

Informed.—5 August, 1874.

Upon re-consideration of this application, although it is considered as more judicious not to align streets within a Municipality without the approval of the Borough Council, an exception might be made in this case so far as Elizabeth-street is concerned, inasmuch as a part of that street had been *erroneously aligned*, and under that alignment has been virtually in charge of the Borough Council prior to the passing of the by-law; Mr. Buckland and the Borough Council might be informed. The attention of the Honorable the Minister for Lands should be drawn to the by-law referred to, which gives the Council the power of refusing to take under their charge any street that may be hereafter aligned by this Department.—ROB. D. FITZGERALD (For the Surveyor General.)

Approved.—J.S.F., 28/8/74.

The by-law does not alter the position of the Council, who might with or without a by-law refuse to undertake any of the duties or obligations imposed by law and are responsible to the ratepayers.

Approved.—J.S.F.

The Council Clerk, Waterloo, informed, 29 September, 1874. Mr. Buckland, 3 October, 1874.

By-law No. 2, part 4.

“It shall not be eligible for this Council to take charge of or expend money on any road, street, lane, thoroughfare, or other place that has not had money voted for it, or that was not proclaimed at the time of passing these by-laws, unless the said road, street, lane, thoroughfare, or other place is first proclaimed and properly formed, ballasted, and blinded, at the expense of the owner or owners of the land through which the said road, street, lane, thoroughfare, or other place is carried, and in no case must the said road, street, lane, thoroughfare, or other place be less than 24 feet in width.”

No. 3.

T. Buckland, Esq., to The Secretary for Lands.

Sir,

Waterloo Warehouse, Sydney, 19 September, 1874.

Referring to my interview with you last month about the proclamation of Elizabeth and Bourke streets leading from Sydney through Waterloo to Botany, and at which interview you informed me that you would proclaim Elizabeth-street in accordance with the original dedication thereof, because an error had been made in the first Proclamation, but that consequent upon a letter received from the Waterloo Municipal Council referring to certain by-laws, further consideration must be given to the matter before you would cause the Proclamation of Bourke-street to issue, I have the honor to bring the following under your notice :—

21st March, 1872, The by-laws referred to came into force on the 21st March, 1872.

Herewith I forward the following papers :—

Re Elizabeth-street.

19th April, 1871. Copy of agreement between the Waterloo Council and the Elizabeth-street Association, by which the Council, in consideration of certain payments, agree to form, ballast, and blind Elizabeth-street to its junction with the Botany Road.

6th Sept., 1873. Advertisement by the Council, published in the daily papers, calling for tenders for the work.
2nd Oct., 1873, Council accepted a tender from contractor named Corrie, who made default.

Re Bourke-street.

8th April, 1869. Copy agreement by the Waterloo Council for the expenditure of £460 in forming and ballasting Bourke-street, of which sum the Council agreed to give £70, the balance, £390, being contributed through the Bourke-street Association. This £460 was duly expended by the Council on the street, in accordance with agreement. The road has been open for traffic from date of said agreement, and with Elizabeth-street forms the only direct communication between East Sydney and the Botany Road, Waterloo.

These documents show that the Council had agreed to form and make these streets previous to passing the by-law referred to.—T.B.

These roads are of vital importance to the districts of Botany and Mudbank; they give direct communication between East Sydney and those districts by one-third less distance than by any other route.

It is not in the power, nor should it be permitted, to any intermediate Municipality to prevent communication between districts lying on each side of it, more especially in such a case as the present, where the proprietors offer the land free, and in conjunction with other proprietors contribute largely to the cost of making the roads.

The objection raised in the Waterloo Council is an interested one by proprietors of property on the Botany Road (*via* Chippendale and Redfern). A glance at the map will show that the route from the Supreme Court, Darlinghurst, by the existing road describes three-fourths of a circle, whereas by Bourke-street is almost a straight line.

In conclusion, I assert that except as a matter of courtesy there is no cause for reference by the Government to the Council of Waterloo at all; the matter lies between the Government, the proprietors of the land, and the inhabitants of Sydney and Botany, who have formed themselves into an Association for

for that purpose, and have subscribed towards a fund to defray the cost, and to whom I am, on behalf of the proprietors of the Waterloo Estate, pledged to dedicate these streets as public roads from Sydney to Botany. I seek only from the Government the usual official sanction, which I believe is rarely refused where public convenience is promoted, as it will be by the Proclamation of these roads.

I have, &c.,

THOMAS BUCKLAND.

Bourke-street to be proclaimed under the Act 4 Will. 4, No. 11.—J.S.F., 6/10/74.
For the Surveyor General.—O.R. (for U.S.), B.C., 8 Oct., /74.

Mr. Surveyor Woolrych is requested to survey for alignment that part of Elizabeth-street, and for Proclamation under the Act 4 Wm. 4, No. 11, that part of Bourke-street herein applied for, and to inform Mr. Gerard Phillips, of the Waterloo Stores, corner of George and Market streets, when he will be ready to undertake the work, and that gentleman will instruct their surveyor to accompany him and point out the road as dedicated in the Waterloo Estate.—R. D. FITZGERALD (for the Sur. General), 22 Oct., /74.

[Enclosures to No. 3.]

Copies of papers referred to in Mr. Buckland's letter.

The Council Clerk, Waterloo, to G. Phillips, Esq.

Sir,

Municipal Chambers, Waterloo, 8 April, 1869.
The Municipal Council of Waterloo passed the following motion, proposed by Alderman William Moon, at its meeting last night, viz. :—

That this Council agrees to form, ballast, and blind Bourke-street 20 feet wide (the ballast to be 10 inches thick in the centre and 8 on the side), commencing at the northern boundary of Waterloo, on condition that the Bourke-street Association subscribes £95, and the trustees of the Waterloo Estate and Sir Daniel Cooper subscribe £165, making £260, this Council subscribing £70, and the endowment (on the said £260) £130, making altogether £460. The money to be expended from the said northern boundary until the whole amount of £460 is expended. The trustees of the Waterloo Estate advancing on a certificate from the Mayor the fortnightly expenditure on the said street. And if the Association and the trustees of the Estate agree to these conditions the Mayor be empowered to proceed with the works at once, subject to the re-payment of the money as referred to in the proposed arrangements laid on the table of the Council.

I have, &c.,

T. M. SLATTERY,
Council Clerk.

Copy of agreement between the Mayor and Aldermen of Waterloo and the Elizabeth-street Association.

AGREEMENT made between the Mayor and Aldermen of Waterloo and the Elizabeth-street Association: Whereas that portion of Elizabeth-street running from the Redfern boundary to the Botany Road is in impassable state for vehicles, the Council of Waterloo and the said Association are desirous that the same should be forthwith formed, ballasted, and blinded throughout its entire length; and whereas the joint honorary secretaries of the said Association addressed a letter, dated the 29th November, 1870, to the Mayor of Waterloo, making a certain proposal, and offering to advance certain sums of money out of the funds of the said Association, provided the Council would grant a sum of £50 in addition to the sum of £150 previously voted by the Council, say in all £200, for the work: And whereas by a letter, dated 28th March, 1871, from the Council Clerk, addressed to the said joint secretaries, they are informed that the Council, by a resolution, had agreed to the terms and conditions of the said letter of the 29th November, 1870, and had decided that the work should proceed at once: It is therefore agreed between the said Council and the said Association that a sum of £915 shall be expended in forming Elizabeth-street its whole width (of 66 feet) and length in Waterloo, that is from Redfern to the Botany Road, and in ballasting and blinding a width of say 20 feet along the centre thereof, and also in building two bridges and embankments in the line of the street, the first near the junction of Pitt-street, and the other over the canal, near the Botany Road, the said sum of £915 to be made up as follows:—The Association to contribute £572, the Council £200, and the endowment to be received from the Government on account of the Association contribution, £143. It is agreed that out of the said sum of £915 there should be apportioned and expended the following sums: On that portion of the street between the Redfern boundary and the south side of Wellington-street, a sum not exceeding £143 15s.; on that portion from Wellington-street to the junction of Pitt-street (to include the bridge) a sum not exceeding £481 5s.; on that portion of the street from the junction of Pitt-street to the Botany Road (to include the bridge) a sum not exceeding £290. It is also agreed that a proper plan and specification, showing the levels of the cuttings and fillings, is to be submitted for the approval of the Association, and also in like manner a plan showing the elevations of the bridges proposed to be erected, and which plans and specifications are to be approved by the Association before tenders are called for and the work commenced, and that the Council in carrying out the work shall consult the said joint honorary secretaries, or such person as they may appoint, with a view to economy in the cost and the efficiency of the means employed to accomplish the undertaking.

Dated Waterloo, 19th day of April, 1871, for and on behalf of the Municipal Council of Waterloo.

Witness—T. M. SLATTERY.

EBENEZER OLIVE,

Mayor.

In reference to the foregoing agreement the said Association is to pay to the Council their proportionate part of the cost upon the weekly or fortnightly payments made by the Council, as per pay sheets, to be produced on the Mayor's warrant.

Borough of Waterloo.

6 September, 1873.

TENDERS for forming, ballasting, and blinding Elizabeth-street, from Wellington-street to the Botany Road (about 43 chains in length) and for the erection of two bridges in same street will be received up to 7 o'clock p.m. on Monday, 22nd September. Plans and specifications may be seen and all information obtained from Mr. Miller, Overseer of Works.

T. M. SLATTERY,
Council Clerk.

No. 4.

The Council Clerk, Waterloo, to The Secretary for Lands.

Sir,

Council Chambers, Waterloo, 2 October, 1874.

I have the honor to acknowledge your communication of the 29th ultimo, with reference to the alignment of Elizabeth-street, considered to have been virtually in charge of the Council before the passing of the by-law (putting upon owners the responsibility in the first instance of improving their own property), referred to in my communication of the 25th July. I regret to say the Council are not able to depart from the position they at present occupy, nor can they in their present circumstances accept further responsibilities. I therefore am instructed to say, "the Council cannot consent to the alignment of Elizabeth-street beyond the point originally defined, and which, if extended to the Botany Road, would be much beyond it."

I have, &c.,

CHARLES HARRIS,
Council Clerk.

No. 5.

No. 5.

T. Buckland, Esq., to The Secretary for Lands.

Sir,

Waterloo Warehouse, Sydney, 7 October, 1874.

I have the honor to acknowledge receipt of your letter of the 3rd instant (No. 74-1,066.)

I do not quite understand from this letter whether directions have been given to align Elizabeth and Bourke streets, or Elizabeth-street alone.

By-laws dated
21st March, 1872.

If the latter only, I beg again to bring under your notice that portion of my letter of 19th September relating to Bourke-street, in which I prove that in the year 1869 (three years before the passing of the by-laws referred to) the Waterloo Council agreed to form and ballast Bourke-street, and did expend the sum of £460 (principally contributed by the Bourke-street Association), in partly carrying that agreement. The street has been fenced and in the possession of the Council ever since. The Council has also on several occasions repaired the street at the request of ratepayers residing on it; and to all intents and purposes it is a public road under the control of the Waterloo Council, and was so three years before these by-laws were passed.

I beg that the map of the district may be looked at, to show the actual convenience which will be afforded for direct intercourse between East Sydney and Botany by this road, and on public grounds I am of opinion that the uncalled-for opposition to the proclamation of this street should be set aside and the alignment made.

I have, &c.,

THOMAS BUCKLAND.

Instructions to survey Bourke and Elizabeth streets issued to Mr. Surveyor Woolrych on 1,446/74.—A.J.S., 23 Oct., /74.

No. 6.

Mr. Surveyor Woolwich to The Surveyor General.

Sir,

38, Cumberland-street, 20 May, 1875.

I have the honor of transmitting herewith, in accordance with your B.C. instructions of the 22nd October, 1874, No. 15, a plan showing the proposed alignment of parts of Bourke and Elizabeth streets, within the Municipality of Waterloo.

I have, &c.,

FRANCIS B. W. WOOLRYCH.

Appendix.

No. 7.

T. Buckland, Esq., to The Surveyor General.

Roads, Streets, and Bridges, 685-6-75.

Sir,

Waterloo Warehouse, Sydney, 21 June, 1875.

Having inspected the map marked as above, I, on behalf of Sir Daniel Cooper and Mr. William Cooper, consent to the encroachment on their land at the intersection of * * * * * and offer no objection to the alignment thereby shown for the proclamation of Elizabeth, Bourke, and * * * streets, Borough of Waterloo.

Yours, &c.,

THOS. BUCKLAND,

(Per D. COOPER and W. COOPER.)

No. 8.

T. Buckland, Esq., to The Secretary for Lands.

Realignment of Elizabeth and Bourke Streets.

Sir,

Sydney, 18 August, 1875.

Referring to previous correspondence on this subject, I have the honor to bring under your notice the great loss and delay which has been occasioned to the proprietors of land in this neighbourhood by the delay of the Lands Department to rectify the mistake made by the Government surveyor in aligning Elizabeth-street contrary to the dedication by the proprietor (Sir D. Cooper); also to bring under your notice that the promise made to have the streets proclaimed according to the original dedication has not been fulfilled. *By letter, dated 5th October, 1874, I was informed that the necessary instructions for the alignment had been given.

I have, &c.,

THOMAS BUCKLAND.

*No. 74-1,066,
roads, &c.

No. 9.

Minute from The Surveyor General to The Under Secretary for Lands.

Bourke-st., from
northern bound-
ary of Municipality
to Botany
Road; Elizabeth-
street, from Wel-
lington-street to
Bourke-street;
* * * * *

THE accompanying plan and book of reference of the streets, as per margin, in the Municipality of Waterloo, are forwarded with the view to the proclamation of the streets under the Act of Council 4th William 4 No. 11, previous to their alignment, in accordance with Act of Council 2nd Victoria No. 2; Elizabeth and * * * to be proclaimed, with a view to alignment; Bourke-street for proclamation only.

R. D. FITZGERALD,

B.C., 30 September, 1875.

Minute, 7 Oct., /75.—T.G.

(For the Surveyor General.)

No. 10.

Minute for the Executive Council.

Department of Lands, Sydney, 7 October, 1875.

THE authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned lines of streets, as shown by the accompanying plan and book of reference, in accordance with the provisions of the Act 4th Wm. 4 No. 11, viz. :—

Bourke-street, from the northern boundary of Municipality to Botany Road.

Elizabeth-street, from Wellington-street to Bourke-street.

* * * * *

THOMAS GARRETT.

The

7

The Executive Council advise that the intended formation of the several streets herein specified be notified in the manner prescribed by the Act 4 Wm. 4 No. 11.—ALEX. C. BUDGE, Clerk of the Council. Min. 75-49, 11/10/75. Confirmed, 10/10/75.

Approved.—H.R., 11/10/75.

The Bench of Magistrates at C. P. Office, Sydney, forwarding plan and book of reference, 27 Oct., /75. Notified, 26 Nov., 1875. The Clerk of the Executive Council, 30 Nov., 1875.

No. 11.

The Council Clerk, Waterloo, to The Secretary for Lands.

Sir,

Council Chambers, Waterloo, 21 October, 1875.

It was resolved by the Council of this Borough at its last sitting,—“That Bourke-street, from the Redfern junction to the Botany Road, be aligned at once, and that application for that purpose be made to the Government.” And I have now the honor, by direction of the Mayor, respectfully to request that you will be pleased to give the required directions for that purpose.

I have, &c.,

CHARLES HARRIS,
Council Clerk.

It is recommended that the Borough Council of Waterloo be informed, that the proclamation of that part of Bourke-street herein applied for will be made in the Government Gazette in the course of a few days.—R. D. FITZGERALD (For Surveyor General).

Approved.—T.G., 13/11/75.

The Council Clerk, Waterloo, informed, 22 Nov., 1875.

No. 12.

The Mayor, Waterloo, to The Secretary for Lands.

Sir,

Council Chamber, Waterloo, 22 December, 1875.

I have the honor, by direction of the Council, respectfully to enter its protest against the proclamation and alignment of Elizabeth-street, as the Council are not in a position to take upon them the responsibilities that its proclamation and alignment would entail upon them.

Bourke-street being partly made and comparatively level, does not, in view of the Council, present the same obstacles as the prolongation of Elizabeth-street would do.

I have, &c.,

Pro THOMAS MOON,
Mayor.

C. HARRIS,
Council Clerk.

No. 13.

The Clerk of the Executive Council to The Secretary for Lands.

Sir,

Executive Council Office, 11 January, 1876.

In compliance with the request contained in the Under Secretary's letter of the 30th November last, No. *** I do myself the honor to inform you, that no objection has been lodged with me to the formation of the proposed streets noted in the margin.

I have, &c.,

ALEX. C. BUDGE,
Clerk of the Council.

Bourke-street,
Elizabeth-street,
* * * * *
Municipality of
Waterloo.

Confirmation of these streets is now recommended, notwithstanding the objection of the Borough Council of Waterloo.—ROBERT D. FITZGERALD (For Sur. General), 17 Jan., /76.

No. 14.

T. Buckland, Esq., to The Secretary for Lands.

Re extension of Elizabeth and Bourke Streets to Botany Road.

Sir,

Sydney, 12 January, 1876.

Referring to your letter 3rd Oct., 1874, I observe that notice is given in the Government Gazette that objections to these roads should be sent in before the 26th December, and as I believe no objections have been lodged (the road being laid out entirely through the Waterloo Estate), I have the honor to request that the proclamation of these roads may be at once issued.

I may inform you that owing to a mistake made by the Government surveyor originally employed, the loss we have sustained amounts to many thousands of pounds, and on this ground we submit that no possible delay should be permitted.

I have, &c.,

THOMAS BUCKLAND,
(For self and Sir Daniel Cooper).

Take necessary remaining steps to open these streets.—T.G., 26/2/76. Minute for confirmation of streets, 31 Jan., /76.

No. 15.

No. 15.

Minute for The Executive Council.

Confirmation of Streets.

Department of Lands, Sydney, 31 January, 1876.

It is recommended, for the approval of His Excellency the Governor and the Executive Council, that the undermentioned lines of streets, which have been duly advertised in the Government Gazette, be now confirmed, in accordance with the provisions of the 4th Wm. 4 No. 11, viz. :—

Bourke-street, from the northern boundary of municipality, to Botany Road.
Elizabeth-street, from Wellington-street to Bourke-street.

* * * * * THOMAS GARRETT.

The Executive Council advise that the intended formation of the several streets in the "Municipality of Waterloo," herein specified, which have 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.
Min., 1/2/76. Approved.—H.R., 3/2/76. Confirmed, 7/2/76. Notified, 7th March, /76.

No. 16.

The Commissioner for Roads to The Under Secretary for Lands.

PAPERS relating to the recent proclamation of road through the Municipality of Waterloo, Elizabeth-street, on the Cooper Estate, required, with reference to an inquiry as to formation of that street.

W.C.B., 9/3/76.

Papers with the Minister for Lands, in reference to a claim of £150 for compensation, as soon as they can be obtained. However, Mr. Rich promises to let the Commissioner have them.—G.C.E., 9/3.

Would the Under Secretary be good enough to apply for a loan of these papers for two hours? They are required to enable me to carry out some urgent instructions of the Honorable the Secretary for Public Works.—W.C.B., 9/3/76.

Under Sec. for Lands.—J.R., B.C., 10/3/76. Papers lent, as required, and returned.—26/3/76.

Bourke-street may now go on for alignment, notice with * * the Borough Council having requested that it may be aligned, but Elizabeth-street must await passing of the Bill to set aside certain previous alignments.—A.J.S., 22 Aug., /76. Under Sec., B.C.

No. 17.

Memo. from Mr. T. Buckland to The Commissioner for Roads.

Memo. for Mr. Bennett,— Waterloo Warehouse, Sydney, 7 March, 1876.
Shall be in my office 9 to 11 Wednesday and Thursday, A.M., and 3:30 to 5 P.M., same days.

THOMAS BUCKLAND.

I asked for some papers from Lands relating to Elizabeth-street, Redfern, two days ago. I wish they could be obtained; the matter is most urgent.—W.C.B., 16/3/76. Will the Under Secretary for Lands please return the papers required, and oblige.—G.H. (for U.S.), 20/3/76. Papers returned.

No. 18.

The Principal Under Secretary to The Under Secretary for Lands.

Sir, Colonial Secretary's Office, Sydney, 22 April, 1876.

In reply to your letter of the 20th ultimo (No. 76/272), I am directed by the Colonial Secretary to state, for the information of the Secretary for Lands, that no applications have been received in this office for compensation in respect to the lines of streets, viz. :—Bourke-street, from the northern boundary of Municipality, to Botany Road; Elizabeth-street, from Wellington-street to Bourke-street.

* * * * * I have, &c.,
HENRY HALLORAN.

No. 19.

Minute for the Executive Council.

Elizabeth-street, Waterloo.

Department of Public Works, Sydney, 30 August, 1876.

FOR the reasons disclosed in the accompanying Minute of the Commissioner for Roads, the Secretary for Public Works submits, for the approval of His Excellency the Governor and the Executive Council, a Draft Proclamation, to bring under the operation of the "Main Roads Amendment Act" that portion of the road from Sydney to Botany passing through Elizabeth-street, from Wellington-street to the Mudbank Road, in the Municipality of Waterloo.

JOHN LACKEY.

Approved.—H.R. Proclamation—Gazette of 5/9/77.

No. 20.

Memo. from The Commissioner of Roads to The Under Secretary for Lands.

21 August, 1876.

ELIZABETH-STREET, Redfern, having been aligned and proclaimed by the Survey Department, notwithstanding the protest of the Municipal Council of Waterloo, that body still refuses to carry out their agreement with the proprietors of the Cooper estate to form the street though Sir Daniel Cooper and Mr. William Cooper are willing to contribute at once £600 towards the work. This refusal, in addition to being a breach of a signed agreement, inflicts great hardship on the proprietors who have given up the land for the street, and are prepared to form it; it absolutely prevents the increase of the Municipal income, and limits the extension of the city in that direction, thereby scattering the population and rendering all sanitary and other measures more expensive. There is no remedy in the Municipalities Act, and the work will not be done unless carried out by the Government. We have no power to enter or execute such works, except under the "Main Roads Act"; such a course would be unusual, but as the Council is so obstructive, and several concessions have been made with respect to roads by the proprietors, who have also promised their co-operation in carrying out the proposed sewage works, this might be made an exceptional case, and the road proclaimed under the "Main Roads Amendment Act," as "that portion of the main road, Sydney to Botany, passing through Elizabeth-street from Wellington-street to Mudbank Road." To do this it will be necessary, as is usual, to re-proclaim the whole schedule of main roads with the above addition.

WILLIAM C. BENNETT,
Commissioner for Roads.

Under Secretary, B.C., 21/8/76.

No. 21.

Memo. from The Surveyor General to The Under Secretary for Lands.

THE accompanying plan and schedule of Bourke * * * streets, in the Municipality of Waterloo, are forwarded with the view to the alignment of the streets in accordance with the Act of Council, 2nd Victoria No. 2, the same having already been confirmed under the Act of Council, 4th William 4, No. 11.

Alignment of * and Bourke streets was asked for by the Borough Council of Waterloo.

R. D. FITZGERALD,
For the Surveyor General.

Minute, 16
September, 1876.

B.C., 30 August, 1876.

No. 22.

Minute for the Executive Council.

Department of Lands, Sydney, 16 September, 1876.

It is recommended, for the approval of His Excellency the Governor and the Executive Council, that the undermentioned lines of streets, which have been duly advertised in the Government Gazette, be now aligned in accordance with the provisions of the Act of Council, 2nd Victoria No. 2, viz. :—

1. Bourke-street, from the northern boundary of Municipality to Botany Road.

2. * * * * *
* * * * *

THOMAS GARRETT.

Approved.—H.R., 18/9/76. The Executive Council advise that the alignment of streets herein specified be approved.—W.M. GOODMAN, Acting Clerk of the Council. Min. 76/45, 18/9/76. Confirmed, 26/9/76. The Surveyor General, 17. Published in Gazette, Friday 13/10/76.

These papers should now be sent to the Commissioner and Engineer for Roads, in compliance with his request (*vide* 76-1,633 herewith).—P. F. ADAMS, Surveyor General. Under Secretary for Public Works, B.C., 29/11/76. Roads, B.C., 2/12/76.

No. 23.

Sir Daniel Cooper to The Secretary for Public Works.

Sir,

Waterloo Warehouse, Sydney, 8 September, 1876.

The proclamation relating to Elizabeth-street, from Wellington-street to the Mudbank Road, having been issued, I have the honor now to state that I am prepared to pay to the Government a sum of £600, the contribution promised by me on behalf of the Elizabeth-street Association to Mr. Bennett, the Chief Commissioner for Roads, towards the formation and making of the road as soon as the work of forming and making the road and bridge from Wellington-street to the Mudbank Road is authorized and put in hand by the Government.

I have, &c.,
DANIEL COOPER.

Sir Daniel Cooper might be requested to pay in the money to the credit of the Colonial Treasurer, to be issued for the execution of the necessary works, which I presume may be proceeded with when payment is made.—W.C.B., 14/9/76. Under Secretary, B.C. Yes.—Sir D. Cooper informed.—J.R., 16/9/76. Inquiry at Treasury to-day—no money yet paid in by Sir D. Cooper.—4/10/76. Memo. to Mr. Phillips.—6/10/76.

No. 24.

The Under Secretary for Public Works to Sir Daniel Cooper.

Sir, Department of Public Works, Sydney, 16 September, 1876.
Referring to your letter of the 8th instant, I am directed by the Secretary for Public Works to request that you will have the goodness to pay the sum of £600 as a contribution towards the cost of works in Elizabeth-street, Waterloo, to the Colonial Treasurer, for the execution of works in question.

I have, &c.,
JOHN RAE.

No. 25.

Mr. G. Eames to Mr. G. Phillips.

Department of Roads and Bridges, Sydney, 6 October, 1876.
MEMO.—On the 16th ultimo a communication was forwarded to Sir Daniel Cooper, requesting that £600, promised by him for the formation of Elizabeth-street, Waterloo, might be paid to the Treasury, in order that it might be expended with the Government subsidy for this purpose. On inquiry being made at the Treasury, on the 4th instant, it appears the money has not been so paid, and the attention of Mr. Phillips is directed thereto.

G. E. EAMES,
Chief Clerk.

Department of Public Works.—No. 76/4,819. Treasury, 9 October, /76. The sum of six hundred pounds (£600) has been this day paid into the Treasury by Sir Daniel Cooper.—W.N., 7 Oct., /76. The Under Secretary for Public Works.—F.R. (for U.S.), B.C., 7 Oct., /76. Commissioner for Roads in reference to other papers.—G.H., B.C., 10/10/76.

No. 26.

Mr. G. Eames to The Under Secretary for Public Works.

Road Construction—Elizabeth-street, Waterloo.

MINUTE PAPER.

HEREWITH is forwarded for the approval of the Honorable Secretary for Public Works and for insertion in the Gazette and local papers, an advertisement inviting tenders for the construction of Elizabeth-street, Waterloo.

Tenders to be opened on Tuesday, the 19th December next. Estimated cost, £768—to be defrayed from amount contributed by Sir Daniel Cooper towards the formation of the street.

GEO. E. EAMES,
For Commissioner and Engineer for Roads.

Notice to Gazette, 27/11/76.—A.E. Roads, for information.—J.R., B.C., 2/12/76. Under Secretary.—B.C., 27/11/76.

No. 27.

Memo. of Mr. F. Franklin to The Commissioner and Engineer for Roads.

Sir, I requested Mr. Dyson to ascertain the nature of ground at site of this bridge. He reports as follows:—"Got no bottom at 12 feet; in fact after the first 4 feet in all cases we came into quicksand and water. I would suggest to excavate for foundations say 3 feet, then put in 6 to 1 concrete 2 feet thick and build on it."

The bridge has already been got out with 12" footings, but if Commissioner approves the provision for concrete can be made.

F. A. FRANKLIN,
2/12/76.

Concrete, cub. yds., 36 @ 32s.	£57 12 0
Ashlar, 588 cub. ft., @ 2s.	58 16 0
Rubble, 28 cub. yds., @ 26s.	36 8 0
Timber	80 0 0
Total bridge...	£232 16 0
Excavation, 3,175 cub. yds., @ 1s. 9d.	277 16 0
Metal, 924 cub. yds., @ 10s.	462 0 0
Blinding, 124 cub. yds., @ 3s.	18 12 0
	£991 4 0

If the formation is sand, will not sandstone ballast be required in addition to white metal?—F.A.F., 11/12/76.

Let ballast be 3 inches; clay if required to be an extra.—W.C.B., 13/12/76.

No. 28.

Mr. A. Lee to The Commissioner for Roads.

Sir, 130, Pitt-street, Sydney, 18 December, 1876.
I have the honor to inform you that I perceive by the *Sydney Morning Herald* that the Government are calling for tenders for the construction of Elizabeth-street, in a southerly direction from Wellington-street, crossing Kellick-street. I have therefore to notify to you that I am the proprietor of a strip

strip of land 722 feet in length and 1 foot 9 inches in width, running across Kellick-street, the same having been reserved by the party (one Kellick) who subdivided the land, and has been conveyed to me by the Official Assignee of the Insolvent Estate of John Kellick.

I have to protest against the proposed street being carried across my land, or any person trespassing on the same.

I forward herewith a sketch of the subdivision by Mr. Surveyor Reuss, junior, showing the reserved piece before referred to, and I have in my possession, as being the last purchaser, the original plan by which Kellick sold, which may be seen by any of your officers at a convenient time.

You will please to accept this letter as a notice not to cross my land.

I have, &c.,
ALFRED G. LEE.

I think this letter should at once be sent to Lands, with an intimation that if nothing to the contrary is intimated before a week it will be concluded that this objection is invalid, and the tenders will be accepted on the presumption that it is a street.—W.C.B., 20/12/76.

Under Secy.—B.C. Under Secretary for Lands.—J.R., B.C., 21/12/76.

It is recommended that the Commissioner be informed that Elizabeth-street was aligned under 2nd Victoria, No. 2, on the 15th January, 1866, folio 227. Recently a re-survey and proclamation has been made with a view of setting aside the alignment referred to by Act of Parliament. This has not yet been done, but the alteration in Elizabeth-street at the point referred to in Mr. Lee's letter is very trifling.—ROBT. D. FITZGERALD (for Sur. Genl.), 2 Jan., /77.

Forwarded to the Lands. Secretary for Public Works, for information.—W.W.S., B.C., 4 Jan., /77.
Return. Returned to Lands.—J.R., B.C., 4/1/77. The Surveyor General, 12.

No. 29.

Mr. J. Young to The Under Secretary for Public Works.

Sir,

430, Riley-street, Sydney, 15 January, 1877.

When about to sign the bonds for the construction of Elizabeth-street, Waterloo, this morning, I found that I had made a mistake in adding up the schedule prices of £100. You will see that it is a clerical error by looking at the tender, and as the prices in the schedule are the lowest, I could manage to do the work, for I would be £100 out, and I being a poor man have not so much money that I can afford to lose.

Will you kindly look over my tender and let me know if I am to commence work at the schedule prices, as I have made all arrangements for starting the work.

I am very sorry to be the cause of giving you and the Roads Department so much trouble, but I think it is better to see about it now than not to be able to complete the contract.

I am, &c.,
J. J. YOUNG.

£100 noted in journal.—P.H.F., 19/2/77. Roads with reference to previous papers, and for report.—G.H. (for U.S.), B.C., 16/1/77.

The total shows that the bulk sum is £100 less than it ought to be. As the tender even with this addition is still the lowest I recommend acceptance. The matter is an urgent one, and should be attended to at once.—W.C.B., 16/1/77.

Under Secretary, B.C.—Let the tender be accepted, and the work carried out without delay.—J.L., 17/1/77. Accepted, 17/1/77.

Instruct Mr. Young to meet Mr. Wells here to-morrow morning, at 9 o'clock. Mr. Wells to take Dyson out and give him charge.—W.C.B., 17/1/77. Mr. Young.—The Auditor General informed, 17/1/77. Prepare fresh bonds herewith, 18/1/77. Bonds signed—file—19/1/77.

No. 30.

Mr. Assistant Engineer Wells to The Commissioner for Roads.

Extension of Elizabeth-street South.

I HAVE to point out that there are some little alterations that should be made in the specification, &c., for this work, before the contractor signs his bond.

The slopes of cuttings are specified to be 1 to 1; it will be impossible to excavate this, the material to be excavated being fine dry white sand.

Mr. Young, the contractor, agrees to effect the necessary alteration in this respect without extra charge, although it will increase the quantities.

The slopes, both cutting and embankment, should also be roughly sodded, as there is plenty of turf at hand. Mr. Young will preserve the sods from road formation and rough turf as above, for £15 extra. I think it should be done.

The bridge should also be built on the skew, as no extra material is involved. Mr. Young consents to this alteration without extra charge.

It will, I think, be advisable to ballast the formation with sandstone; the metal might, if funds are inadequate, be omitted for a while.

Mr. Young agrees to supply good Pymont ballast at 5s. 6d. per cubic yard, hand-packed and broken into place. Blinding is already arranged for, and I think Mr. Young's price should be accepted.

FREDK. WELLS,
Assistant Engineer.

No. 31.

Mr. Assistant Engineer Wells to The Commissioner for Roads.

Road, Sydney to Botany—Extension of Elizabeth-street.

It having been represented by the Rev. Wm. Cunningham that his access to the back premises of Mount Carmel Presbytery has been much impaired by the works now being carried out in Elizabeth-street,— I have examined the position as directed, and beg to report as follows:—

Very imperfect access was until our work impeded available at the point marked A on accompanying tracing; our cutting and turfed slope has cut this off, and although with some little trouble packages, &c., can be handed up, still it would be to the destruction of the work we have done. Under these circumstances, I think some little injury has been done to the church property, but inevitably if the formation of Elizabeth-street had in any way been carried out.

To remedy this there are three alternatives, the last of which I recommend to your judgment as the best, although dependent upon the consent of Sir Daniel Cooper for the use of a portion of his unalienated land to widen Elizabeth-street for a short distance.

The first palliative to the injury would be to ballast a reserved road that ascends from Wellington-street to Kellick-street in the alignment of the front of Mount Carmel Church.

The road is 30 feet wide, a gradient of about 1 in 7 may be obtained, and the length to be ballasted to make fair junction with Kellick-street say 90 yards. It would not, however, entirely remedy the case, as the lower portion of the Presbytery premises fronting Elizabeth-street would still remain inaccessible for any vehicle, and everything in shape of supplies for stable, fuel, &c., would have to be taken through the verandah of the house which is now the only entrance for Mr. Cunningham's horse.

The second would be to ballast the continuation of Kellick-street to Pitt-street, which, with cutting, would give better gradient, but owing to the depth of sand cutting the width of roadway would be too narrow to be of use. That part of Kellick-street also has not been dedicated, and the same objection as to non-accessibility of the back premises remains as in the case of the first possible remedy. I therefore do not entertain this alternative for an instant.

The third, and, in my opinion, the most thorough course to adopt would be to construct a narrow roadway at a gradient (say) of 1 in 10 or 12 (dependent on the length of the strip of ground Sir Daniel Cooper would allow to be used) parallel, or nearly so, to the work we are now doing from Wellington-street to Kellick-street. I show on accompanying tracing what I propose, whereby it will be seen that none of the frontage width of Sir Daniel's allotment would have to be taken. By making this road to effect access with Kellick-street the value of the frontage to that street would be doubled. As a *quid pro quo* for the concession of the strip of ground above named, I think the Roman Catholic Church should give a similar strip, say 20 feet wide, to continue parallel to the present alignment to Elizabeth-street, which would afford access by means of an easy spiral road to the summit of the mount, and thereby render the whole mount more saleable, as it would virtually restore their available frontage to the roadway of Elizabeth-street, and in some future time when the road from point $\frac{1}{2}$ to the summit is made would yield easy access for vehicles to the front of the church. I scarcely anticipate any objection or claim for compensation on the part of the church proprietary. In the event of the full scheme as I propose, it being agreed to by the respective parties concerned, viz., Sir Daniel Cooper and the church proprietary, I should recommend that the Government undertake the formation and ballasting of the roadway as proposed from Wellington to Kellick-street, and as a large proportion of the work will be embanked it should be decided on at once before the contractor for the present work makes progress that may render its execution more costly. In the event of the scheme falling through, I should recommend the ballasting of the street detailed in the first scheme.

The relative cost of each would be—

First Scheme,—

Ballasting street from Wellington to Kellick-street and blinding, say 20 feet wide, 90 lineal yards, at 7s. 6d. per lineal yard, £33 15s.

Third Scheme,—

As recommended by me, forming, embanking, and ballasting new road (widening Elizabeth-street), say 18 feet wide, 80 lineal yards, at 12s., £48.

As the continuation of the road through the foot of the church property to the summit would probably remain in *nubibus* for years, I do not think it need immediately be opened, but the preliminary sanction or otherwise might be obtained.

10/4/77.

F. WELLS,
Assistant Engineer.

Before making any representation to the Minister on this, Mr. Wells had better see Mr. Buckland as to what he would be disposed to do.—W.C.B., 12/4/77.

I have seen Mr. Buckland. He is inclined to view the project I recommend with favour. Would like to have fuller particulars in writing with sketch.—F. WELLS, Asst. Eng., 14/4/77.

No. 32.

The Commissioner for Roads to T. Buckland, Esq.

Sir,

Department of Roads and Bridges, Sydney, 19 April, 1877.

The Rev. Mr. Cunningham, of Mount Carmel Church, having reported that the excavation in Elizabeth-street, now in progress, has cut him off from access to his premises, it is found that the best means of restoring his approach will be by an incline from Wellington-street, for which it will be necessary to get the piece of land, coloured red in accompanying tracing. This will not in any way decrease frontage of lot to Wellington-street, and will improve the portion of frontage in Kellick-street. You having intimated to Mr. Wells, of this Department, your approval of this proposal, may I request that you will be good enough to intimate the same in writing in order that it may be put on record. On receipt of such approval the necessary work will be proceeded with without delay.

I have, &c.,
WILLIAM C. BENNETT,
Commissioner for Roads.

No. 33.

13

No. 33.

T. Buckland, Esq., to The Commissioner for Roads.

Sir, Waterloo Warehouse, Sydney, 21 April, 1877.

Re Elizabeth-street. Yours of 19th instant to hand with sketch map of proposed road giving access to the grounds of Mount Carmel Church.

On behalf of Sir Daniel Cooper, I agree to the proposal to make use of a part of his land as shown on the sketch above mentioned.

I note on the map a part of the Mount Carmel Church land is marked "A." I understand that the proposed new road is to be continued across the said land to its southern boundary. Is it so intended?

I have, &c.,

THOS. BUCKLAND.

Inform Mr. Buckland the letter "A" should not have been on tracing sent him—that it was a mere reference letter of Mr. Wells's, showing where the present imperfect access existed.—W.C.B., 23/4/77. T. Buckland, Esq., informed, 23/4/77.

No. 34.

The Commissioner for Roads to T. Buckland, Esq.

Sir, Department of Roads and Bridges, Sydney, 23 April, 1877.

Referring to your letter of the 21st instant, agreeing on behalf of Sir Daniel Cooper to the proposal to make use of part of his land for a road to Mount Carmel Church, I have the honor to inform you that the letter "A" alluded to by you therein should not have been on the tracing sent you, such letter being simply a mere reference of Mr. Wells's showing where the present imperfect access existed.

I have, &c.,

WILLIAM C. BENNETT,
Commissioner for Roads.

No. 35.

Mr. A. Bayley to The Commissioner for Roads.

Sir, Burwood, May 16, 1877.

I have to inform you I have pointed out the place for obtaining the blinding for Elizabeth-street to the contractor, and he is to commence blinding the street this day with seven carts.

I have, &c.,

A. C. BAYLEY.

No. 36.

Mr. A. Bayley to The Commissioner for Roads.

Sir, Burwood, 10 July, 1877.

Herewith I forward you estimate for extension of Elizabeth-street South to the Botany Road. The culvert over the race from the wool-washing establishment will be rather expensive, on account of the acute angle of the race to centre line of street.

	*Estimate.	£	s.	d.
Skew bridge, 20' span	200	0	0
Formation, 30' wide, 275 yds., at 2/6	34	7	6
Ballast, 412 c. yds., at 8/6	175	6	3
Blinding, 275 c. yds., at 1/	13	15	0
		£423	8	9

I have, &c.,

A. C. BAYLEY.

I think these prices excessively high. If they are the present contractor's prices he had better not touch this work. Would not a double 2-foot pipe answer at the mill-race? A 20-foot span is absurd. Mr. Bayley evinces very little judgment in dealing with such questions.—W.C.B., 11/7/77.

Mr. Bayley.—B.C.

I took into consideration the advisability of putting two 24" drain pipes, and did not recommend their adoption, for the following reasons:—Firstly, from the race being more than 5 feet in depth. Secondly, the water from the dam would require to be drawn off before they could be fixed, and the foundations for pipes would be expensive. Thirdly, it would interfere with supply of water from the upper dam to the lower, besides possibly leading to litigation. The price for ballast and blinding is the same as for the other portion of Elizabeth-street, but not the price for formation. I did not suggest the contractor for the first portion of street should have this. I would recommend that tenders be invited for this work.—A. C. BAYLEY, 11/7/77.

* As amended by Commissioner :—	£	s.	d.
Timber culvert.....	40	0	0
Formation	34	7	6
Ballast, 412 c. yds., at 5/	103	0	0
Blinding	13	15	0
	£191	2	6

No. 37.

Schedule of Expenditure on Works.
EXPENDITURE, Elizabeth-street, Waterloo.

Date.	Particulars.	Amount.
1876.		
November 1.....	Wages, 23rd October	£ s. d. 0 14 6
1877.	J. J. Young's Contract—	
March 9	1st advance	181 13 8
May 7	2nd do.	240 0 0
July 12	3rd do.	320 15 6
June 26	Wages, stone-breakers.....	742 9 2
July 9	" " " "	16 16 8
" 9	Cargo of stone "	22 16 8
" 13.....	Carting stone	35 8 0
		51 18 0
	Total expenditure.....	£ 870 3 0

17th July, 1877.

No. 38.

Book of Reference of Streets referred to in No. 25.

Book of Reference of Streets in the Borough of Waterloo, to be opened as a Parish Road under the Act of Council, 4 William IV. No. 11.

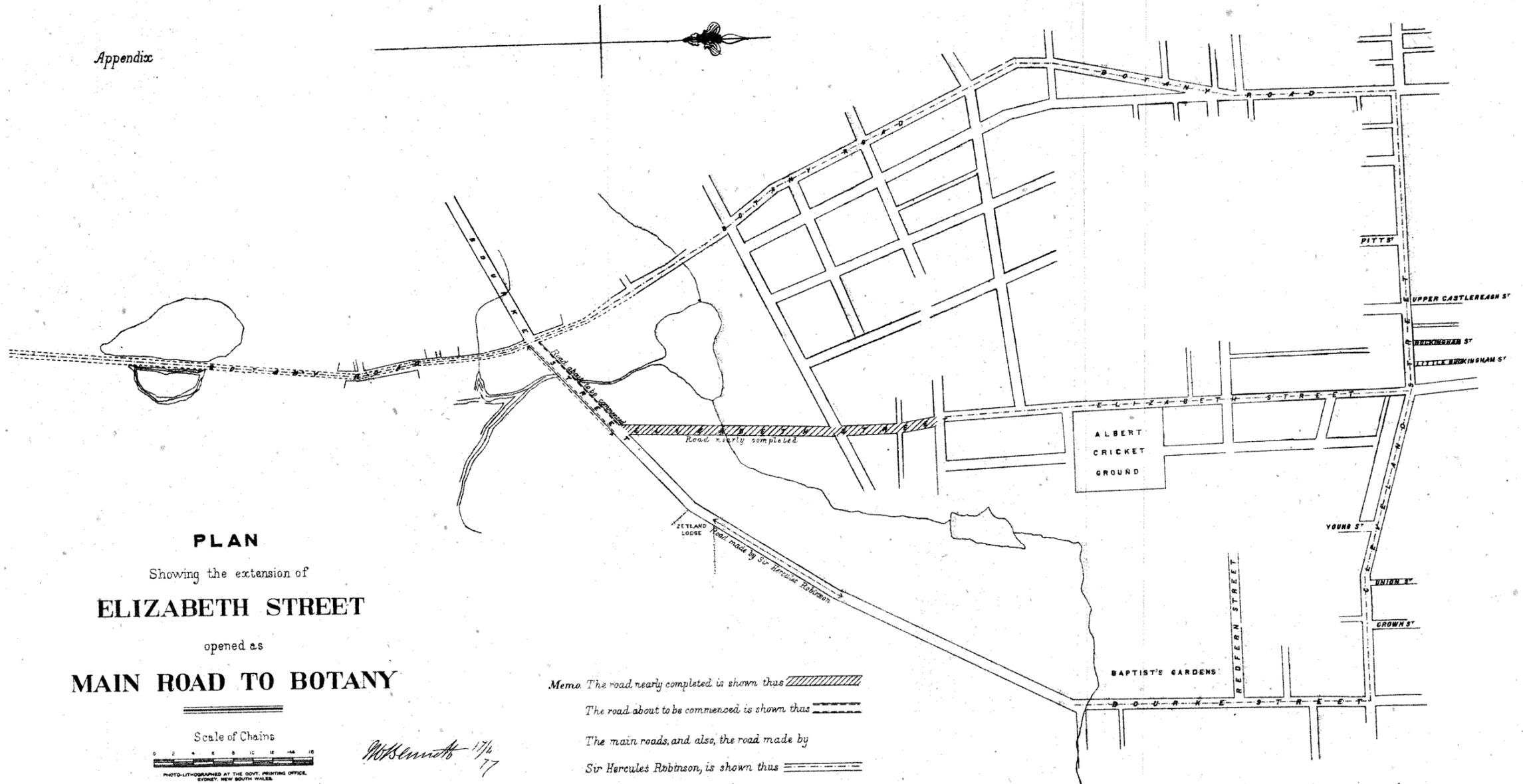
No.	Portion of Road.	Reputed owner.—Occupier.	Bearings.	Length in chains.	Breadth of road.	Area.	Remarks.
1	Bourke-street, from the northern boundary of the Municipality to Botany Road.	Dedicated as a roadway ...	South-westerly	67·64	66 feet	a. r. p. 6 3 2	Fence obstructions.
2	Elizabeth-street, from Wellington-street to Bourke-street.	Dedicated as a roadway ...	Southerly.....	31·26	66 feet.	3 0 20	Fence obstructions.

[One Plan.]

Sydney: Charles Potter, Acting Government Printer.—1877.

[1s. 3d.]

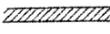
Appendix



PLAN
 Showing the extension of
ELIZABETH STREET
 opened as
MAIN ROAD TO BOTANY

Scale of Chains
 PHOTO-LITHOGRAPHED BY THE GOVT. PRINTING OFFICE,
 SYDNEY, NEW SOUTH WALES.

W. Bennett 11/4
 77

Memo. The road nearly completed is shown thus 
 The road about to be commenced is shown thus 
 The main roads, and also, the road made by
 Sir Hercules Robinson, is shown thus 

(Sig. 505)

1876-7.

NEW SOUTH WALES.

TWENTY-SECOND ANNUAL REPORT

OF THE

POSTMASTER GENERAL,

ON THE DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

BEING THAT FOR THE YEAR

1876.

Presented to Parliament, by Command.

SYDNEY: CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

THE POSTMASTER GENERAL TO HIS EXCELLENCY THE GOVERNOR,
 TRANSMITTING THE
 ANNUAL REPORT FOR THE YEAR 1876, ON THE POST OFFICE, MONEY ORDER,
 GOVERNMENT SAVINGS' BANK, AND ELECTRIC TELEGRAPH DEPARTMENTS.

SIR,

I have the honor to transmit to your Excellency the Twenty-second Annual Report on the Departments under the Ministerial control of the Postmaster General.

I.—POST OFFICE DEPARTMENT.

INLAND SERVICE.

941 miles of new postal routes were opened during the year 1876, embracing the following lines,
 viz. :—

Western Roads.

- From Lake Cudgellico to Rankin's Springs, once a week.
- „ Oberon to Gingkin, once a week.
- „ Teapot Swamp to Teesdale, once a week.
- „ Grenfell to Brundah Creek, once a week.
- „ Canowindra to Cargo, three times a week.
- „ Morangarell to Wyalong, once a week.
- „ O'Connell to Essington, once a week.
- „ Lowther to Hartley, once a week.
- „ Hill End to Ullamalah, twice a week.
- „ Obley to Dandaloo (re-established), once a week.
- „ Dandaloo to Cannonbar (re-established), once a week.
- „ Railway Station to Post Office, Kelso, twelve times a week.

Southern Roads.

- „ Coolac to Coramundra, *vid* Muttama Reef, twice a week.
- „ Long Reach to Greenwich Park, three times a week.
- „ Breadalbane Platform to Gurrundah, once a week.
- „ Tooma to Khancoban, once a week.
- „ Coramundra to Temora, once a week.
- „ Wagga Wagga to Marrar, once a week.
- „ Jugiong to North Gobarralong, twice a week.
- „ Yass Railway Station to Post Office, Yass, twelve times a week.
- „ Railway Station to Post Office, Gunning, six or seven times a week.

Northern Roads.

- „ Garah to Mungindie, twice a week.
- „ Branxton to Rothbury, three times a week.
- „ Coolah to Mundooran, once a week.
- „ Wee Waa to Baradine, once a week.
- „ Coonabarabran to Tambar Springs, once a week.
- „ Branxton to Elderslie, twice a week.
- „ Hexham to Minmi, six times a week.
- „ Barrington to Back Creek, twice a week.
- „ Dingo Creek to Wherrol Flat, twice a week.
- „ Lambton to Winding Creek, three times a week.

It was found necessary to abolish 193 miles of postal route, viz. :—

Western Road.

Between Obley and Willeroon, twice a week.

Southern Roads.

- „ Yass and Taemas, twice a week.
- „ Bungonia and Jacqua, twice a week.

Northern

Northern Roads.

- Between Maryland and Ruby Creek, twice a week.
 „ Bonshaw and Yetman, once a week.
 „ Falconer, Oban, and Paddy's Gully, once a week.
 „ Moree and Mungindie, once a week.

The extent of postal route traversed in the Colony on the 31st December, 1876, was 18,418 $\frac{3}{4}$ miles, viz. :—

On horseback	12,684 miles.
By coach	5,182 $\frac{3}{4}$ „
By railway	552 „

The railway extension from Kelso to Blayney (29 miles) in the west, and from Gunning to Binalong (43 miles) in the south, as well as the opening of the private railway between Deniliquin and Moama (45 miles) enabled the Department in the year 1876 to effect some important acceleration in the transit of mails.

The following increased accommodation on existing lines was afforded during the year 1876, viz. :—

Western Roads.

- Between Peel and Limekilns, from once to twice a week.
 „ Crudine and Ilford, from once to twice a week.
 „ Wood's Flat and Milburn Creek, from twice to three times a week.
 „ Carcoar and Cowra, from three to six times a week.
 „ Cowra and Grenfell, from three to six times a week.
 „ Baulkham Hills and Dural, from three to six times a week.
 „ Mount Victoria and Hartley, from six to seven times a week.
 „ Meadow Flat and Mitchell's Creek, from twice to three times a week.
 „ Gongolgon and Brewarrina, from once to twice a week.
 „ Warren and Wammerawa, from once to twice a week.

Southern Roads.

- „ Taralga and Bannaby, from once to twice a week.
 „ Delegate and Corrowong, from twice to three times a week.
 „ Bungonia and Windellama, from once to twice a week.
 „ Urana and Narrandera, from once to twice a week.
 „ Queanbeyan and Cooma, from three to six times a week.
 „ Cooma and Bombala, from twice to four times a week.

Northern Roads.

- „ Armidale and Paddy's Gully, from once to twice a week.
 „ Moree and Meroe, from once to twice a week.
 „ Kempsey and Frederickton, from twice to three times a week.
 „ Narrabri and Walgett, from twice to three times a week.

The number of miles travelled in the year 1876 was 3,891,906, being an increase of 104,149 miles on that of the year 1875.

At Manly on the 1st March, at Waverley on the 1st July, and at Hunter's Hill on the 1st August, official offices (*i.e.* in charge of persons unconnected with private business) were established for the more efficient transaction of the postal, telegraphic, money order, and Government Savings Bank business.

At two of the official offices, viz., at Singleton and at the Oxford Street Branch in Sydney, the postmasters were dismissed from the Service for being short in their public moneys under extraordinary circumstances. In the first case it was alleged that the money was destroyed by fire, and in the second that it was stolen by burglars.

The number of Post Offices established during the year 1876 was 39, viz. :—

Burruga	Gingkin	Milburn Creek
Bukkulla	Greenwich Park	North Gobarralong
Binnaway	Gurrundah	Ravensthorpe
Brundah Creek	George's Plains	Rothbury
Back Creek	Gungah	Sedgefield
Bunnan	Harrington	The Valley
Buddabuddah	Hungerford's	Upper Manilla
Carnsdale	Iluka	Ullamalah
Cooperbrook	Khancoban	Wherrol Flat
Daysdale	Lowesdale	Winding Creek
Elderslie	Marlee	Wollongbar
Essington	Mandurama	Wyalong
Five-Dock	Muttama Reef	Yarra Mundi.

The number re-established was 5, viz. :—

Gulargambone	Muttons Falls
Lowther	Teesdale
Tomerong :	

The number discontinued was 14, viz. :—

Bartlett's Camp, G.W.R.	McGuigan's
Collarenebri	Native Home
Corang	Paddy's Gully,
Grass-tree	Raglan.
Heifer Station	Ruby Creek
Jacqua	Toorale
Kimberley	Taemas :

making an actual increase of 30 in the number of Post Offices. In the Appendix will be found a list of Appendix A. the 782 Post Offices in the Colony on the 31st December, 1876.

Receiving offices were established at the following places, viz. :—

Bolaro	Narrawa
Boolambayte	Redmire,
Broadwater	Rocky Hall
Darlington Point	The Springs
Heifer Station	Waterloo
Irvinstone	Wood's Flat.

The receiving office at Wood's Flat was discontinued. A list of the receiving offices in the Colony Appendix B. is given in the Appendix, showing the number to be 18.

131 changes of Postmasters took place during the year. These frequent changes do not tend to improve the performance of the postal work at the offices where they take place, but they are unavoidable.

The names of the undermentioned Post Offices were changed, viz. :—

- Five Dock to Iron Cove Bridge.
- Haslem's Creek to Rookwood.
- One-tree Hill to Mount Victoria.
- Noucome to Swan Bay.

In the Appendix is given a return showing in what parts of the Colony the Government possess Appendix C. buildings for the transaction of the Postal, Money Order, Savings Bank, and Telegraph business, as well as the places where premises are rented for the purpose.

Large iron letter-receivers were erected at the following places, viz. :—

In Sydney at the corner of Bourke and Little Arthur Streets, and at Burro'wa on a site near the old Post Office.

It was found needful to remove four letter-receivers, viz. :—One from *Mercury* Office, West Maitland, to a new site near the Telegraph Office in the same township; one from Lindsay-street, East Maitland, to the site of the old Post Office, East Maitland; one from George and Howick Streets, Bathurst, to a new site in Havannah Street, Milltown, Bathurst; and one from Rossi and Cooma Streets, North Yass, to a new site in front of "James's Hotel," North Yass.

38 small iron letter-receivers were placed as follows :—

- 1 Lavender Bay, St. Leonards.
- 1 Five Dock Platform.
- 1 Near Public School, Ashfield.
- 1 Near St. John's Church, do.
- 1 Albemarle-street, Kingston.
- 1 Crescent-street, and Abattoir Road.
- 1 Junction of Canterbury and Parramatta Roads.
- 1 Glebe Store, Newcastle.
- 1 Hill and March Streets, Orange.
- 1 Railway Station, Parramatta.
- 1 Clarendon, Richmond Road.
- 1 Junction of Vaucluse and New South Head Road.
- 1 Australia and Eaton Streets, Camperdown.
- 1 Missenden Road, and Grose-street, do.
- 1 Illawarra and Marrickville Roads.

- 1 Cheltenham and Victoria Streets, Burwood.
- 1 Burwood and Parramatta Roads, do.
- 1 Intersection of Stewart and Durham Streets, Bathurst.
- 1 „ Rankin and Piper Streets, do.
- 1 „ Peel and Russell Streets, do.
- 1 Rocket and George Streets, do.
- 1 Passengers Railway Station, do.
- 1 Victoria, Cowper, and Leichhardt Streets, Charing Cross, Waverley.
- 1 Waverley and Wellington Streets, Bondi.
- 1 Windsor Road and Board Street, Parramatta.
- 1 Kissing Point Road, opposite Mr. Forsaith's premises.
- 1 East and Marius Streets, Tamworth.
- 1 Anvil Creek (Dr. Williams' surgery).
- 1 Junction of St. Mary's Road and Woolloomooloo-street.
- 1 Council Chambers, Petersham.
- 1 North Deniliquin.
- 1 End-street, Deniliquin.
- 1 Cressy-street, do.
- 1 Newtown Railway Station.
- 1 Petersham do.
- 1 Burwood do.
- 1 Parramatta Junction do.
- 1 Fairfield do.

On the 31st December the number of iron letter-receivers erected in the Colony (including both large and small size) was 136; the number of other kind of receiving-boxes, 4; and the number of newspaper-receivers, 8.

At Ashfield, Bathurst, Deniliquin, Newtown, Orange, St. Leonards, and Wagga Wagga, the letter-receivers are cleared by special messengers, who are respectively paid an annual sum for the performance of this work; at other places this duty is fulfilled by persons regularly attached to the staff of the Department.

Appendix D.

Forty-two additional licenses were issued for the sale of postage-stamps to persons other than postmasters or receiving-office-keepers. A return is given in the Appendix of the number of persons holding these licenses throughout the Colony.

There were five additional letter-carriers employed during the year 1876 in Sydney and its suburbs. The distribution of the letter-carriers throughout the Colony was as follows:—

Sydney and Suburbs	...	...	...	...	...	...	61
Albury	...	...	...	...	...	...	1
Armidale	...	...	...	...	...	...	1
Bathurst	...	...	...	...	...	...	2
Deniliquin	...	...	...	...	...	...	1
East Maitland	...	...	...	...	...	...	1
Goulburn	...	...	...	...	...	...	1
Grafton	...	...	...	...	...	...	2
Hill End	...	...	...	...	...	...	1
Morpeth	...	...	...	...	...	...	1
Mudgee	...	...	...	...	...	...	1
Newcastle	...	...	...	...	...	...	3
Orange	...	...	...	...	...	...	1
Parramatta	...	...	...	...	...	...	3
Parramatta Suburbs	...	...	...	...	...	...	1
Singleton	...	...	...	...	...	...	1
Tamworth	...	...	...	...	...	...	1
Wagga Wagga	...	...	...	...	...	...	1
Wallsend	...	...	...	...	...	...	1
West Maitland	...	...	...	...	...	...	2
Wickham and Hamilton	...	...	...	...	...	...	1
Windsor	...	...	...	...	...	...	1

In

In addition to the above-mentioned places, a free delivery of correspondence is afforded in the following localities, viz. :—Anvil Creek, Ashfield, Burwood, Lambton, Leichhardt, Manly, Petersham, and Waratah. No regular staff letter-carriers are appointed at these places; an annual sum being paid in each case for the performance of the work, generally to some local person who devotes only part of his time to delivering correspondence.

The following is a statement of the number of persons employed in connection with the Postal Department, exclusive of Mail Contractors :—

Postmaster General	1
Secretary	1
Accountant	1
Superintendent, Mail Branch	1
Chief Clerk, Post Office	1
Cashier	1
Clerks	58
Probationary Clerks	12
Postal Inspectors	3
Mail Guards	8
Railway Mail Sorters	7
Stampers, Letter-carriers, &c.	150
Country Postmasters	782
Assistant do.	49
Clearing-receivers and delivering letters	15
Total	1,090

The following comparative return will afford some idea of the sanitary condition of officers of the department :—

No. of Officers absent.			Aggregate period of absence.		Average period of absence for each officer.	
1875.	1876.		Days.		Days.	
			1875.	1876.	1875.	1876.
36	33	Clerks	408	496	11	15
15	12	Sorters	360	102	24	8
27	26	Letter-carriers	320	209	12	8
18	15	Messengers, Guards, Grooms, &c.....	246	130	14	9

The Postal Inspectors travelled over and inspected 11,466 miles of mail route, and visited the undermentioned post offices :—

Adelong	Billabong	Breadalbane
Adelong Crossing-place	Binalong	Bredbo
Albion Park	Bingera	Broughton's Creek
Albury	Black Rock	Buchanan
Appin	Blandford	Buckley's Crossing-place
Apple-tree Flat	Blayney	Bukkulla
Armidale	Blue Gum Flat	Bulli
Ashford	Bobundarah	Bungendore
Attunga	Bombala	Bungowannah
Barraba	Bonshaw	Cadia
Barrington	Bookham	Camberwell
Barrington	Booral	Campbelltown
Bartlett's Camp, G.W.R.	Boro	Candelo
Bathurst	Bowenfels	Capertee
Bega	Bowna	Carcoar
Bendemeer	Bowning	Carlisle Gully
Bethungra	Braidwood	Cassilis
Bibbenluke	Branxton	Cathcart

Catherine

Catherine Hill Bay	Howlong	Ravensthorpe
Charcoal Creek	Ilford	Raymond Terrace
Cobbadah	Inverell	Rockley
Cobbora	Jereelderie	Rydal
Collington	Jugiong	St. Peter's
Conargo	Junee	Scone
Cookardinia	Kameruka	Sheet of Bark
Coolac	Kelso	Shellharbour
Coolah	Kiama	Shepard's Town
Cooma	Kincumber	Singleton
Cooranbong	Kimberley	Sofala
Coramundra	Lambton	Spring Grove
Corang	Langworthy's	Springside
Coree	Lewinsbrook	Stanborough
Corowa	Lidsdale	Stockton
Cow Flat	Limeburner's Creek	Stroud
Cowra	Limekilns	Sutton
Craigie	Lithgow	Swallows' Nest
Cudgegong	Little Billabong	Tambaroora
Cullenbone	Lochinvar	Tamworth
Cullen Bullen	Lostock	Tangmangaroo
Cungegong	Lucknow	Tarago
Cunningham	Lyndhurst	Taralga
Currabubula	Macdonald Town	Tarcutta
Dapto	Macquarie Plains	Tarlo
Deepwater	Manar	Teapot Swamp
Delegate	Mandurama	Tempe
Deniliquin	Manilla	Tenterfield
Denison Town	M'Guigan's	Tent Hill
Denman	Meadow Flat	Terrara
Dight's Forest	Merrilla	Tichborne
Dubbo	Merriwa	Tighe's Hill
Dundee	Michelago	Tingha
Dunkeld	Miller's Forest	Tocumwal
East Maitland	Minmi	Tomago
Eccleston	Mitchell's Creek	Trunkey Creek
Eden	Moama	Tullimbar
Eugowra	Molong	Tumut
Evans' Plains	Montefiores	Uarbry
Falconer	Moonbi	Uralla
Fig-tree	Moulamein	Urana
Forbes	Mount Macquarie	Vacy
Gannon's Forest	Mount Vincent	Vegetable Creek
Garryowen	Mudgee	Vittoria
Gegedzerick	Mulwala	Wagga Wagga
Gerogery	Mundooran	Walbundrie
Germanton	Murrumburrah	Wallaceton
Gerringong	Murrurundi	Wallendbeen
Gilgandra	Muswellbrook	Wallerawang
Glanmire	Myrtleville	Wallsend
Glen Innes	Native Home	Wamberal
Gloucester	Nerriga	Wanganella
Goonoo Goonoo	Newcastle	Waratah
Gosford	New Lambton	Warialda
Goulburn	Nimitybelle	Wattle Flat
Grenfell	Nowra	Wellingrove
Gresford	Numba	Wellington
Gulgong	O'Connell	West Maitland
Gundagai	Orange	Wickham
Gundaroo	Pambula	Wollongong
Gundaroo Township	Parkes	Wolumla
Gunning	Parramatta	Woodhouselee
Guntawang	Paterson	Woomargama
Guyong	Peel	Woonona
Hamilton	Pyree	Yass
Haydonton	Queanbeyan	Yetholme
Hexham	Queen Charlotte's Vale	Yetman
Hill End	Quipolly	Young
Home Rule	Raglan	

FOREIGN SERVICE.

The following tabulated information will show how the Mail Service between Sydney and San Francisco was performed by the Pacific Mail Steamship Company, as well as the manner in which the mail communication with the United Kingdom by the route *via* San Francisco was maintained during the year 1876:—

INWARD.

Name of Steamer.	Due at Sydney.	Arrived at Sydney.	Number of days from San Francisco.	Time occupied in transit of Mails from London to Sydney.	Under what Contract and arrangements.
*Mikado.....	5 Jan.	7 Jan.	28	50	A.S.N. Co., under 4 months contract.
City of San Francisco .....	.....	6 "	26	Brought no English Mails.	Pacific Mail Steamship Co.
†Granada	2 Feb.	6 Feb. ..	27	52	Do.
‡City of Melbourne.....	1 Mar.	7 Mar.	29	54	A.S.N. Co., under special arrangement.
Mikado.....	29 Mar.	29 "	28	48	Pacific Mail Steamship Co.
§City of San Francisco	26 April	4 May	30	56	Do.
City of New York	24 May	24 "	27	48	Do.
Zealandia.....	21 June	19 June	25	46	Do.
City of Sydney	19 July	20 July	28	49	Do.
Australia	16 Aug.	16 Aug.	27	48	Do.
City of San Francisco	13 Sept.	14 Sept.	28	49	Do.
City of New York	11 Oct.	11 Oct.	27	48	Do.
Zealandia.....	8 Nov.	9 Nov.	28	49	Do.
City of Sydney	6 Dec.	6 Dec.	27	48	Do.

* "Mikado" performed the route *via* Auckland. † "Granada" left San Francisco four days late. ‡ "City of Melbourne" left San Francisco five days late. § "City of San Francisco" left San Francisco four days late.

HOMEWARD.

Name of Steamer.	Date of Despatch from Sydney.	Due at San Francisco	Arrived at San Francisco	Number of days to San Francisco	Time occupied in transit of Mails from Sydney to London.	Under what Contract and arrangements.
City of San Francisco	14 Jan.	10 Feb.	(Frisco Time) 13 Feb.	31	50	Pacific Mail Steamship Co.
Mikado from Fiji.	.....	.....	.....	.....	.....	.....
Granada	11 Feb.	9 Mar.	9 Mar.	28	47	Do.
City of San Francisco from Fiji.	.....	.....	.....	.....	.....	.....
Colima	11 Mar.	6 April.	11 April.	32	51	Do.
Granada from Fiji.	.....	.....	.....	.....	.....	.....
Zealandia	7 April.	4 May	5 May	29	46	Do.
Australia	6 May	1 June.	5 June.	31	49	Do.
Colima from Fiji.	.....	.....	.....	.....	.....	.....
City of San Francisco	2 June.	29 "	28 "	27	46	Do.
Australia from Fiji.	.....	.....	.....	.....	.....	.....
City of New York	30 "	27 July	27 July	28	49	Do.
City of San Francisco from Fiji.	.....	.....	.....	.....	.....	.....
Zealandia	29 July	24 Aug.	25 Aug.	28	45	Do.
City of New York from Fiji.	.....	.....	.....	.....	.....	.....
City of Sydney.....	25 Aug.	21 Sept.	20 Sept.	27	46	Do.
Zealandia from Fiji.	.....	.....	.....	.....	.....	.....
Australia	22 Sept.	19 Oct.	18 Oct.	27	46	Do.
City of Sydney from Fiji.	.....	.....	.....	.....	.....	.....
City of New York	20 Oct.	16 Nov.	15 Nov.	27	46	Do.
Australia from Fiji.	.....	.....	.....	.....	.....	.....
Zealandia	17 Nov.	14 Dec.	12 Dec.	26	46	Do.
City of New York from Fiji.	.....	.....	.....	.....	.....	.....
City of Sydney.....	15 Dec.	1877.	1877.	26	46	Do.
Zealandia from Fiji.	.....	11 Jan.	9 Jan. ....	.....	.....	.....

27 days are allowed under the Pacific Mail Steamship Company's Contract for the conveyance of mails to and from Sydney and San Francisco.

Average number of days occupied in the conveyance of mails to and from Sydney and London *via* San Francisco:—

Inward.

London to Sydney 49½ days.

Homeward.

Sydney to London 47 days.

It is due to the Pacific Mail Steamship Company to record that, considering the difficulties that had to be overcome, especially in regard to the navigation of the New Zealand coast with large steamships, the contract has been satisfactorily performed.

The performance of the service *via* Melbourne and Point de Galle will be seen by the following return, viz. :—

Arrival at Sydney.				Departure from Sydney.			
Name of Vessel.	Actual date.	Actual number of days.		Name of Vessel.	Actual date.	Actual number of days.	
		<i>Via</i> Brindisi.	<i>Via</i> South-ampton.			<i>Via</i> Brindisi.	<i>Via</i> South-ampton.
Mongolia	13 Jan.	48	56	Mongolia	23 Jan.	50	58
China.....	21 Feb.	59	67	China.....	20 Feb.	48	57
Avoca	24 Feb.	48	56	Sumatra	20 Mar.	47	56
Sumatra	9 Mar.	48	56	China	15 April	50	57
China.....	12 April	54	62	Bangalore	12 May	52	60
Bangalore	1 May	45	53	Sumatra	10 June	52	64
Sumatra	8 June	47	57	China.....	8 July	51	57
China.....	28 June	47	55	Bangalore	5 Aug.	51	57
Bangalore	22 July	43	51	Avoca	2 Sept.	51	58
Assam	19 Aug.	43	51	Assam	2 Oct.	51	59
China.....	18 Sept.	45	53	Bangalore	30 Oct.	47	60
Bangalore	14 Oct.	43	51	Tanjore	27 Nov.	47	55
Tanjore	12 Nov.	44	52	Assam	25 Dec.	47	56
Assam	12 Dec.	46	54				

NOTE.—In each instance the connection between Melbourne and Sydney has been made by an intercolonial steamer, the mail packet remaining at Melbourne. In some instances the letter portion of the mail has been brought overland from Melbourne to Sydney, and supplementary mails have been sent from Sydney to Melbourne by the overland route.

Average number of days occupied in the conveyance of the mails to and from Sydney and London *via* Galle and Melbourne :—

Inward, <i>via</i> Brindisi	47
Do. Southampton	55 $\frac{1}{4}$
Homeward, <i>via</i> Brindisi	49 $\frac{3}{8}$
Do. Southampton	58

The performance of the service *via* Brisbane and Torres Straits may be ascertained from the following statement of the time occupied in the transmission of mails by this route between Sydney and London, viz. :—

Arrival at Sydney.				Departure from Sydney.			
Name of Vessel.	Actual date.	Actual number of days.		Name of Vessel. *	Actual date.	Actual number of days.	
		<i>Via</i> Brindisi.	<i>Via</i> South-ampton.			<i>Via</i> Brindisi.	<i>Via</i> South-ampton.
Singapore	2 Jan.	51	59	Somerset	29 Jan.	56	65
Normanby	4 Feb.	56	64	Normanby.....	26 Feb.	57	65
Singapore	3 Mar.	56	64	Singapore	28 Mar.	55	61
Somerset	29 „	54	62	Brisbane	20 April	60	68
Queensland	24 April	52	60	Normanby.....	16 May	62	69
Bowen	23 May	53	61	Singapore	13 June	62	69
Brisbane	21 June	54	62	Brisbane	11 July	60	68
Normanby.....	21 July	56	64	Bowen	8 Aug.	59	66
Singapore	15 Aug.	53	61	Singapore	6 Sept.	60	68
Brisbane	15 Sept.	55	64	Brisbane	9 Oct.	54	64
Bowen	10 Oct.	53	61	Bowen	4 Nov.	58	65
Singapore	7 Nov.	53	61	Singapore	2 Dec.	...	66
Somerset	7 Dec.	55	63	Somerset	30 „	61	...

Average number of days occupied in the conveyance of the mails to and from Sydney and London *viâ* Brisbane and Torres Straits :—

Inward, <i>viâ</i> Brindisi	...	...	...	53
Do. Southampton	...	...	...	62
Homeward, <i>viâ</i> Brindisi	...	...	...	59
Do. Southampton	...	...	...	68

On the extension of the railway to Gunning the Department conveyed the letter portion of the English mails *viâ* Galle *overland* between Melbourne and Sydney. The first mail conveyed in this manner was that which reached Melbourne on the 19th February. The mail on that occasion was brought overland and delivered in about forty-four hours. This, although an improvement upon the transit by sea, was of course not so advantageous a change in point of speed as that which the Department was enabled to effect on the further extension of the railway to Bowning in July, 1876. The English letters have in some instances, since the opening of the Railway to Bowning, been conveyed from Melbourne and delivered in Sydney in about forty hours.

Mails are now daily transmitted overland between Sydney and Melbourne, and the bulk of correspondence between the two Colonies is forwarded in this manner.

During the year, arrangements were entered into with the Imperial Government by which a reduction of postage was effected on letters, newspapers, packets, and patterns addressed to the United Kingdom forwarded by the Brindisi route—on letters addressed to Belgium and Montenegro, forwarded *viâ* Italy; on correspondence to the continent of Europe, sent by way of Trieste; on letters addressed to the Cape of Good Hope, Natal, St. Helena, and Ascension, *viâ* the United Kingdom; and on correspondence for countries transmitted by way of Alexandria and Marseilles, and by way of Italy and France.

An arrangement was agreed to between the Colonies of New South Wales, Victoria, and South Australia, under which postal cards, bearing a one penny stamp in addition to the penny stamp printed on each card, can be transmitted from one Colony to the other.

A reciprocal agreement was also made between Hongkong and China and this Colony, by which letters and packets can be re-directed, and those posted deficiently stamped but bearing a single rate can be sent from one country to the other—the rate for re-directing and the deficient postage, with fine, being collected on delivery of the correspondence and retained by the Post Office that collects.

• LETTERS, NEWSPAPERS, PACKETS, AND POSTAL CARDS POSTED THROUGHOUT THE COLONY.

The following is an estimated return of the number of Letters, Newspapers, Packets, and Postal Cards posted in the Colony during the year 1876, as compared with the number posted in the preceding year, viz. :—

	1875.	1876.
LETTERS.		
Posted for town delivery.....	2,457,900	2,628,500
„ country delivery	9,540,900	9,986,000
„ foreign despatch	844,000	906,700
Total number of Letters posted.....	12,842,800	13,521,200
NEWSPAPERS.		
Posted for country delivery.....	4,876,700	5,408,900
„ foreign despatch.....	856,300	913,300
Total number of Newspapers posted.....	5,733,000	6,322,200
PARCELS, &c.		
Posted for country delivery	274,700	304,000
„ foreign despatch	30,900	32,600
Total number of Parcels, &c., posted.....	305,600	336,600
Total number of Postal Cards posted	128,786	109,664

The increase during 1876 in the number of letters posted is at the rate of about $5\frac{1}{4}$ per cent., on the number of newspapers about 10 per cent., and on the number of packets about 10 per cent. It will be noticed that the novelty of the postal card system having ceased, the number posted has somewhat diminished. It should however be mentioned that these returns are only estimated, and that considerable difficulty is experienced in arriving at very accurate information.

The average number of letters posted in 1876 in proportion to the population of the Colony is estimated at twenty-one to each person.

The

The following returns show the number of letters despatched and received by the mail packets on the respective routes *via* San Francisco, *via* Melbourne and Suez, and *via* Torres Straits and Suez.

Year.	Route.	Despatched.						Received.					
		*Intercolonial.			†Foreign.			*Intercolonial.			†Foreign.		
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.
1875.....	<i>Via</i> Galle and Melbourne.	9,945	458	10,391	78,622	2,772	37,462	5,215	360	3,800	143,433	8,259	59,669
1876.....	" "	8,582	313	10,350	88,606	2,367	64,733	3,369	228	2,436	142,175	11,365	52,022
1875.....	" San Francisco..	11,442	883	13,499	180,125	6,293	273,078	6,592	175	3,427	183,600	11,669	194,304
1876.....	" "	16,932	2,555	19,838	184,368	6,588	244,748	2,103	50	2,750	210,018	29,088	229,653
1875.....	" Torres Straits...	19,577	982	36,337	19,865	474	12,396	18,606	427	8,414	33,332	3,495	19,529
1876.....	" "	12,616	565	13,052	19,305	592	9,833	14,075	326	5,936	35,563	3,202	15,568

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

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

DEAD LETTER BRANCH.

Year.	Number of Letters returned to writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters unregistered but containing articles of value returned as unclaimed.	Letters received from and returned to the following places as being unclaimed.				Number of letters returned as unstamped
	Originally addressed to places within the Colony.	Originally addressed to the neighbouring Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other places not mentioned in the preceding columns.	Total.			Neighbouring Colonies.	United Kingdom.	Other places not mentioned in preceding columns.	Total.	
1875.....	75,631	7,634	1,597	524	85,376	874	615	9,589	4,473	705	16,256	18,459
1876.....	82,932	7,408	2,423	661	93,474	835	613	10,143	4,478	603	16,673	21,392
Increase	7,351	.....	826	137	8,098	.....	.....	554	5	.....	417	2,933
Decrease	.....	226	.....	.....	.....	39	2	.....	.....	102	.....	.....

In 613 unregistered letters, which it was requisite to open in the Dead Letter Branch during the year 1876, there was found an amount of money equal to £20,011 11s. 9d. This circumstance is mentioned to illustrate the want of caution displayed by the public in reference to the transmission of money through the Post.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the year 1876 was as follows:—

Unregistered letters	...	...	...	...	3,007,806
Registered letters	...	...	...	...	23,302
Books	...	...	...	...	33,445
Newspapers	...	...	...	...	412,114

The above figures do not include letters, &c., for Newtown, Balmain, or St. Leonards, as correspondence for those places is enclosed in direct mails and sent to the Newtown, Balmain, and St. Leonards Post Offices for delivery by letter-carriers.

It is estimated that there are about 22,900 houses in Sydney and the Municipalities immediately adjacent thereto.

REGISTRATION BRANCH.

Year.	Number of Registered Letters which passed through the General Post Office.	Number of Ounces of Gold which passed through the General Post Office.
1875.....	129,374	4,878½
1876.....	144,501	6,669
Increase	15,127	1,790½

NUMBER OF MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1875 and 1876:—

Year.	Received.		Despatched.		Total number of Mails which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1875	60,434	5,964	66,693	5,005	138,096
1876	64,286	6,620	66,171	5,777	142,854
Increase	3,852	656	.....	772	4,758
Decrease .....	.....	.....	522	.....	.....

The number of written communications received from the public during 1876, intimating changes of address or requesting letters, &c., to be forwarded, was 7,633, against 6,394 in 1875.

The number of communications addressed to the Secretary of the Post Office relating to the extension and improvement of the Service, to irregularities connected with the performance of mail contracts, and to the transit of letters, &c., through the Post, and recorded in the year 1876, was 18,290, against 16,995 in 1875.

It is satisfactory to observe that the complaints of missing money letters during the year 1876 were considerably decreased. This, no doubt, has been owing to the active measures taken by the Department to frustrate the operation of that percentage of dishonesty which is unfortunately found to exist in all departments where large numbers of men are employed. Seeing that no less than 1,090 persons (exclusive of mail contractors) are engaged in conducting the postal business, the loss of money in transit through the Post may be considered small.

REVENUE AND EXPENDITURE.

The following statement shows the revenue and its resources for the year 1876:—

Revenue.

The Revenue collected in the Colony for the year 1876 was obtained as under, viz.:—

Sale of Postage Stamps	... ..	£115,433 16 10
Fees for private boxes	... ..	323 3 6
Postage on unpaid letters	... ..	1,831 16 11

Total collected in the Colony £117,588 17 3

To which add—

Amount due by Colonies for use of San Francisco Mail Line.

One-half of £3,929 14s. 2d., or ... £1,964 17 2

Amount due by United Kingdom for Mail

Matter received in Colony by the San

Francisco, Galle, and Torres Straits Lines 9,086 14 7

11,051 11 9

Total £128,640 9 0

In 1875 the amount of the revenue was £117,270 2s. 1d., showing an increase for the year 1876 of £11,370 6s. 11d.

The amount due by the non-contracting Colonies for the use of the San Francisco Mail Line during the year 1876 is as under:—

Victoria	... ..	£2,562 6 1
Queensland	... ..	748 7 3
Tasmania	... ..	190 18 5
South Australia	... ..	391 10 2
Western Australia	... ..	36 12 4

Total £3,929 14 2

One-half New South Wales £1,964 17 1

One-half New Zealand 1,964 17 1

REVENUE

REVENUE DERIVED FROM OCEAN MAILS—1876.

San Francisco—				
On Outward Mails, estimated	...	£8,137	9	10
Allowed by United Kingdom on Inward Mails	...	5,576	2	5
Our half share, non-contracting Colonies	...	1,964	17	1
				£15,678 9 4
Melbourne and Suez—				
On Outward Mails	...	£4,400	18	4
Allowed by United Kingdom on Inward Mails	...	2,815	18	1
				£7,216 16 5
Queensland and Torres Straits—				
On Outward Mails	...	£863	2	8
Allowed by United Kingdom on Inward Mails	...	694	14	1
				£1,557 16 9
Total ..				£24,453 2 6

The following return shows the number, description, and value of Postage Stamps issued at the General Post Office during the years 1875 and 1876 :—

Number.		Description.	Value.	
1875.	1876.		1875.	1876.
6,016,800	6,586,080	Penny	£ 25,070 0 0	£ 27,442 0 0
7,934,040	8,798,760	Two-penny	66,117 0 0	73,323 0 0
53,560	51,880	Three-penny	669 10 0	648 10 0
120,270	146,140	Four-penny	2,004 10 0	2,435 13 4
3,292	2,264	Five-penny	68 11 8	47 3 4
370,600	380,230	Six-penny	9,265 0 0	9,505 15 0
7,000	22,725	Eight-penny	233 6 8	757 10 0
19,560	17,060	Nine-penny	733 10 0	639 15 0
7,830	486	Ten-penny	326 5 0	20 5 0
78,990	82,650	Shilling	3,949 10 0	4,132 10 0
4,282	4,420	Five-shilling	1,070 10 0	1,105 0 0
11,200	1,300	Newspaper wrappers	46 13 4	5 8 4
1,000	1,300	Envelopes—one penny	4 10 0	5 17 0
128,786	109,664	Post-cards	536 12 2	456 18 8
			£110,095 8 10	£120,525 5 8

On the 1st April a new postage stamp, of the value of one shilling, was issued in substitution for the one previously current.

The description of the new stamp is as follows:—Profile of Queen Victoria to left, on plain tinted ground, enclosed in solid band parallel at sides, arch at top, inverted arch at bottom, on which is inscribed in white block letters, "New South Wales" at top, "One Shilling" at bottom, and "Postage" on each side, outer space filled in with white spray on solid ground; 120 stamps on a sheet; water-mark, a crown, and the letters "N.S.W." The colour of the stamp was green when first issued, a few weeks afterwards, however, it was altered to *black*.

The following comparative return will show to what extent the revenue of the Postal Department has been affected by the reduction of the postage on intercolonial letters at various times:—

Year.	No. of Letters posted.	At per ½-oz.	Revenue.
1869	305,000	6d.	£ 8,387
1870	303,800	6d.	8,354
1871	334,000	3d.	4,592
1872	380,500	3d.	5,225
1873	419,500	3d.	5,768
1874	488,600	2d.	4,479
1875	537,200	2d.	4,924
1876	583,600	2d.	5,350

The

The expenditure of the Department for 1876, compared with that of the year 1875, is as follows:—

	1875.	1876.
Salaries	£50,291 16 2	£57,079 16 11
Contingencies	7,164 5 7	9,771 2 6
Conveyance of Mails	138,911 14 1	140,050 3 9
	<u>£196,367 15 10</u>	<u>£206,901 3 2</u>

Showing an increased expenditure of £10,533 7s. 4d.

The expenditure for conveyance of mails in 1876 is divided as follows, viz:—

Mails <i>via</i> San Francisco	£46,403 4 10
„ „ Torres Straits and Suez	2,042 7 1
„ „ Melbourne and Suez	9,971 2 11
„ by horse, stage, and rail	73,786 12 9
„ by steam and sailing vessels	6,268 17 4
„ to and from Railway Stations, and portorage	1,577 18 10
	<u>£140,050 3 9</u>

The cost of the Ocean Mail Services *via* San Francisco, *via* Torres Straits and Suez, and *via* Melbourne and Suez, was as follows:—

San Francisco—	
Subsidies	£45,915 8 0
Premiums	805 0 0
Demurrage, A.S.N. Co.	214 5 9
Telegrams	112 11 1
	<u>47,047 4 10</u>
Less penalties recovered	644 0 0
	<u>46,403 4 10</u>
Torres Straits and Suez—	
Amount paid to Queensland	2,042 7 1
Melbourne and Suez—	
Amount paid to Victoria	8,920 6 11
Cost of overlanding mails by special trains, and Agent's expenses in Melbourne	532 16 0
Gratuities to P. and O. Co., for conveyance of letters between Sydney and Melbourne	518 0 0
	<u>9,971 2 11</u>
	<u>£58,416 14 10</u>

Cost to the Colony on account of Ocean Mail Services will be seen by the statements below, under the head of each mail line:—

	1876.
San Francisco—	
Paid as subsidies and premiums, &c.	£47,047 4 10
Less recovered in penalties	644 0 0
	<u>46,403 4 10</u>
<i>Cr.</i>	
By postage on outward mails	£8,137 9 10
„ „ inward mails	5,576 2 5
„ half share of amount due by non-contracting Colonies	1,964 17 1
	<u>15,678 9 4</u>
Actual loss to New South Wales	<u>£30,724 15 6</u>

Torres

Torres Straits and Suez—									
Amount paid to Queensland	...	...	...	...	...	...	...	2,042	7 1
<i>Cr.</i>									
By postage on outward mails	...	...	...	...	...	£863	2 8		
” ” United Kingdom on inland mails	...	...	...	...	...	694	14 1		
								1,557	16 9
								£484	10 4
Actual loss to New South Wales									
Melbourne and Suez—									
Amount paid to Victoria	...	...	...	...	...	£8,920	6 11		
Gratuities to P. and O. Co.	...	...	...	...	...	518	0 0		
Overlanding mails by special trains, and Agent's expenses in Melbourne	...	...	...	...	...	532	16 0		
								9,971	2 11
<i>Cr.</i>									
By postage on outward mails	...	...	...	...	...	£4,400	18 4		
” ” inward mails, allowed by United Kingdom	...	...	...	...	...	2,815	18 1		
								7,216	16 5
								£2,754	6 6
Actual loss to New South Wales									

In the year 1876 the average cost per mile of the inland mail conveyance was about 4 $\frac{3}{4}$ d. against 4 $\frac{1}{4}$ d., the price per mile paid in the year 1875, being for the most part due to the increased price of contracts, occasioned by the free carriage of newspapers. The particulars as to the Mail Contracts for the inland mail conveyance of the year 1876 will be found in the Appendix.

Appendix E.

It is gratifying to observe that while the expenditure of the department has been necessarily increased by the sum of £10,533 7s. 4d. in affording increased postal facilities, the augmentation of revenue to the extent of £11,370 6s. 11d. more than covers the additional outlay of the year 1876.

II.—MONEY ORDER OFFICE.

The following return shows the increase in the number and amount of Money Order transactions during 1876, as compared with the year 1875:—

Year.	Number of Offices.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
1875	238	100,293	£ 419,622 9 8	89,572	£ 380,293 7 11	189,865	£ 799,915 17 7
1876	260	112,684	465,770 10 11	101,492	421,161 15 8	214,176	886,932 6 7
Increase	22	12,391	46,148 1 3	11,920	40,868 7 9	24,311	87,016 9 0

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

Booligal	Hillston	Quirindi
Brushgrove	Ilford	Rankin's Springs
Cadia	Jordan's Crossing	St. Mary's
Cape Hawke	Manilla	Somerton
Carroll	Minmi	South Grafton
Chatsworth Island	Mount Victoria	Tamber Springs
Currabubula	North Wardell	Wallabadah.
Forest Reef	Pambula	

The agency at M'Guigan's was abolished.

In

In the Appendix is given a detailed return showing the number and amount of Money Orders issued and paid at each office in the Colony during the year. Appendix F.

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

RETURN showing the number and amount of Money Orders issued in New South Wales and made payable in the United Kingdom and the adjacent Colonies, during the year 1876, compared with the year 1875.

Where payable.	Issued in 1876.			Issued in 1875.			Increase, 1876.			Decrease, 1876.						
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.					
		£	s.	d.		£	s.	d.		£	s.	d.				
In the United Kingdom..	9,300	39,771	3	4	9,318	38,023	19	3	.....	1,747	4	1	18	.....	
New South Wales ...	90,477	375,027	5	8	79,814	336,788	3	7	10,663	38,239	2	1	...	.....
New Zealand	753	3,238	4	8	635	2,841	19	6	118	396	5	2	...	.....
Queensland	1,823	7,538	3	6	1,354	5,861	9	9	469	1,676	13	9	...	.....
South Australia	814	3,429	1	8	702	2,638	16	4	112	790	5	4	...	.....
Tasmania	620	2,913	4	3	549	2,535	11	0	71	377	13	3	...	.....
Victoria	8,881	33,786	16	4	7,897	30,793	9	6	984	2,993	6	10	...	.....
Western Australia ...	16	66	11	6	24	139	0	9	8	72	9	3	
Totals	112,684	465,770	10	11	100,293	419,622	9	8	12,417	46,220	10	6	26	72	9	3

RETURN showing the number and amount of Money Orders issued in the United Kingdom and the adjacent Colonies, and made payable in New South Wales, during the year 1876, compared with the year 1875.

Where issued.	Issued in 1876.			Issued in 1875.			Increase, 1876.			Decrease, 1876.						
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.					
		£	s.	d.		£	s.	d.		£	s.	d.				
In the United Kingdom..	1,427	6,469	16	7	1,277	5,700	8	3	150	769	8	4	...	.....
New South Wales ...	89,994	373,168	8	9	79,332	335,801	1	9	10,662	37,367	7	0	...	.....
New Zealand	1,247	5,404	3	2	1,180	5,430	15	6	67	26	12	4	
Queensland	4,178	18,161	17	5	3,806	16,995	10	8	372	1,166	6	9	...	.....
South Australia	554	2,435	2	1	482	2,070	14	9	72	364	7	4	...	.....
Tasmania	402	1,564	7	5	393	1,749	8	10	9	185	1	5	
Victoria	3,624	13,643	19	1	3,046	12,291	11	9	578	1,352	7	4	...	.....
Western Australia ...	66	314	1	2	56	253	16	5	10	60	4	9	...	.....
Totals	101,492	421,161	15	8	89,572	380,293	7	11	11,920	41,080	1	6	...	211	13	9

The amount of revenue, in the shape of commission received on Money Orders, for the year 1876, was £4,688 6s.

The expenditure for salaries was £2,670, for contingencies £2,017 6s. 8d.

III.—GOVERNMENT SAVINGS' BANKS.

The following return will show the progress of the business of Government Savings' Bank system for the year 1876, compared with the transactions of the year 1875, viz. :—

Year.	Number of Government Savings' Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including Interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec.
					Number	Amount.	Number	Amount.	
1875	140	6,379	3,856	10,799	34,043	£ 280,147 1 11	11,532	£ 228,831 1 11	£ 354,429 2 11
1876	140	6,996	4,534	13,270	38,592	£ 298,403 17 1	14,729	£ 251,535 8 3	£ 401,297 11 9
Increase.....	9	617	678	2,471	4,549	£ 18,256 15 2	3,197	£ 22,704 6 4	£ 46,868 8 10

The amount of interest added to depositors' accounts was £13,364 5s. 1d.

The average amount of each deposit is about £7 14s. 7½d., and of each withdrawal £17 1s. 6½d.

The average amount at the credit of each depositor's account at the close of the year was £30 4s. 9¾d.

During the year 1876 the system was extended to the following places, viz. :—

Hay
Minmi
Moss Vale
Mount Victoria
North Wardell
Newcastle, at the Shipping Master's Office
Sydney, at the Shipping Master's Office
St. Mary's
Waverley

The branch office at M'Guigan's was discontinued.

A detailed return, showing the business transacted at each branch in the Colony, will be found in Appendix G & H. the Appendix, as also a statement of the Liabilities and Assets, with the Auditor General's certificate thereon.

For the purpose of showing the progress of this Department, a return of its business for each year since its organization is given in the Appendix.

IV.—ELECTRIC TELEGRAPH DEPARTMENT.

The following return shows the extent of and the business transacted on the Electric Telegraph Lines of this Colony during the year 1876, as compared with the year 1875 :—

Year.	Extent of Electric Telegraph Line Wire in actual use on 31st December.	Number of Electric Telegraph Stations on 31st December.	Number of Messages transmitted during the Year.	Total Revenue of Electric Telegraph Department.	Total Expenditure of Electric Telegraph Department, exclusive of Interest on cost of construction of Lines.
	Miles ch.			£ s. d.	£ s. d.
1875	7,972 51	139	718,512	48,657 18 2	60,754 12 4
1876	8,472 5	154	854,204	59,348 11 6	69,229 4 9
Increase.....	499 34	15	135,692	10,690 13 4	8,464 12 5

The

The lines of Electric Telegraphs in this Colony completed during the year 1876 were:—

	Distance.			Cost.		
	Miles	chains	links	£	s.	d.
St. Leonards to Manly Beach.....	7	0	0	524	18	9
Dubbo to Warren.....	69	73	0	2,279	0	10
Singleton to Jerry's Plains.....	32	11	0	1,250	13	9
Orange to Wellington.....	60	16	0	2,436	13	0
Line to Murrumburrah.....	17	16	0	872	19	6
Wagga Wagga to Narrendera.....	57	1	55	2,381	15	9
Warialda to Goondawindi.....	74	0	0	3,347	16	0
Moruya to Bega.....	66	0	0	2,040	9	6
Wollombi to Singleton.....	34	35	20	2,332	14	9
Moruya to Bateman's Bay.....	17	21	62	551	15	8
Terrara to Greenwell Point.....	12	0	0	365	15	6
St. Leonards to Hunter's Hill.....	7	0	0	114	15	0
Moama to Deniliquin.....	45	20	0	1,283	9	7
Total number of Miles.....	499	34	37			
Total Cost.....				£ 19,782	17	7

The total cost of the whole extent of Telegraphic communication in the Colony on 31st December, 1876, viz., 8,472 miles 5 chains, was £297,526 2s. 2d.

The following Telegraph Stations were opened during the year 1876:—

Hunter's Hill	Manly
Warren	Murrumburrah
Jerry's Plains	Goondawindi
Narrendera	Greenwell Point
Bateman's Bay	Molong
Waverley	Deepwater
La Perouse	South Creek.
Bodalla	

The following lines were in course of construction in 1876:—

Uralla to Walcha	Bourke to Rutherford's
Glen Innes to Vegetable Creek	Young to Morangarell
Glen Innes to Grafton	Brewarrina to Gadooga
Dungog to Seal Rocks	Yass to Queanbeyan
West Kempsey to Grafton	To connect Moree
Bourke to Wentworth	Hay to Booligal.

RETURN showing the number and value of Telegrams sent from each Station in the Colony, in the year 1876.

Station.	Messages.	Amount.	Station.	Messages.	Amount.
		£ s. d.			£ s. d.
Albury.....	87,464	693 9 4	Brewarrina.....	3,475	327 4 9
Armidale.....	6,687	526 6 5	Bourke.....	6,504	767 11 2
Araluen.....	891	60 14 1	Bendemeer.....	1,309	89 19 3
Adelong.....	2,598	165 15 2	Bundarra.....	1,972	153 5 3
Anvil Creek.....	327	60 16 3	Berrima.....	582	38 5 10
Adaminaby.....	553	38 18 1	Braidwood.....	3,024	224 4 5
Balranald.....	2,553	255 14 2	Bega.....	4,952	348 6 7
Blacktown.....	388	22 13 0	Bombala.....	5,101	402 15 0
Bowenfels.....	814	48 7 8	Burrowa.....	3,355	278 0 1
Bathurst.....	15,149	1,037 13 5	Bingera.....	1,641	125 19 6
Blue Mountains.....	76	3 13 1	Ballina.....	2,948	198 5 3
Boggabri.....	1,498	119 9 10	Branxton.....	1,145	86 8 8

RETURN of Telegrams—continued.

Station.	Messages.	Amount.	Station.	Messages.	Amount.
		£ s. d.			£ s. d.
Botany	104	5 9 4	Nattai	1,332	77 18 11
Bodalla	744	63 12 9	Nimitybelle	999	66 19 9
Bowning	1,031	59 18 10	Narrandera	1,441	127 5 7
Baradine	348	27 5 9	Orange	8,909	630 3 9
Blaney	891	53 2 11	Palmer's Island	1,950	91 0 1
Bateman's Bay	527	32 16 11	Parkes	4,422	297 17 1
Casino	3,023	217 9 7	Penrith	1,868	104 3 8
Carcoar	2,683	184 0 11	Paterson	724	45 3 8
Cowra	2,752	180 13 9	Pilliga	1,053	84 0 9
Coolah	1,554	111 17 8	Port Macquarie	2,007	128 4 0
Coonabarabran	2,252	167 5 4	Picton	662	37 0 10
Cassilis	1,427	98 10 11	Parramatta	4,623	296 18 11
Clarence Town	1,018	65 8 6	Queanbeyan	3,488	260 15 6
Coonamble	4,439	349 7 3	Rocky Mouth	1,795	106 18 10
Campbelltown	1,659	103 4 5	Richmond	3,280	183 3 5
Cooma	5,736	452 0 3	Raymond Terrace	1,514	96 9 7
Corowa	1,508	133 13 4	Laglan	540	29 5 7
Cootamundra	2,279	161 6 10	Redfern	4,161	232 8 11
Candelo	1,307	82 10 5	Rylstone	1,512	104 8 3
Cobargo	84	6 4 3	Sydney	215,662	20,217 3 1
Deniliquin	11,419	1,058 10 9	South Head	603	30 18 2
Dubbo	8,277	607 3 9	Sofala	633	39 12 0
Dungog	1,078	69 12 9	Singleton	5,157	366 4 9
Denman	927	60 3 1	Scone	1,762	111 1 3
Deepwater	1,107	93 7 2	South Creek	492	30 17 10
Euston	749	69 12 5	Tenterfield	48,961	295 5 9
East Maitland	2,888	183 11 10	Tarana	197	11 7 7
Eden	1,137	85 5 5	Taree	2,816	181 12 1
Forbes	8,467	591 11 8	Tamworth	10,354	747 6 4
Glen Innes	8,028	607 2 1	Tarrara	1,978	131 17 0
Grafton	13,777	965 3 11	Tumut	3,462	256 2 0
Grenfell	4,270	277 1 2	Tabulam	665	47 8 8
Gulgong	4,125	305 10 2	Tarcutta	479	34 11 2
Gunmedah	4,234	321 6 7	Ulmarra	1,142	67 17 1
Goulburn	11,101	759 7 11	Urana	2,987	255 17 6
Gundagai	3,385	234 11 9	Uralla	1,523	108 12 1
Germantown	869	70 3 8	Ulladulla	1,463	96 18 7
Gunning	2,444	149 7 1	Vegetable Creek	153	11 15 0
Hay	10,344	1,158 11 4	Warialda	2,332	179 11 1
Hill End	2,284	155 0 6	Wagga Wagga	15,819	1,463 15 4
Inverell	6,626	528 10 1	Wentworth	16,890	464 14 11
Jerilderie	1,744	157 6 1	Wallerawang	2,556	131 8 5
Jervis Bay	135	5 11 8	Wellington	3,743	266 2 10
Jerry's Plains	622	37 8 6	Windsor	2,795	170 18 2
Kiama	3,792	239 3 7	Wiseman's Ferry	417	24 6 7
Kyamba	229	16 2 5	Wollombi	309	21 12 10
Kiandra	860	63 10 11	West Maitland	16,134	1,277 6 8
Kelso	433	22 16 4	Wee Wee	1,031	82 18 4
Lismore	3,178	222 1 0	Walgett	3,221	271 8 4
Lawrence	1,716	109 0 9	West Kempsey	4,080	287 2 9
Liverpool	1,104	65 6 6	Wollongong	4,378	216 11 11
Lambton	1,413	72 8 2	Waratah	701	52 15 0
Moama	1,761	165 6 3	Wallsend	2,724	140 1 6
Moulamein	1,347	127 9 0	Wallabadah	1,278	81 1 0
Mt. Victoria	1,244	67 15 10	Warren	548	38 7 0
Mudgee	10,062	723 10 7	Young	8,754	670 13 1
Merriva	1,693	117 11 1	Yass	5,716	428 14 7
Morpeth	2,911	174 11 10	Suburban Stations	20,566	1,320 19 7
Muswellbrook	4,449	268 11 6			
Murrurundi	9,935	578 5 2	Total	854,204	57,317 13 11
Moss Vale	1,338	86 0 8	Balances on Intercolonial Business		2,030 17 7
Marulan	565	34 9 11	International Telegrams		16,174 17 5
Moruya	2,300	145 0 8	New Zealand Telegrams		4,806 1 2
Merimbula	2,119	113 13 9			£80,329 10 1
Molong	1,769	126 2 1			
Macquarie Plains	132	7 14 11			
Murrumburrah	1,673	100 9 0			
Murwillimbah	300	24 1 1			
Nelson's Bay	559	23 12 10			
Newcastle	31,073	2,472 17 6			
Narrabri	4,579	334 8 2			

An important feature of the telegraphic progress of the year was the laying of Submarine Cable between this Colony and New Zealand, and the opening of communication on the 20th February.

The Submarine Cable between Port Darwin and Java having broken, it was deemed prudent to charter the steamer "Ly-ee-Moon" for the conveyance of telegrams between Port Darwin and Bangoe-wangie (in Java), connecting in this manner the Australian telegraph lines with those to Europe during the

the period the Cable was under repair. The "Ly-ee-Moon" left Sydney on the 5th July, made two round trips between Port Darwin and Banjoewangie, and returned to Sydney on the 13th September. Mr. Wm. Wilson, an officer of the New South Wales Telegraph Department, accompanied the vessel in charge of the Government business.

I have only to add, in conclusion, that it is gratifying to observe the general prosperity of the Colony manifested in the improved condition of all the departments whose progress during the year 1876 has been under review.

I have the honor to be

&c., &c., &c.,

SAUL SAMUEL,

Postmaster General.

General Post Office,
Sydney, 31 July, 1877.

APPENDIX.

A.

LIST of Post Offices on 31st December, 1876.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Aberdeen	33 0 0	Botany	28 0 0	Catherine Hill Bay	11 0 0
Adaminaby*	3 0 0	Bourke	85 0 0	Central M'Donald	14 0 0
Adelong*	50 0 0	Bourke-street	18 0 0	Cessnock	14 0 0
Adelong Crossing-place	34 0 0	Bowenfels	22 0 0	Chamber's Creek	18 0 0
Albion Park	33 0 0	Bowling Alley Point	18 0 0	Charcoal Creek	21 0 0
Albury	263 0 0	Bowna	31 0 0	Charleyong	10 0 0
1st Assistant	175 0 0	Bowning†	48 0 0	Chatsworth Island	16 0 0
2nd Assistant	75 0 0	Bowrall†	41 0 0	Cheeseman's Creek	21 0 0
Alstonville	11 0 0	Bowraville	11 0 0	Clarence River Heads*	26 0 0
Annandale	24 0 0	Box Ridge	11 0 0	Clarence Town*	5 0 0
Anvil Creek*	6 0 0	Braidwood*	20 0 0	Assistant	5s. per week.
Appin	50 0 0	Braunton	47 0 0	Clarendon	12 0 0
Apple-tree Flat	13 0 0	Breadalbane	27 0 0	Cobar	11 0 0
Araluen*	11 0 0	Bredbo	17 0 0	Cobargo	18 0 0
Armidale	247 0 0	Breeza	39 0 0	Cobbadah	10 0 0
Assistant	50 0 0	Brenda	22 0 0	Cobbitty	15 0 0
Arthurville	10 0 0	Brewarrina*	36 0 0	Cobbora	18 0 0
Ashfield†	35 0 0	Bridgeman	12 0 0	Codrington	13 0 0
Assistant	77 0 0	Bringelly	25 0 0	Collector	19 0 0
Ashford	18 0 0	Brogo	12 0 0	Collie	14 0 0
Attunga	11 0 0	Brookfield	12 0 0	Collington	10 0 0
Avisford	13 0 0	Broughton's Creek	35 0 0	Colly Blue	11 0 0
		Brownlow Hill	13 0 0	Colo	11 0 0
Back Creek	10 0 0	Brown Mountain	15 0 0	Conargo	18 0 0
Ballalaba	11 0 0	Brown's Creek	12 0 0	Concord	20 0 0
Ballina	24 0 0	Brundah Creek	10 0 0	Condoblin	30 0 0
Balmain (Branch Office)	150 0 0	Brungle	13 0 0	Coogee	9 0 0
Balranald*	9 0 0	Brush Grove	25 0 0	Cookardinia	12 0 0
Bandon Grove	14 0 0	Buchanan	11 0 0	Coolac	21 0 0
Bankstown	13 0 0	Buckley's Crossing-place	16 0 0	Coolah*	30 0 0
Bannaby	10 0 0	Buddabuddah	10 0 0	Cooma*	50 0 0
Baradine	17 0 0	Budgee Budgee	17 0 0	1st Assistant	75 0 0
Bargo	10 0 0	Bukkulla	10 0 0	2nd Assistant	30 0 0
Barraba	29 0 0	Bulgandramine	15 0 0	Coonabarabran*	28 0 0
Barragon	12 0 0	Bulli	29 0 0	Coonamble*	11 0 0
Barranjoey	11 0 0	Bundarra	32 0 0	Cooperook	10 0 0
Barrengarry	10 0 0	Bundella	13 0 0	Cooranbong	23 0 0
Barrington	11 0 0	Bungendore	26 0 0	Cooyal	10 0 0
Barrington	10 0 0	Bungonia	37 0 0	Copmanhurst	14 0 0
Bateman's Bay	32 0 0	Bungowannah	14 0 0	Coraki, Richmond River	16 0 0
Bathurst	300 0 0	Bungwall Flat	10 0 0	Coramundra*	Nil
1st Assistant	175 0 0	Bunna	10 0 0	Assistant	52 0 0
2nd Assistant	100 0 0	Burrage	10 0 0	Coree	13 0 0
3rd Assistant	104 0 0	Burrarorang	13 0 0	Corowa*	12 0 0
Baulkham Hills	18 0 0	Burrawang	17 0 0	Assistant	26 0 0
Bega*	65 0 0	Burrendong	13 0 0	Corrowong	11 0 0
Assistant	26 0 0	Burrier	11 0 0	Cow Flat	21 0 0
Belford	12 0 0	Burrowa*	25 0 0	Cowra	71 0 0
Bell's Creek	16 0 0	Assistant	50 0 0	Cox's River	11 0 0
Bendemear*	58 0 0	Burwood*	86 0 0	Craeton	10 0 0
Bergalia	14 0 0	Byng	12 0 0	Craigie	11 0 0
Berrima	59 0 0			Croki, Manning River	15 0 0
Bethungra	10 0 0	Cadia	13 0 0	Crookwell	23 0 0
Bibbenluke	15 0 0	Caloola	16 0 0	Cross Roads	12 0 0
Bigga	15 0 0	Camberwell	20 0 0	Crudine	15 0 0
Big Hill	17 0 0	Cambewarra	21 0 0	Cudal	11 0 0
Billabong	18 0 0	Camden	110 0 0	Cudgegong	19 0 0
Biloela	16 0 0	Camden Haven	10 0 0	Cullenbone	11 0 0
Binalong	25 0 0	Campbelltown*	54 0 0	Cullen Bullen	42 0 0
Binda	17 0 0	Camperdown	25 0 0	Cundletown	28 0 0
Bingera*	Nil	Canadian Lead	20 0 0	Cungegong	20 0 0
Binnaway	10 0 0	Canberra	14 0 0	Cunningham	11 0 0
Bishop's Bridge	14 0 0	Candelo*	Nil	Currabubula	11 0 0
Black Rock	20 0 0	Cannonbar	38 0 0	Currawang	16 0 0
Black Springs	12 0 0	Canowindra	12 0 0	Curraweela	11 0 0
Blacktown†	38 0 0	Canterbury	13 0 0	Dalmorton	18 0 0
Blackville	10 0 0	Cape Hawke	13 0 0	Dalton	17 0 0
Blackwall	10 0 0	Capertee	10 0 0	Dandaloo	15 0 0
Blandford†	23 0 0	Carcoar*	32 0 0	Dapto	40 0 0
Blayney	37 0 0	Do. Assistant	50 0 0	Daysdale	10 0 0
Blue-gum Flat	11 0 0	Cargo	16 0 0	Deepwater*	Nil
Boat Harbour	11 0 0	Carinda	11 0 0	Delegate	21 0 0
Bobundarah	14 0 0	Carlisle Gully	16 0 0	Denham Court	13 0 0
Bodalla*	14 0 0	Carnsdale	10 0 0	Deniliquin	200 0 0
Boggabri	29 0 0	Carrick	13 0 0	1st Assistant	175 0 0
Bomadary	22 0 0	Carroll	20 0 0	2nd Assistant	50 0 0
Bombala	47 0 0	Casino*	10 0 0	Denison Town	20 0 0
Bonshaw	14 0 0	Assistant	5s. per week.	Denman*	36 0 0
Bookham	19 0 0	Cassilis*	9 0 0	Dight's Forest	11 0 0
Booligal	40 0 0	Castle Hill	22 0 0	Dingo Creek	14 0 0
Booral	11 0 0	Castlereagh	11 0 0	Dirty Swamp	15 0 0
Boro	20 0 0	Cathcart	13 0 0	Douglas Park	17 0 0

A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Dubbo*	85 0 0	Grafton	50 0 0	Khancoban	10 0 0
1st Assistant	100 0 0	Assistant	78 0 0	Kiama*	71 0 0
Dundee	17 0 0	Graham	13 0 0	Kiandra*	3 0 0
Dungaree	11 0 0	Greendale	10 0 0	Kimbriki	11 0 0
Dungog*	10 0 0	Greenfield Farm	11 0 0	Kincumber	13 0 0
Dungowan	14 0 0	Greenmantle	10 0 0	Kingstown	10 0 0
Dunkeld	12 0 0	Greenwich Park	10 0 0	Kiora	11 0 0
Dural	11 0 0	Grenfell*	32 0 0	Kogarah	12 0 0
		Assistant	25 0 0	Kunopia	15 0 0
Eastern Creek	13 0 0	Gresford	29 0 0	Kurrajong	25 0 0
East Kangaloon	15 0 0	Gnalta	10 0 0	Kurrajong Heights	12 0 0
East Kempsey	16 0 0	Guildford	11 0 0	Kynnumboon*	17 0 0
East Maitland	153 0 0	Gulgong	10 0 0		
Assistant	20 0 0	Gulgong	142 0 0	Laggan	16 0 0
Eauabalong	21 0 0	Gullen	11 0 0	Lagoons	11 0 0
Ebenezer	11 0 0	Gundagai*	20 0 0	Laguna	14 0 0
Eccleston	16 0 0	Gundaroo	20 0 0	Lake Cudgellico	14 0 0
Eden*	5 0 0	Gundaroo Township	19 0 0	Lambton	52 0 0
Elderslie	10 0 0	Gundurimba	10 0 0	Lane Cove	12 0 0
Ellalong	13 0 0	Gundy	12 0 0	Langworthy's	16 0 0
Ellenborough	11 0 0	Gungal	10 0 0	Lanyon	14 0 0
Elsmore	11 0 0	Gunnedah*	17 0 0	Largs	22 0 0
Emu	22 0 0	Assistant	20 0 0	Laurieton	10 0 0
Emu Ferry†	24 0 0	Gunning	75 0 0	Lawrence	23 0 0
Enfield	18 0 0	Guntawang	19 0 0	Lewinsbrook	15 0 0
Enngonia	11 0 0	Gurrundah	10 0 0	Lidsdale	24 0 0
Ennis	12 0 0	Guyong	21 0 0	Limekilns	11 0 0
Eskbank	16 0 0			Limeburner's Creek	15 0 0
Esrom	10 0 0	Hamilton	20 0 0	Lincoln	11 0 0
Essington	10 0 0	Hanging Rock	12 0 0	Lionsville	12 0 0
Eugowra	11 0 0	Harden	18 0 0	Lismore*	7 0 0
Eurobodalla	18 0 0	Hargraves	19 0 0	Assistant	25 0 0
Euston*	3 0 0	Harrington	10 0 0	Lithgow†	54 0 0
Evans' Plains	12 0 0	Hartley	33 0 0	Little Billabong	24 0 0
		Hartley Vale	11 0 0	Little Hartley	24 0 0
Fairfield	11 0 0	Harwood Island	11 0 0	Liverpool	67 0 0
Falconer	13 0 0	Hawke's Nest	10 0 0	Lochinvar	37 0 0
Fermount	17 0 0	Hay*	95 0 0	Long Reach	16 0 0
Field of Mars	16 0 0	Haydonton	44 0 0	Long Swamp	13 0 0
Fig-tree	14 0 0	Herding Yard Creek	10 0 0	Lostock	12 0 0
Fish River Creek	13 0 0	Hexham	32 0 0	Louth	12 0 0
Five Dock	10 0 0	Hillas Creek	11 0 0	Lower Hawkesbury	11 0 0
Forbes*	43 0 0	Hill End*	37 0 0	Lower Portland	11 0 0
Fordwich	24 0 0	Assistant	75 0 0	Lower Turon	17 0 0
Forest Reefs	17 0 0	Hillston	19 0 0	Lowsdale	10 0 0
Forster	12 0 0	Hinton	30 0 0	Lowther	10 0 0
Foxlow	11 0 0	Home Rule	50 0 0	Lucknow	23 0 0
Frederickton	20 0 0	Hornsby	11 0 0	Luddenham	13 0 0
Frogmoor	10 0 0	Hoskin's Town	11 0 0	Lunatic Reefs	18 0 0
Fullerton	11 0 0	Howe's Valley	11 0 0	Lyndhurst	16 0 0
		Howlong	20 0 0		
Gannon's Forest	11 0 0	Hungerford's	10 0 0	Macdonald Town	62 0 0
Garryowen	21 0 0	Hunter's Hill*	26 0 0	Macquarie Plains†	29 0 0
Gegedzerick	13 0 0	Huntingdon	11 0 0	Major's Creek	27 0 0
George's Plains	10 0 0	Huskisson	10 0 0	Manar	14 0 0
Gerogery	15 0 0			Mandurama	30 0 0
Germanton*	33 0 0	Icely	16 0 0	Mangrove Creek	11 0 0
Assistant	35 0 0	Ilford	46 0 0	Manilla	17 0 0
Gerringong	24 0 0	Iluka	10 0 0	Manly (Branch Office)*	52 0 0
Ghinni Ghinni	17 0 0	Ingliston	10 0 0	Manna Field	19 0 0
Gilgandra	24 0 0	Inverell*	32 0 0	Marengo	21 0 0
Gilmore	11 0 0	Assistant	70 0 0	Marlee	10 0 0
Gingkin	10 0 0	Ironbarks	34 0 0	Marrickville	17 0 0
Ginninderra	20 0 0	Ironcove Bridge	19 0 0	Marsden's	15 0 0
Gladsville	18 0 0	Ivanhoe	13 0 0	Maryland	18 0 0
Gladstone	17 0 0			Maryvale	10 0 0
Glanmire	39 0 0	Jamberoo	40 0 0	Mathoura	19 0 0
Glebe	26 0 0	Jembaicumbene	13 0 0	Maude	13 0 0
Glen Alice	14 0 0	Jereelderie*	11 0 0	Meadow Flat	27 0 0
Glendon Brook	11 0 0	Jerrong	11 0 0	Menangle†	24 0 0
Glen Innes*	57 0 0	Jerry's Plains	25 0 0	Menindie	37 0 0
Assistant	130 0 0	Jindabyne	13 0 0	Meramburn	16 0 0
Glen Morrison	12 0 0	Jordan's Crossing	12 0 0	Merimbula*	23 0 0
Gloucester	21 0 0	Jugiong	29 0 0	Merree	11 0 0
Golspie	11 0 0	The Junction (Newc.)	18 0 0	Merrendee	14 0 0
Gongolgon	13 0 0	Junction Point	12 0 0	Merrilla	12 0 0
Goodooga	11 0 0	Junea	16 0 0	Merriwa	9 0 0
Goodrich	19 0 0			Michelago	18 0 0
Goolagong	10 0 0	Kameruka	17 0 0	Middle Arm	11 0 0
Goolma	10 0 0	Kangaloon	14 0 0	Millburn Creek	10 0 0
Goombargona	10 0 0	Kangaroo Creek	11 0 0	Millamurra	11 0 0
Goonoo Goonoo	29 0 0	Kangaroo Valley	28 0 0	Miller's Forest	19 0 0
Goorangoola	14 0 0	Kayuga	11 0 0	Millfield	16 0 0
Gosford	35 0 0	Keepit	12 0 0	Millie	12 0 0
Goulburn	300 0 0	Kelso	41 0 0	Milton	29 0 0
1st Assistant	175 0 0	Kempsey	38 0 0	Minmi	16 0 0
2nd Assistant	150 0 0	Kerrabee	20 0 0	Minore	10 0 0
3rd Assistant	100 0 0				

A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Mitchell's Creek	17 0 0	Paddington (Branch Office)	150 0 0	South Gundagai	33 0 0
Mittagong†	66 0 0	Pallamallawa	10 0 0	Spring Grove	11 0 0
Moama*	20 0 0	Palmer's Island*	3 0 0	Springside	15 0 0
Mogil Mogil	15 0 0	Palmer's Oakey	11 0 0	Stanborough	22 0 0
Mogo	11 0 0	Pambula	29 0 0	Stockton	13 0 0
Molong	47 0 0	Parkes*	55 0 0	Stroud	40 0 0
Molongio	17 0 0	Assistant	52 0 0	Summer Island	14 0 0
Monga	12 0 0	Parramatta	161 0 0	Sutton	10 0 0
Monkerai	11 0 0	Assistant	50 0 0	Sutton Forest	29 0 0
Montefiores	25 0 0	Parramatta-street (Branch Office)	150 0 0	Swallow's Nest	13 0 0
Monwonga	11 0 0	Paterson*	15 0 0	Swan Bay	10 0 0
Moonan Brook	16 0 0	Assistant	26 0 0	Tableland	12 0 0
Moonbi	21 0 0	Peat's Ferry	11 0 0	Tabulam	21 0 0
Mooroolool†	45 0 0	Peel	30 0 0	Talawanta	11 0 0
Moorwatha	12 0 0	Peelwood	14 0 0	Tally Ho	10 0 0
Morangarell	25 0 0	Pejar	10 0 0	Tambaroora	63 0 0
Moree	39 0 0	Pennant Hills	13 0 0	Tambar Springs	16 0 0
Morpeth*	84 0 0	Penrith	200 0 0	Tamworth*	54 0 0
Moruya*	61 0 0	Petersham*	77 0 0	Assistant	104 0 0
Mossgiel	18 0 0	Picton	80 0 0	Tangmangaroo	19 0 0
Moss Vale	75 0 0	Pilliga	Nil.	Tankerooka	13 0 0
Moulamein*	7 0 0	Pine Ridge*	18 0 0	Tarago	27 0 0
Mount Gipps	12 0 0	Pitt Town	22 0 0	Taralga	24 0 0
Mount Harris	12 0 0	Ponto	10 0 0	Tarana†	26 0 0
Mount Macquarie	11 0 0	Port Macquarie*	13 0 0	Tarcutta	62 0 0
Mount Victoria*	29 0 0	Prospect	17 0 0	Taree*	5 0 0
Mount Vincent	16 0 0	Pyree	14 0 0	Tarlo	21 0 0
Mudgee	210 0 0	Pymont	25 0 0	Teapot Swamp	11 0 0
Assistant	75 0 0	Quambone	20 0 0	Teesdale	10 0 0
Mulgoa	16 0 0	Quartz Ridge	11 0 0	Telegraph Point	16 0 0
Mullenderree	20 0 0	Queanbeyan*	75 0 0	Temora	11 0 0
Mulloon	11 0 0	Assistant	52 0 0	Tempe	17 0 0
Mulwala	18 0 0	Queen Charlotte's Vale	10 0 0	Tenandra	12 0 0
Mummell	11 0 0	Quipolly	20 0 0	Tenterfield*	18 0 0
Mundooran	33 0 0	Quirindi	27 0 0	Assistant	100 0 0
Mungindie	16 0 0	Rainbow Reach	11 0 0	Tent Hill	12 0 0
Murga	22 0 0	Randwick	22 0 0	Terrara	34 0 0
Murraguldrie	11 0 0	Rankin's Springs	20 0 0	The Valley	10 0 0
Murrumbah	10 0 0	Ravensworth†	20 0 0	Thurgoona	20 0 0
Murrumbateman	11 0 0	Raymond Terrace*	71 0 0	Tichborne	10 0 0
Murrumburrah	42 0 0	Redbank	11 0 0	Tighe's Hill	12 0 0
Murrurundi	170 0 0	Redfern (Branch Office)	150 0 0	Tilba Tilba	11 0 0
Assistant	78 0 0	Reedy Flat	13 0 0	Timbarra	14 0 0
Musgrave	10 0 0	Reidsdale	12 0 0	Timbriungie	10 0 0
Muswellbrook	125 0 0	Reid's Flat	18 0 0	Timor	10 0 0
Muttama Reef	10 0 0	Richmond	158 0 0	Tingha	20 0 0
Mutton's Falls	10 0 0	Robertson	13 0 0	Tinonee	44 0 0
Myall River	29 0 0	Rockley	26 0 0	Tirrania	10 0 0
Myrtleville	13 0 0	Rocky Glen	10 0 0	Tocumwall	23 0 0
Nambucca	13 0 0	Rocky Mouth*	10 0 0	Tomago	16 0 0
Narellan	32 0 0	Rocky River	18 0 0	Tomerong	13 0 0
Narrabri*	43 0 0	Rolland's Plains	14 0 0	Toogong	12 0 0
Assistant	26 0 0	Rookwood†	16 0 0	Tooleybuc	11 0 0
Narrandera*	Nil.	Assistant	15 0 0	Tooloom	11 0 0
Nelligen	21 0 0	Rothbury	10 0 0	Tooma	13 0 0
Nerriga	11 0 0	Rouchell Brook	11 0 0	Towamba	11 0 0
Nerrigundah	18 0 0	Rouse Hill	20 0 0	Trunkey Creek	40 0 0
Newcastle	330 0 0	Rydal†	57 0 0	Tuena	21 0 0
1st Assistant	175 0 0	Ryde	30 0 0	Tullimbar	11 0 0
2nd Assistant	75 0 0	Rye Park	11 0 0	Tumberumba	33 0 0
3rd Assistant	75 0 0	Rylstone*	9 0 0	Tumut*	90 0 0
4th Assistant	150 0 0	Sackville Reach	12 0 0	Assistant	52 0 0
New Lambton	18 0 0	St. Alban's	12 0 0	Tweed Junction	12 0 0
New Pipeclay	14 0 0	St. Clair	11 0 0	Two-mile Flat	13 0 0
Newtown (Branch Office)	150 0 0	St. Leonards (Branch Office)	150 0 0	Tyndale	10 0 0
Nimitybelle*	27 0 0	St. Mark's	31 0 0	Uarbyry	11 0 0
North Gobarralong	10 0 0	St. Mary's*	52 0 0	Ulladulla	22 0 0
North Richmond	21 0 0	St. Peter's	77 0 0	Ullamalah	10 0 0
North Wardell	12 0 0	Scone	93 0 0	Ulmarra*	19 0 0
North Willoughby	16 0 0	Scott's Flat	10 0 0	Underbank	11 0 0
Nowendoc	12 0 0	Seaham	13 0 0	Unungar	11 0 0
Nowra	47 0 0	Sebastopol	13 0 0	Upper Araluen	21 0 0
Numba	27 0 0	Sedgefield	10 0 0	Upper Bankstown	13 0 0
Numeralla	11 0 0	Seven Hills†	13 0 0	Upper Manilla	10 0 0
Nundle	27 0 0	Sheet of Bark	20 0 0	Upper Myall	11 0 0
Oaks	18 0 0	Shellharbour	18 0 0	Upper Pyramul	17 0 0
Oban	11 0 0	Shepard's Town	13 0 0	Upper Taron	11 0 0
Oberon	20 0 0	Shepherd's Creek	14 0 0	Uralla*	11 0 0
Obley	23 0 0	Singleton*	60 0 0	Urana*	Nil.
O'Connell	22 0 0	Smithfield	30 0 0	Assistant	40 0 0
Oneygamba	10 0 0	Sofala*	47 0 0	Vacy	14 0 0
Ophir	10 0 0	Solferino	20 0 0	Vegetable Creek	26 0 0
Orange*	66 0 0	Somerton	18 0 0	Vere	10 0 0
Assistant	52 0 0	South Grafton	40 0 0	Vittoria	14 0 0
Oxford-street (Branch Office)	150 0 0				

A—continued.

Name of Post Office.	Salary.	Name of Post Office.	Salary.	Name of Post Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Wagga Wagga*	79 0 0	Wherrol Flat	10 0 0	Wybong	11 0 0
Wagonga	11 0 0	Whinstone Valley	11 0 0	Wyrallah	14 0 0
Walbundrie	20 0 0	Wickham	11 0 0		
Walcha	32 0 0	Wilberforce	20 0 0	Yarraman	13 0 0
Wallabadah	33 0 0	Wilcannia	75 0 0	Yarra Mundi	10 0 0
Wallaceton	10 0 0	Wild's Meadow	13 0 0	Yarrara Reefs	18 0 0
Wallendbeen	10 0 0	Willeroo	10 0 0	Yarras	10 0 0
Wallerawang	83 0 0	William-st. (Branch Office)	150 0 0	Yass	200 0 0
Walgett*	36 0 0	William Town	12 0 0	Do. Assistant	52 0 0
Wallsend*	65 0 0	Willow-tree	25 0 0	Yatheyatah	14 0 0
Wamberal	11 0 0	Willson's Downfall	10 0 0	Yetholme	19 0 0
Wammerawa	14 0 0	Wilton	13 0 0	Yetman	18 0 0
Wandandian	13 0 0	Windellama	12 0 0	Young*	30 0 0
Wandsworth	15 0 0	Windeyer	18 0 0	Do. Assistant	104 0 0
Wanganella	25 0 0	Winding Creek	10 0 0	Yullundry	11 0 0
Waratah†	38 0 0	Windsor	139 0 0		
Wardell	14 0 0	Wingen	11 0 0	<i>Receiving Offices.</i>	
Warialda*	55 0 0	Wingham	22 0 0	Bolaro	5 0 0
Warkworth	27 0 0	Wiseman's Ferry*	14 0 0	Boolambayte	5 0 0
Warneton	14 0 0	Wollar	14 0 0	Botany Road	5 0 0
Warren	26 0 0	Wollombi*	27 0 0	Broadwater	5 0 0
Watson's Bay	25 0 0	Wollongbar	10 0 0	Bumberry	5 0 0
Wattamolla	10 0 0	Wollongong*	78 0 0	Darby's Falls	5 0 0
Wattle Flat	31 0 0	Wollongough	12 0 0	Darlington Point	5 0 0
Waverley*	52 0 0	Wolumla	13 0 0	Heifer Station	5 0 0
Wee Waa	25 0 0	Wombat	31 0 0	Irvinstone	5 0 0
Wellingrove	20 0 0	Woodburn	25 0 0	Narrawa	5 0 0
Wellington*	61 0 0	Woodhouselee	11 0 0	Ournie	5 0 0
Do. Assistant	25 0 0	Woodside	11 0 0	Parkesbourne	5 0 0
Wentworth*	22 0 0	Woodville	18 0 0	Redmire	5 0 0
Do. Assistant	25 0 0	Woollahra	23 0 0	Rocky Hall	5 0 0
Westbrook	13 0 0	Woomargama	10 0 0	The Springs	5 0 0
West Kempsey*	3 0 0	Woonona	27 0 0	Turlinyah	5 0 0
West Maitland	262 0 0	Woore	11 0 0	Waterloo	5 0 0
Wheeo	28 0 0	Wyalong	10 0 0		

* The postal and telegraph duties at these places are amalgamated.
† The Postal duties at these places are conducted in the Railway Stations.

B.

LIST of Receiving Offices on 31st December, 1876.

Name of Receiving Office.	Salary.	Name of Receiving Office.	Salary.	Name of Receiving Office.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Bolaro	5 0 0	Darlington Point	5 0 0	Redmire	5 0 0
Boolambayte	5 0 0	Heifer Station	5 0 0	Rocky Hall	5 0 0
Botany Road	5 0 0	Irvinstone	5 0 0	The Springs	5 0 0
Broadwater	5 0 0	Narrawa	5 0 0	Turlinyah	5 0 0
Bumberry	5 0 0	Ournie	5 0 0	Waterloo	5 0 0
Darby's Falls	5 0 0	Parkesbourne	5 0 0	Wood's Flat	5 0 0

C.

RETURN showing where the Government have erected or possess buildings, and where buildings are leased for the purpose of Post and Telegraph Offices.

Adaminaby	Post and Telegraph Office	Office provided by guarantors.
Adelong	do.	Premises rented.
Albury	Telegraph Office	Government possess a building.
Do.	Post Office	do. do.
Araluen	Post and Telegraph Office	Premises rented.
Armidale	Telegraph Office	Government possess a building.
Do.	Post Office	do. do.
Ashfield	Post and Telegraph Office	Accommodation provided at Railway Station.
Ballina	Telegraph Office	Premises rented.
Balmain	Post and Telegraph Office	do.
Baradine	Telegraph Office	Premises rented.
Balranald	Post and Telegraph Office	Government possess a building.
Bateman's Bay	Telegraph Office	Premises rented.
Bathurst	Post Office	do.
Do.	Telegraph Office	Government possess a building.
Bega	Post and Telegraph Office	Premises rented.
Bendemeer	do.	do.
Berrima	Telegraph Office	Government possess a building.
Bingera	Post and Telegraph Office	Premises rented.
Blacktown	do.	Accommodation provided at Railway Station.
Blandford	Post Office	do. do.
Blayney	Telegraph Office	Office provided by guarantors.
Blue Mountain	do.	Accommodation at Railway Station.
Bodalla	Post and Telegraph Office	Office provided by guarantors.
Boggabri	Telegraph Office	do. do.
Bombala	do.	Premises rented.
Bowenfels	do.	Accommodation provided at Railway Station.
Bourke	do.	Premises rented.

C—continued.

Bowning	Post and Telegraph Office	Accommodation provided at Railway Station.
Bowrall	Post Office	do. do.
Braidwood	Post and Telegraph Office	Government possess a building.
Brewarrina	do.	Premises rented.
Bundarra	Telegraph Office	do.
Burrowa	Post and Telegraph Office	Government possess a building.
Burwood	do.	Accommodation provided at Railway Station.
Campbelltown	do.	Premises rented.
Candelo	do.	do.
Carcoar	do.	do.
Casino	do.	do.
Cassilis	do.	do.
Clarence River Heads	Telegraph Office	Accommodation provided at Customs' Station.
Clarence Town	Post and Telegraph Office	Premises rented.
Cobargo	Telegraph Office	Office provided by guarantors.
Coolah	Post and Telegraph Office	Premises rented.
Cooma	do.	do.
Coonabarabran	do.	do.
Coonamble	do.	do.
Cootamundra	do.	do.
Cowra	Telegraph Office	do.
Deepwater	Post and Telegraph Office	Office provided by guarantors.
Deniliquin	Telegraph Office	Government possess a building.
Do.	Post Office	do. do.
Denman	Post and Telegraph Office	do. do.
Dubbo	do.	do. do.
Dungog	do.	Premises rented.
East Maitland	Telegraph Office	do.
Do.	Post Office	Government possess a building.
Eden	Post and Telegraph Office	Premises rented.
Emu Ferry	Post Office	Accommodation provided at Railway Station.
Euston	Post and Telegraph Office	Government possess a building.
Forbes	do.	do. do.
Germanton	do.	do. do.
Glen Innes	do.	do. do.
Goulburn	Post Office	Premises rented.
Do.	Telegraph Office	Government possess a building.
Grafton	Post and Telegraph Office	Premises rented.
Grenfell	do.	Government possess a building.
Gulgong	Telegraph Office	do. do.
Gundagai	Post and Telegraph Office	Premises rented.
Gunnedah	do.	do.
Gunning	Telegraph Office	Accommodation provided at Railway Station.
Hay	Post and Telegraph Office	Government possess a building.
Hill End	do.	do.
Hunter's Hill	do.	Premises rented.
Inverell	do.	Government possess a building.
Jerilderie	do.	Premises rented.
Jerry's Plains	Telegraph Office	do.
Kiama	Post and Telegraph Office	do.
Kiandra	do.	Government possess a building.
Kyamba	do.	do. do.
Lawrence	Telegraph Office	Office provided by guarantors.
Lismore	Post and Telegraph Office	Premises rented.
Lithgow	Post Office	Accommodation provided at Railway Station.
Liverpool	Telegraph Office	do. do.
Macquarie Plains	Post Office	do. do.
Manly	Post and Telegraph Office	Premises rented.
Menangle	Post Office	Accommodation provided at Railway Station.
Merimbula	Post and Telegraph Office	Premises rented.
Merriwa	do.	do.
Mittagong	do.	Accommodation provided at Railway Station.
Moama	do.	Premises rented.
Molong	Telegraph Office	do.
Moorooloolen	Post and Telegraph Office	Accommodation provided at Railway Station.
Morpeth	do.	Government possess a building.
Moruya	do.	Premises rented.
Moss Vale	Telegraph Office	Accommodation provided at Railway Station.
Moulamein	Post and Telegraph Office	Government possess a building.
Mount Victoria	do.	Premises rented.
Mudgee	Post Office	Government possess a building.
Do.	Telegraph Office	do.
Murrumburrah	do.	Premises rented.
Murrurundi	Post Office	do.
Do.	Telegraph Office	Government possess a building.
Muswellbrook	Post Office	Premises rented.
Do.	Telegraph Office	Government possess a building.
Narrabri	Post and Telegraph Office	Premises rented.
Narrandera	do.	do.
Newcastle	Telegraph Office	Government possess a building.
Do.	Post Office	do. do.
Newtown	Post and Telegraph Office	Premises rented.
Nimitybelle	do.	do.
Orange	do.	Government possess a building.
Oxford-street	do.	Premises rented.
Paddington	do.	do.
Palmer's Island	do.	do.
Parke	do.	do.
Parramatta	do.	do.
Parramatta Junction	Telegraph Office	Accommodation provided at Railway Station.
Parramatta-street	Post and Telegraph Office	Premises rented.
Paterson	do.	do.

C—continued.

Penrith	Post Office	Premises rented.
Penrith	Telegraph Office	Accommodation provided at Railway Station.
Petersham	Post and Telegraph Office	do. do.
Picton	Telegraph Office	do. do.
Pilliga	Post and Telegraph Office	Premises rented.
Port Macquarie	do.	do.
Queanbeyan	do.	do.
Raglan	Telegraph Office	Accommodation provided at Railway Station.
Ravensworth	Post Office	do. do.
Raymond Terrace	Post and Telegraph Office	Government possess a building.
Redfern	Post Office	Premises rented.
Do.	Telegraph Office	Accommodation provided at Railway Station.
Richmond	do.	Government possess a building.
Do.	Post Office	do. do.
Riverstone	do.	Accommodation provided at Railway Station.
Rocky Mouth	Post and Telegraph Office	Premises rented.
Rookwood	Post Office	Accommodation provided at Railway Station.
Rydal	do.	do. do.
Rylstone	Post and Telegraph Office	Premises rented.
Scone	Telegraph Office	do.
Seven Hills	do.	Accommodation provided at Railway Station.
Singleton	Post and Telegraph Office	Premises rented.
Sofala	do.	do.
South Creek	do.	do.
St. Leonards	do.	do.
Tabulam	Telegraph Office	do.
Tambaroora	Post Office	do.
Tamworth	Post and Telegraph Office	Government possess a building.
Tarana	do.	Accommodation provided at Railway Station.
Tarcutta	Telegraph Office	Premises rented.
Taree	Post and Telegraph Office	Government possess a building.
Tenterfield	do.	do. do.
Terrara	Telegraph Office	Office provided by guarantors.
Tumut	Post and Telegraph Office	Premises rented.
Ulladulla	Telegraph Office	do.
Ulmarra	Post and Telegraph Office	do.
Uralla	do.	do.
Urana	do.	Government possess a building.
Wagga Wagga	do.	do. do.
Walgett	do.	Premises rented.
Wallabadah	Telegraph Office	Office provided by guarantors.
Wallerawang	do.	Accommodation provided at Railway Station.
Wallsend	Post and Telegraph Office	Premises rented.
Waratah	Post Office	Accommodation provided at Railway Station.
Warialda	Telegraph Office	Premises rented.
Warren	do.	do.
Waterloo	Post and Telegraph Office	do.
Waverley	do.	do.
Wee Waa	Telegraph Office	do.
Wellington	Post and Telegraph Office	Government possess a building.
Wentworth	do.	do. do.
West Kempsey	do.	Premises rented.
West Maitland	Post Office	do.
Do.	Telegraph Office	Government possess a building.
William-street	Post and Telegraph Office	Premises rented.
Windsor	Telegraph Office	Government possess a building.
Wiseman's Ferry	Post and Telegraph Office	Premises rented.
Wollombi	do.	do.
Wollongong	do.	Government possess a building.
Yass	Post Office	Premises rented.
Do.	Telegraph Office	Government possess a building.
Young	Post and Telegraph Office	do. do.

D.

List of Stamp-sellers on the 31st December, 1876.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abbott, Elizabeth...	109, South Head Road.	21 June, 1873	Bennett, G. M.	King-street	17 Sept., 1869
Abrou, A. F.	690, George-street South	6 Aug., 1867	Bennett, S.	Empire Office, 190, Pitt-street.	29 Sept., 1869
Adnum, Elizabeth...	266, George-street	27 July, 1869			
Allman, J.	Bathurst	15 Jan., 1868	Bennett, William...	King-street	1 June, 1872
Anderson, M. E. J.	Hunter-street, Newcastle	14 May, 1872	Bent, Chas.	641, George-street	13 Aug., 1869
Andrews, John	313, Pitt-street	25 Aug., 1869	Berne, F.	Bega	14 June, 1870
Armstrong, E. A.	Tintaldra, Victoria	6 Dec., 1876	Black, J. M.	Ayrdale, Merimbula	4 Dec., 1874
Asser, N. F.	Scone	3 Mar., 1863	Board, A.	Paddington	24 Mar., 1868
Atkinson, F.	Bathurst	11 Nov., 1868	Bodin, Louis.....	Bathurst	12 Nov., 1875
Austin, E. W.	Bathurst	6 Sept., 1867	Bohrman, C.	39, South Head Road...	10 May, 1869
Bale, Mary	Woollahra	11 May, 1870	Bowyer, George ...	Elizabeth-street South...	26 May, 1865
Ball, E.	Goulburn	30 Dec., 1862	Boylson, M. & Son.	Ashfield	22 May, 1876
Barker, F. J.	85, Sussex-street.	23 June, 1870	Boys, L. F.	128, King-street	30 May, 1868
Bartram, W. T.	Buckland-street, Waterloo.	21 April, 1874.	Bozon, F.	William-street.....	29 Jan., 1866
			Breckenridge, Robt.	Newcastle.....	14 Aug., 1876
Beare, J. C.	216, William-street.....	25 June, 1868	Brightfield, J. W.	4, Argyle-terrace, Argyle-street, Sydney.	7 Aug., 1874
Becke, E. H.	110, King-street	25 Sept., 1871			
Bennett, Eliza	Tamworth	8 Oct., 1873	Broadhead, Maria...	West Maitland	27 July, 1863

D—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Bryant, R. H.	31, King-street, Sydney	14 April, 1875	Gibbs, Shallard, & Co.	108, Pitt-street	17 Aug., 1868.
Buist, H.	101, King-street	13 June, 1870	Gill, G.	115, George-street	19 Dec., 1865
Burrows, Jno.	Newcastle.....	18 Oct., 1865	Glover, Ed.	Balmain (Darling-st.)...	4 April, 1865
Butcher, E.	169, South Head Road..	7 Oct., 1868	Goldstein, Albert...	217, Lower George-st...	30 Jan., 1873
Butter, Thos.	199, York-street	22 Dec., 1870	Goodsir, E.	Mullens-street, Balmain	6 Nov., 1871
Butters, R.	Bathurst	14 April, 1875	Gordon & Gotch ...	281, George-street	8 April, 1865
Byrnes & Co.	Tenandra <i>via</i> Warren...	11 Dec., 1873	Grady & Co.	Corner Elizabeth and Devonshire Sts., Sydney	27 July, 1874
Callaghan, M. J. ...	Mort-street, Balmain ...	16 June, 1874	Grainger, John.....	Council Chambers, Ul- marra.	21 June, 1876
Cameron, Annie ...	High and St. Andrew Streets, West Maitland	13 Sept., 1875	Graham, F.	Haymarket	14 July, 1856
Campbell, James ...	Pitt-street, Redfern ...	3 Aug., 1875	Gray, John	15, Market-street	13 June, 1871
Caselmane, Mrs. R. ...	Noumea, New Caledonia	30 Dec., 1872	Greisen, Martin ...	274, George-street	16 Feb., 1871
Casperson, Mrs. L. ...	Tumut	29 May, 1871	Griffiths, John	23, Erskine-street	25 Mar., 1869
Cassidy, Wm.	Union Club	22 Sept., 1865	Guinery, A.	Argyle-street, Miller's Point.	17 Aug., 1870
Castner, J. L.	Redfern Railway Station	10 Feb., 1875	Gulliver, John	Newcastle.....	30 June, 1869
Chapman & Leaver..	Greta	18 Oct., 1876	Hagett, Mrs.	17, Argyle-place, Mil- ler's Point.	23 Aug., 1872
Chatterton, E.	Sackville Reach	8 Sept., 1863	Hains, Hyam	405, George-street	18 May, 1871
Chinchen, J.	Hunter-street, Newcastle	22 Aug., 1874	Hamilton, J.	Chippendale.....	16 Mar., 1860
Clappison, C. T.	143, King-street	8 Aug., 1870	Harper, W.	Upper William-street, South.	24 June, 1869
Clark, W.	414, George-street	11 May, 1870	Harris, B.	8, Miller's Road, Miller's Point.	11 May, 1870
Clark, C. W.	High-street, West Mait- land.	14 Feb., 1876	Harrison, W. S. ...	146, William-street.....	3 May, 1873
Clarke, E.	195, South Head Road..	24 Dec., 1868	Harrison, M.	177, Castlereagh-street..	20 Aug., 1875
Clement, W.	5, Stephen-street, Wool- loomooloo Bay.	12 Sept., 1872	Henderson, Wm. ...	79, King-street	22 Oct., 1874
Clifford, James.....	Botany Road, Redfern..	20 Sept., 1865	Hill, Geo.	76, South Head Road...	30 Aug., 1866
Coates and Tost ...	William-street.....	27 April, 1872	Hill, J.	790, George-street	16 June, 1858
Cochrane, Josh.....	Wingham	9 Nov., 1865	Hinchcliffe, S. A. ...	Waterloo	2 Aug., 1875
Cole, F. & D.	380, George-street	22 Oct., 1867	Hobbs, W. J.	Newcastle.....	6 Oct., 1870
Cole, J.	Eamore Road, Newtown	6 Feb., 1875	Hogan, J.	147, King-street	23 July, 1868
Colwell, J.	Gipps and Mary streets, Surry Hills.	5 Nov., 1875	Holder, Thos.	Australian Club	28 Nov., 1870
Collings, Thos.	182, Princes-street	4 Mar., 1871	Holroyd, Michael ...	306, George-street	13 May, 1864
Collis, John	198, Parramatta-street..	14 Nov., 1867	Hunter, W. C.	Wagga Wagga.....	19 July, 1869
Comans, M.	Combaning, near Cora- mundra.	29 Jan., 1870	Iron, David	339, Castlereagh-street..	25 Sept., 1871
Conlan, M.	Yass	22 Feb., 1868	James, D.	41, South Head Road...	27 April, 1870
Cooper, J. J.	Railway Station	31 Jan., 1867	Jones, A.	803, George-street	2 Dec., 1868
Cottrell, J.	Yass	18 Feb., 1863	Jones, W. H.	57, Parramatta-street ...	18 June, 1870
Coul, W.	Pieton	27 Aug., 1864	Jones, J. R.	Bathurst	1 Oct., 1862
Cox, Annie M.	167, Castlereagh-street..	16 April, 1867	Jones, A. S.	Breadalbane, near Mutt- billy.	13 June, 1864
Crane, Kate	6, South Head Road ...	3 Jan., 1873	Jones, Saml.	Glebe Store, Glebe, New- castle.	25 May, 1876
Davies, J.	York-street	13 Nov., 1863	Johnson, J. M.	18, Sussex-street, Sydney	8 Feb., 1876
Davies, P. A.	25, Parramatta-street ...	4 July, 1870	Johnson, G.	"City Cafe," 288, George-street.	30 June, 1876
Davies, J. F.	Buckingham and Bed- ford Streets, Sydney.	11 Jan., 1876	Johnson, F. G.	Webb's Buildings, Bath- urst.	16 June, 1876
Davis, E.	Parramatta	22 Mar., 1871	Johnson, W.	564, Castlereagh-street..	9 July, 1875
Davis, R.	64, Bathurst-street	21 July, 1868	Johnstone, G.	Australian Club, Bent- street.	31 Mar., 1875
Dawson, C. H.	Hay	31 Dec., 1866	Jordan, Mrs. Jane... Joseph, L. S.	108, King-street, Sydney	12 Dec., 1876
Deacon, Thos.	Milson's Point, St. Leonards.	1 July, 1869	Kelly, John E.	Wagga Wagga	26 Aug., 1876
Dixon, Thos.	Parramatta	31 May, 1870	Kennedy, John.....	426, George-st., Sydney	20 May, 1876
Dixon, E.	Greta, Anvil Creek.....	2 Aug., 1875	Kerr, A. A.	19, Kent-street	17 Jan., 1873
Dole, James	Glebe Road	2 June, 1865	Kidd, John	Goulburn	13 June, 1872
Donaldson, Wm.	768, George-street	23 May, 1871	Kingcott, J.	Campbelltown	5 April, 1867
Drake, S.	Church Hill.....	8 Jan., 1872	Kirschbaum, A. ...	Kingston, Newtown ...	14 Aug., 1876
Drew, T. E.	Hunter-street, Newcastle	10 Oct., 1876	Kline, J.	124, King-street	20 April, 1859
Duff, Thos.	Wingham	27 Aug., 1867	Knags & Co.	Campbell's Hill, West Maitland.	9 June, 1875
Dugdale, T. W.	Taree	4 Jan., 1876	Knowle, E. W.	Newcastle.....	29 June, 1865
Dunn, Patrick	Mulwala	8 Dec., 1864	Koyminsky, M.	209, Sussex-street	2 Nov., 1874
Eames, W. D.	16, South Head Road...	28 Jan., 1864	Laird, Robert	59, King-street, Sydney	19 April, 1876
Eason, Miss Rebecca	Brial-street, Burrowa...	29 Aug., 1876	Lamont, D.	Tenterfield	4 May, 1869
Edwards, A. E.	89 William-street	28 Mar., 1871	Laurence, F.	George-street, Bathurst	25 Mar., 1874
Egan, Elizabeth ...	Old Newtown Road ...	27 Oct., 1873	Laws, W. L.	Mudgee	5 May, 1869
Egan, M. F.	639, Elizabeth-street ...	6 June, 1873	Lea, Charles	Darling Road, Balmain	29 May, 1876
Ellis, J. T.	Araluen Valley, Araluen	10 Mar., 1869	Leigh & Co., S. T. ...	92, South Head Road...	28 Aug., 1868
Ellis, Thos. E.	477, George-street	17 Oct., 1873	Levien, A.	21, Hunter-street	25 Nov., 1870
Eve, Jas.	228, Pitt-street	25 Feb., 1870	Lorimer, Bros.	West Maitland	1 Nov., 1862
Fairfax & Sons.....	Hunter-street	5 April, 1864	Lowther, Edward... Lucas, Mrs. Jane ...	414, George-street	8 Mar., 1872
Falls, Mrs.	West Maitland	19 May, 1870	Lunt, Thomas	Reid's Flat	17 Nov., 1873
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	M'Ausland, Alex. ...	Sussex-street	13 May, 1865
Fitzpatrick, Mary A.	23, King-street	17 May, 1873	M'Coy, J.	Oxford-street, Sydney...	5 Sept., 1876
Flanagan, E. F.	594, George-street	28 June, 1864	M'Guigan, Jno. ...	Luntvale, Tarcutta	19 Jan., 1871
Foot, H. B.	Yass	21 Mar., 1868	M'Phail, Emma ...	Junction Point, near Binda.	3 Feb., 1871
Ford, Eliza	Ocean-street, Woollahra	8 Feb., 1871	M'Neil, J.	Paddington	12 Nov., 1875
Fortier, Wm.	83, Sussex-street	14 Nov., 1866	M'Nicoll, Agnes ...	Bathurst	9 Mar., 1866
Foster, Joseph	Hull's Creek, Denman...	23 June, 1869		William-street.....	3 Dec., 1872
Fowler, H. P.	309, Castlereagh-street..	17 Feb., 1869		40, Sussex-street	20 Mar., 1860
Fowles, Geo.	Buckland-street, Water- loo.	27 Mar., 1876		Newcastle.....	21 Sept., 1869
Fry, W. E.	Balmain	24 Dec., 1873			
Gazzard, Moses.....	Church-street, Parra- matta.	8 Aug., 1876			
George, R. R.	Bathurst	21 May, 1866			
Gerber, C.	Young	1 Oct., 1862			
Gerrard, Mrs.	Newtown	20 Jan., 1873			

D—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Maddock, W.	George-street	6 Aug., 1863	Sands, Robert	George-street	25 Sept., 1873
Mailer, —	256, George-street	21 April, 1873	Savage, F. J.	Narrandera	26 April, 1866
Manning, Thos. ...	Dubbo	6 Sept., 1866	Saywell, T. R.	14, Park-street	7 April, 1863
Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867	Scardon, G. D.	Lake Macquarie Road..	10 May, 1867
Marshall, F.	Glen Innes	8 Dec., 1876	Schroder, W. S. ...	George-street, South ...	15 April, 1869
Martel, H. C.	Dandaloo Station, Bogan River.	19 July, 1866	Schwormstedt	Bathurst	31 Dec., 1872
Mason & Co., W. ...	Parramatta	30 Sept., 1869	Scriven, E.	West Maitland	15 April, 1875
Matthews, W. H. ...	182, Princes-street	17 June, 1874	Seymour, Jas.	Hunter's Hill	15 April, 1873
Mayo, J., senr. ...	Goulburn	5 April, 1875	Sigmont, F. M.	570, George-street	13 June, 1874
Millar, William ...	Penrith	14 Nov., 1865	Simpson, J.	Piper-street, Bathurst..	1 June, 1875
Miller, Mrs.	49, New Pitt street	4 Dec., 1874	Sippel, Bros.	526, George-street	7 July, 1871
Milne, Mary	Park and Elizabeth Sts.	20 Feb., 1874	Sippel Bros.	Young	1 Nov., 1862
Mills, M.	Newtown	19 Dec., 1873	Shaw, Wm.	Liverpool-street, Dar- linghurst.	22 Aug., 1867
Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867	Smith, J.	Deniliquin	26 April, 1875
Moore, J.	George-street	23 July, 1856	Smith, R. H.	Honeysuckle Point, Newcastle.	24 Feb., 1875
Mort, H.	Erskine-street	11 June, 1866	Smith, Hy.	Regent-street, Botany Road.	13 Feb., 1873
Morton, M.	72, Market-street	31 May, 1870	Smith, D.	183, George-street	10 Aug., 1872
Moss, M. M.	Dubbo	6 Mar., 1876	Smyth & Wells	Hunter-street	28 Mar., 1859
Mountford, Martha	236, George-street	11 Aug., 1871	Sommerville, Wm. ...	Darling Road, Balmain	7 Nov., 1876
Mulholland & Wood	163, Pitt-street	4 Nov., 1873	Soul & Son	221, Pitt-street	13 Aug., 1874
Muir, W. R.	Alt-street, Ashfield	25 May, 1876	Stace, R. A.	Wellington	18 Oct., 1866
Muirhead, Robt. ...	Grafton	15 Aug., 1876	Stallwood, R.	Castlereagh-street	20 April, 1875
Murphy, Sidney ...	Elizabeth and King Streets, Sydney.	16 Aug., 1876	Stark, Mrs.	Opposite Regent-street, Paddington.	18 Oct., 1876
Murphy, P.	226, George-street	11 Sept., 1872	Stead, E. C.	Woolloomooloo and Bourke Streets.	30 Nov., 1872
Murphy, F.	455, Bourke-street	1 Feb., 1860	Stead, Thomas	Corowa	30 May, 1874
Musgrave, T.	Windmill-street	25 Nov., 1864	Stephens, H. W. ...	Punch Office, 42, Hun- ter-street.	27 Sept., 1872
Muspratt, E.	William-street	18 Jan., 1860	Stock, Wm.	41, Park-street	11 Mar., 1872
Nagle, J. H.	West Maitland	2 June, 1873	Stormer, J. B.	Young	8 Dec., 1862
Nash, Wm.	629, George-street	20 Jan., 1873	Street, T.	Sassafraz, Nerriga	8 May, 1875
Newman, J. M. ...	647, George-st., Sydney	9 Feb., 1876	Stroud, J.	Botany-street, Redfern	14 July, 1870
Noake, John	460, George-street	14 Feb., 1872	Sutton, A. W.	414, George-street	15 April, 1868
Norris, W. J.	Forest Lodge, Glebe ...	22 July, 1873	Swayne, H. S.	Blane-street, Newcastle	14 April, 1875
Norwood, W. J. ...	Bathurst	13 April, 1876	Tapscott, C. F.	Church-st., Parramatta	16 Aug., 1875
Palmer, T.	George-street (Brickfield Hill).	23 May, 1865	Tatham, S.	Balmain	27 Oct., 1866
Page, Joseph	Ramornie, Grafton	17 July, 1872	Taylor, S.	Bridge-street	22 Aug., 1870
Page, Joseph	Armidale	18 Sept., 1876	Taylor, T.	Unity Hotel, Balmain..	25 June, 1868
Page, G. W.	525, George-st., Sydney	21 Dec., 1876	Taylor, Thos.	Tamworth	14 June, 1876
Payne, J. T.	Newcastle	4 Mar., 1864	Thomas, H.	West Maitland	9 Dec., 1864
Penfold & Co.	394, George-street	11 July, 1874	Thomson, John	110, Pitt-street	22 Aug., 1871
Perry, W. B.	Gipps and Macquarie Streets, Surry Hills.	23 Nov., 1872	Tilbury, W. T.	86, Woolloomooloo-st..	27 April, 1872
Philip, Mr.	397, Crown-street, Surry Hills.	13 Dec., 1870	Turner, E.	26, Hunter-street	9 Dec., 1864
Pierce, T.	Yurong and Stanley Sts.	9 July, 1860	Vial, Emma	372, Riley-st., Sydney	21 Jan., 1876
Poppellwell, Mrs. E.	645, George-street	1 Mar., 1871	Volikers, H. A.	Prince-street, Grafton..	25 Sept., 1876
Porter, E.	473, Crown-street, Surry Hills.	29 May, 1868	Walker, W.	Sofala	13 May, 1864
Potter, W.	Goulburn	19 Oct., 1868	Wallace, Geo.	113, King-street	30 April, 1873
Protestant Standard, Proprietors of.	377, Pitt-street	24 Mar., 1874	Walsh, G.	Goulburn	25 May, 1864
Rae, A. B.	Bathurst	31 Aug., 1863	Watkinson, Jas. ...	Balmain	30 Oct., 1866
Rain, Michael	Petersham	25 May, 1876	Watson, R. A.	Circular Quay	17 April, 1868
Randerson, R. S. ...	Albion-st., Surry Hills	13 Dec., 1876	Webb, A.	Milson's Point, North Shore	1 Aug., 1870
Randerson, R. S. ...	Market-street	12 April, 1869	Weber, P.	Araluen	14 Feb., 1870
Reading, Jas.	George-street	20 June, 1868	Weekes, N.	101, Parramatta-street..	1 Mar., 1865
Redgate, Wm.	390, Bourke-street	25 Feb., 1873	Weston, John	West Maitland	28 Oct., 1862
Regan, D.	Tamworth	6 Aug., 1863	Wheeler, J. W.	202, George-street	19 April, 1871
Reilly, P.	Macquarie-street, South	8 April, 1863	Whipple, W. F. ...	Orange	13 May, 1869
Reynolds, P. E. ...	426, George-st., Sydney	13 July, 1876	White, F.	Goulburn	23 April, 1868
Richardson, Jane ...	Murrygon, Mungahraan	17 May, 1869	White, Laban	Windsor	4 April, 1864
Riley, W. R.	Goulburn	27 Nov., 1862	White, J. C.	Bathurst	17 May, 1864
Roberts, D.	Pitt-street	31 Aug., 1859	Whiting, Jas.	Double Bay	9 Mar., 1869
Roberts, Jas.	Craigie, near Delegate...	4 Aug., 1871	Whiting & Son	Taralga	19 July, 1866
Robinson, John	117, George-st., Sydney	19 Aug., 1876	Whitton, Joseph ...	Camberwell	25 Aug., 1864
Rose, Frank W. ...	122, King-street	25 Feb., 1873	Wickenden, Mrs. ...	Bathurst	15 Aug., 1873
Roth, Max.	Deniliquin	1 June, 1869	Wilkinson, W. M. ...	Grafton	14 Nov., 1876
Rout, Charles	Victoria-street	29 July, 1871	Wilshire, W. J. ...	Royal Hotel, Sydney ...	30 Dec., 1875
Russell, Jas.	174, Lower George- street.	29 May, 1869	Wilson, G.	Tenterfield	21 Feb., 1865
Saddling, John	Phillip-street	9 Mar., 1866	Winmill, H.	Myall Creek, Bingera...	18 Aug., 1875
Salier, J. J.	Botany-st., Surry Hills	7 Feb., 1868	Winton, E. S.	St. Leonards	11 Aug., 1870
Sandon, C. T.	George-street	16 Feb., 1857	Woolley, G. H.	Native Home, Vale Road, Bathurst.	4 Dec., 1874
			Yeo, T. R.	227, Pitt-street	24 Sept., 1874

E.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails from 1st January, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
WESTERN, SOUTHERN, AND NORTHERN ROADS.						
*1 Cobb and Co.	Sydney	Raglan Railway Station, and Post Offices, Raglan, Kelso, Bathurst, Dunkeld, Vittoria, Guyong, Lucknow, and Orange	Six	Coach, 4 horses.	£ 14948 15 7	31 Dec., 1876.
		Wallerawang Railway Station, and Post Offices, Wallerawang, Lidsdale, Cullen Bullen, Capertee, Ilford, Cudgegong, Apple-tree Flat, and Mudgee.	do	do		
		Bathurst, Peel, Wattle Flat, and Sofala.	do	do		
		Bathurst, Caloola, Long Swamp, and Trunkey Creek, <i>via</i> Denis Island.	Three.....	Horseback or by coach, 2 or 4 horses.		
		Bathurst, Evan's Plains, Blayney, and Carcoar; and	Six	Buggy or coach, 2 or 4 horses.		
		Carcoar, Lyndhurst, Sheet of Bark, and Cowra.	Three.....	Coach, 2 or 4 horses.		
		Wellington, Montefiores, Maryvale, and Dubbo.	Six	do		
		Dubbo, Minore, Warren, Timbriungie, Cannonbar, Willeroo, Gongolgon, <i>via</i> Bourke.	Two	do		
		Railway Station, Goulburn, and Post Offices, Goulburn, Breadalbane, Gunning, Yass, Bowning, Bookham, Jugiong, Coolac, and Gundagai.	Six.....	Coach, 4 horses.		
		Gundagai, South Gundagai, Adelong Crossing-place, Hillas Creek, Tarcutta, Little Billabong, Garryowen, Germanton, Woomargama, Bowna, Thurgoona, and Albury.	do	Coach, 2, 3, or 4 horses.		
		Murrumburrah, Wallendbeen, Coramundra, Cungegong, Bethungra, Junee, Wallaceton, and Wagga Wagga.	Three.....	Buggy, or coach, 2 or 4 horses.		
		Wagga Wagga, Urana, Jereelderie, Coree, Conargo, and Deniliquin, <i>via</i> Broogong.	Four	Coach, 2 or 4 horses.		
		Armidale, Falconer, and Glen Innes, <i>via</i> Ben Lomond, with a branch Mail from Armidale to Puddledock.	Three.....	do		
		Glen Innes, Dundee, Deepwater, Tenterfield, Kimberley, and Maryland.	.....	Horseback	
		Bendemeer, Wilson's Downfall, Bundarra, Stanborough, Kimberley, and Inverell, <i>via</i> Carlisle Gully.	Three.....	Coach, 2 or 4 horses.		
do	do	do				
WESTERN ROADS.						
†1 Wm. Drew	Parramatta	Railway Station and Post Office, Parramatta, including the clearing of all Iron Letter Receivers at Parramatta.	Four times or oftener daily.	Horseback	90 0 0	31 Dec., 1876.
2 Jas. Fishburn.....	Castle Hill	Parramatta, Field of Mars, and Pennant Hills.	Six	do	42 0 0	31 Dec., 1877.
‡3 Joseph Jacklin ...	Pitt Town.....	Parramatta Railway Station, and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	do	do	90 0 0	31 Dec., 1878.
§4 James Fishburn ...	Castle Hill	Baulkham Hills, Castle Hill, and Dural.	Three.....	do	19 0 0	31 Dec., 1877.
5 Richd. Wall	Blacktown.....	Blacktown, Prospect, and Eastern Creek.	Six	do	38 0 0	31 Dec., 1878.
6 H. J. Kirwan	Windsor	Windsor and Wilberforce, <i>via</i> the new bridge.	do	do	25 0 0	31 Dec., 1877.

* In consequence of Railway extension to Kelso that portion of contract between Raglan and Kelso cancelled from 4 Feb., 1875; and in consequence of Railway extension to Bathurst that portion of contract between Kelso and Bathurst cancelled from 4 April, 1876; and in consequence of Railway extension to Blayney that portion of contract between Bathurst and Blayney cancelled from 1 Nov., 1876. Contractors allowed £360 per annum extra to convey the mails an additional thrice a week between Carcoar, Cowra, and Grenfell, from 1st July, 1876. Allowed £25 per annum extra for conveying the mails between Railway Station and Post Office, Bathurst, from 1 November, 1876. In consequence of Railway extension to Gunning that portion of contract between Goulburn and Gunning cancelled from 9 Nov., 1875; and in consequence of Railway extension to Bowning that portion of contract between Gunning and Bowning cancelled from 3rd July, 1876.

† Contractor allowed £15 per annum extra to clear Receiver at Good-street and Main Western Road from 1st Feb., 1876; also allowed £20 per annum extra to clear Receivers at Windsor Road, near Board-street and Kissing Point Road, opposite Mr. Forsaith's premises, from 1 September, 1876.

‡ Contractor's address changed to Rouse Hill.

§ Contractor allowed £20 per annum extra to convey mails an additional thrice a week from 16 October, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
7 Geo. Turnbull.....	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three.....	Horseback	£ 25 0 0	31 Dec., 1877.
8 Hy. Everingham ..	Lower Portland..	Sackville Reach & Lower Portland	Three.....	do	36 0 0	31 Dec., 1876.
9 H. J. Kirwan	Windsor	Windsor and Pitt Town.....	Six	do	23 0 0	31 Dec., 1877.
10 Thomas Thompson	Pitt Town.....	Pitt Town, Wiseman's Ferry, Central M'Donald, and St. Alban's.	Two	do	45 0 0	31 Dec., 1878.
*11 Henry Wilson.....	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	do	18 0 0	31 Dec., 1877.
12 William George Cross.	Wiseman's Ferry	Wiseman's Ferry and Lower Hawkesbury.	do	do	20 0 0	31 Dec., 1876.
13 C. Houghton	Richmond	Richmond, North Richmond, and Kurrajong.	Six	Horseback or by 4-wheeled conveyance	35 0 0	31 Dec., 1877.
14 Wm. Blundell.....	Colo	Kurrajong and Colo	One	Horseback	23 0 0	31 Dec., 1876.
15 B. Gosper	Colo	Colo and Howe's Valley.....	do	do	60 0 0	31 Dec., 1876.
16 Wm. J. Kelly	Richmond	Richmond, Castlereagh, Penrith, Mulgoa, Luddenham, Bringelly, Camden, <i>via</i> Greendale.	Three.....	do	144 0 0	31 Dec., 1877.
17 Geo. Nash	Penrith	Penrith Post Office, and Railway Station, Penrith.	Three times or oftener daily.	do	35 0 0	31 Dec., 1876.
18 Geo. Nash	Penrith	Penrith Post Office, Emu Ferry, and Emu.	Once or oftener daily.	do	35 0 0	31 Dec., 1876.
19 John Worthington	St. Mary's.....	Railway Station, South Creek, and Post Office, St. Mary's.	Twelve ...	do	20 0 0	31 Dec., 1876.
†20 Patk. Phillips	Hartley	Railway Station, and Post Office, One-tree Hill; and Railway Station One-tree Hill, and Post Offices, One-tree Hill, Little Hartley, and Hartley.	Twice or oftener daily.	do	} 43 0 0	31 Dec., 1878.
			Six	do		
21 Robt. Evans	Hartley	Hartley and Hartley Vale	Five	do	35 0 0	31 Dec., 1878.
22 Chas. Orchard	Bowenfells	Post Offices, Lithgow and Bowenfells.	Six	do	26 10 0	31 Dec., 1876.
23 Thos. Costello	Eskbank	Lithgow and Eskbank.....	Seven.....	do	31 10 0	31 Dec., 1876.
24 Cobb & Co.....	Sydney	Mudgee, Cullenbone, Guntawang, Cobbora, Mundooran, Gilgandra, and Coonamble (to use Government road between Mudgee and Cobbora, and to travel in times of floods on the north side of the Cudgegong River, <i>via</i> Guntawang.) (Contractors to carry out, if required, a thrice a week service at £1,375 per annum.)	Two	2 or 4 horse conveyance.	975 0 0	31 Dec., 1878.
25 D. N. Morrison	Walgett.....	Coonamble and Walgett, <i>via</i> Nebea, Urawilky, Terembone, Bogawan, and Billeroy, Colwell's Station (to follow the Castlereagh River between Bogawan and Walgett, travelling <i>via</i> Kidgear, Yowendah, and Eurokah.)	One	Horseback	147 0 0	31 Dec., 1876.
26 David Thomson	Glen Alice.....	Cullen Bullen and Glen Alice.....	Two	do	40 0 0	31 Dec., 1877.
27 John Drew	Ilford.....	Ilford and Rylstone.....	Three.....	2-horse buggy or horseback.	80 0 0	31 Dec., 1876.
28 John Drew	Ilford	Rylstone, Dungaree, and Mudgee	Two	2-horse buggy.	120 0 0	31 Dec., 1878.
†29 Walter Robbins	Guntawang	Guntawang and Two-mile Flat ...	do	Horseback	50 0 0	31 Dec., 1878.
30 Jno. Williams	Cobbora.....	Dubbo and Cobbora.....	do	do	94 0 0	31 Dec., 1876.
31 Cobb & Co.....	Sydney	Mundooran and Coonabarabran, <i>via</i> Luckey's, Caigan, Mobala, and Belar.	do	Coach 2 or 3 horses.	239 0 0	31 Dec., 1877.
32 W. N. Kennedy...	Tenandra, near Mundooran.	Mundooran and Baradine, <i>via</i> Bundella, Yarragren, Bearbong, Bidden, Youlbong, Tunderbrine, Gumin Gumin, Tenandra, Panta, Wingadgen, and Gorrinowa.	One	Horseback	125 0 0	31 Dec., 1876.
33 Cobb & Co.	Sydney	Gilgandra and Dubbo, <i>via</i> Terramungamine, Talbragar Bridge, and Coal Boggie Creek.	Two	Horseback or coach.	120 0 0	31 Dec., 1877.
34 Jas. M'Dougall	Collie.....	Gilgandra, Collie, Tenandra, and Quambone, <i>via</i> Haddon Riggs, Ingelgar, Carwell, and Burgess's.	One	Horseback	220 0 0	29 Feb., 1876.
35 Jas. M'Dougall	Collie.....	Quambone and Carinda (Wiseman's), <i>via</i> M'Quade's and Flynn's Stations.	do	do	100 0 0	29 Feb., 1876.
36 Jas. M'Cullough...	Coonamble	Coonamble and Quambone, <i>via</i> Bimbleyon, Bunday, Ningey, and Coanbone.	do	do	77 0 0	31 Dec., 1876.

* Contractor allowed £4 per annum to travel to the site of the present Mangrove Creek Post Office, from 12 October, 1875.

† Contractor allowed £12 per annum extra to convey mails an additional once a week between One Tree Hill and Hartley, from 15 January, 1876.

‡ Contractor allowed £2 per month extra to meet Mudgee and Coonamble mailman at the hotel at Guntawang, and convey mails to and from site of present Post Office at Guntawang from 16th February, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*37 Thos. Baker.....	Meadow Flat ...	Rydal, Meadow Flat, and Yetholme.	Three.....	Horseback	£ 49 7 6	31 Dec., 1877.
*38 Thos. Baker.....	Meadow Flat ...	Meadow Flat and Mitchell's Creek	Two	do	14 0 0	31 Dec., 1877.
39 Robt. C. Scott.....	Mitchell's Creek..	Mitchell's Creek and Palmer's Oakey.	do	do	30 0 0	31 Dec., 1876.
40 T. E. Toohill	Oberon	Tarana, Mutton's Falls, and Oberon.	Three.....	do	60 0 0	31 Dec., 1877.
41 J. B. Keen	Oberon	Oberon, Black Springs, Jerrong, Curraweela, and Taralga, via Yokeborough.	One	do	74 0 0	31 Dec., 1877.
42 Arthur Whalan ...	Oberon	Oberon and Gingkin	do	do	20 0 0	31 Dec., 1876.
43 Wm. H. Rowe ...	Macquarie Plains	Macquarie Plains, and O'Connell, with branch mail to and from O'Connell and Dirty Swamp.	Three... } Two ... }	do	60 0 0	31 Dec., 1876.
44 Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	do	do	127 0 0	31 Dec., 1876.
45 Martin Nash	Mudgee	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, and Upper Pyramul, with a branch post to and from Grattai, Avisford, and Hargraves.	do	do	130 0 0	31 Dec., 1877.
46 James Loy	Barragon	Mudgee, Cooyal, Barragon, and Wollar.	Two	do	95 0 0	31 Dec., 1876.
47 Thos. Trotter	Cassilis	Mudgee, Budgee Budgee, and Cassilis.	do	do	117 0 0	31 Dec., 1876.
48 Thos. Tarrant	Mudgee	Mudgee, New Pipe Clay, Home Rule, and Gulgong (Contractor to travel via Canadian Lead instead of via Home Rule, if required).	Six.....	Coach, 2 or more horses	133 0 0	31 Dec., 1876.
49 Jas. Clark	Canadian	Home Rule and Canadian Lead	do	Horseback	50 0 0	31 Dec., 1876.
50 Jas. Pearce	Coolah	Gulgong and Denison Town	One	Springcart 2 horses.	50 0 0	31 Dec., 1878.
51 Jas. Pearce	Coolah	Denison Town and Coolah	do	do	35 0 0	31 Dec., 1878.
52 Cobb & Co.....	Sydney	Orange, Shepherd's Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, Shepherd's Creek, Molong, Black Rock, Wellington, and Montefiores.	Three... } do ... }	Coach, 2 or more horses	1,230 0 0	31 Dec., 1876.
†53 John Davison	Glanmire	Raglan and Glanmire	Six.....	Horseback	39 0 0	31 Dec., 1876.
54 P. Coyle	Hill End	Sofala, Tambaroora, and Hill End	do	Coach, 2 or more horses	332 0 0	31 Dec., 1877.
‡55 J. Chippindall.....	Peel	Peel and Limekilns	Two	Horseback	30 0 0	31 Dec., 1876.
56 Jno. A. Johnson...	Quartz Ridge ...	Peel, Millamurra, and Quartz Ridge.	do	do	50 0 0	31 Dec., 1878.
57 Michael M'Donnell	Upper Turon ...	Sofala and Upper Turon (junction of Palmer's Oakey Creek with the Turon River).	do	do	29 10 0	31 Dec., 1877.
58 Jno. Shervey	Tabrabucca, Ilford	Sofala, Crudine, and Ilford	do	do	68 0 0	31 Dec., 1878.
59 Timothy M'Carthy	Box Ridge.....	Sofala and Box Ridge	do	do	26 2 6	31 Dec., 1878.
60 Bridget Pedder ...	Hargraves	Tambaroora and Hargraves.....	One	do	34 0 0	31 Dec., 1877.
61 James M'Grath ...	Hill End	(Contractor to carry out twice a week service, if required, at £65 per annum). Bathurst, Lower Turon, Hill End, and Tambaroora, by the Bridle Track, for the conveyance of the letters only. (Contractor will however be required to convey newspapers to and from Lower Turon).	Six.....	do	390 0 0	31 Dec., 1876.
62 Wm. Paton	Bathurst	Bathurst, Esrom, and Chamber's Creek, via Eglinton.	Three.....	do	144 0 0	31 Dec., 1876.
63 Wm. Larnach ...	Caloola	Caloola and Bartlett's Camp, G.W.R.	do	do	25 0 0	31 Dec., 1876.
64 John Costello	Teapot Swamp ...	Caloola and Teapot Swamp	One	do	12 10 0	31 Dec., 1876.
65 W. Paton	Bathurst	Bathurst, Queen Charlotte's Vale, Cow Flat, and Rockley, via George's Plains.	Three.....	Vehicle ...	118 0 0	31 Dec., 1877.
§66 Geo. R. Warby ...	Swallow's Nest ...	Rockley and Swallow's Nest, via M'Alpine's and Warby's, Eagle Vale.	One	Horseback	24 0 0	31 Dec., 1878.
67 Thos. B. Carson ...	Lagoons.....	Cow Flat and Lagoons.....	Two	do	9 0 0	Contract to terminate on three months' notice on either side. 31 Dec., 1876.
||68 J. O'Brien	Rockley	Rockley, Trunkey Creek, and Tuena.	One	do	49 19 6	31 Dec., 1876.
69 W. P. Jones	Cowra	Cowra, Goolagong, and Forbes ...	Three.....	do	186 0 0	31 Dec., 1876.
70 John Matthews ...	Blayney.....	Blayney and Brown's Creek	do	do	27 0 0	31 Dec., 1876.
71 John Mendham ...	Mount Macquarie	Carcoar, Mount Macquarie, and Trunkey Creek.	One	do	41 0 0	31 Dec., 1876.

* Contractor allowed £14 per annum extra, to convey the mails an additional once a week between Meadow Flat and Mitchell's Creek, and to carry out services as follows, viz. :—Rydal, Meadow Flat, Mitchell's Creek, and Yetholme three times a week, from 1st July, 1876.

† Contractor allowed £25 per annum extra, to extend his contract to Kelso, from 12th May, 1876.

‡ Contractor allowed £25 per annum extra, to travel to the site of the present Post Office at Limekilns, from 1st February, 1876.

§ Contractor allowed £24 per annum extra, to extend his contract to Burruga, from 15th January, 1876.

|| Contractor allowed £10 per annum extra, consequent on removal of Tuena Post Office, from 15th February, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
72 T. P. Grant	Canowindra	Sheet of Bark and Canowindra, via "The Islands."	Three.....	Horseback	70 0 0	31 Dec., 1876.
(Transferred to James Lynch from 1 May, 1876.)						
* 73 Jas. Lynch.....	Sheet of Bark	Sheet of Bark and Wood's Flat ... Wood's Flat and Darby's Falls ...	do Two	do do	68 0 0	31 Dec., 1876.
74 John Fagan	Carcoar	Cowra and Grenfell	Three.....	Coach, 2 or more horses	200 0 0	31 Dec., 1876.
75 Fredk. C. Lloyd	Grenfell.....	Grenfell, Morangarell, and Temora. (To travel alternately via Nurraburra and Yeo Yeo Creek and Geraldra.)	Two	Horseback	135 0 0	31 Dec., 1876.
76 Fredk. C. Lloyd (Transferred to Robt. Adams from 1 June, 1876.)	Bland, Grenfell...	Grenfell and Marsden's	do	do	120 0 0	31 Dec., 1876.
77 Wm. Tonkin	Byng	Guyong, Byng, and Icely	Three.....	do	52 0 0	31 Dec., 1876.
78 Wm. Webb	Spring Grove	Guyong and Spring Grove	Two	do	18 0 0	31 Dec., 1877.
79 Jas. McKenna	Forest Reefs	Lucknow and Forest Reefs	do	do	33 0 0	31 Dec., 1878.
80 Cobb & Co.	Sydney	Orange, Heifer Station, Cheeseman's Creek, Cudal, Toogong, Murga, Eugowra, and Forbes.	Three	2 or 4 horse coach.	860 0 0	31 Dec., 1877.
81 J. J. Rippingale (Transferred to Messrs. Cooper & Smith from 1 July, 1876.)	Forbes	Forbes, Monwonga, and Condobolin.	Two	Horseback	177 0 0	31 Dec., 1876.
82 W. Dresser & W. Dunn.	Condobolin	Condobolin, Eauabalong, Hillston, and Booligal.	do	do	390 0 0	31 Dec., 1876.
83 P. & T. Joyce ...	Cudgee Creek, Young.	Forbes, Grenfell, Musgrave, and Young.	do	2-horse coach.	227 0 0	31 Dec., 1877.
84 Joseph Still	Parkes	Forbes, Tichborne, M'Guigan's, Parkes, and Billabong, via Welcome Lead and London.	Three.....	coach, 3 horses.	135 0 0	31 Dec., 1876.
85 Dennis Clancey...	Bob's Creek, near Molong.	Molong and Cheeseman's Creek ...	do	Horseback	54 12 0	31 Dec., 1878.
86 John Buckley ...	Eauabalong	Eauabalong, Lake Cudgellico, and Rankin's Springs.	One	do	90 0 0	31 Dec., 1878.
87 Dennis Toohey ...	Parkes	Orange, Heifer Station, Cheeseman's Creek, Meranburn, Parkes, and Billabong, via Boree and Bumberry.	Three.....	4-horse coach	480 0 0	31 Dec., 1878.
88 Henry Wood.....	Orange	Orange and Cargo	do	4-wheeled vehicle, 2 horses.	132 0 0	31 Dec., 1878.
89 John Rice	Ophir	Orange and Ophir	One	Horseback	40 0 0	31 Dec., 1878.
90 Wm. Walsh	Orange	Orange, Springside, Cadia, and Carcoar, via Burnt-yards.	do	do	65 0 0	31 Dec., 1877.
91 John Lynch	Molong	Molong and Ironbarks	Three.....	do	99 0 0	31 Dec., 1876.
92 Geo. Coleman ...	Molong	Molong, Yullundry, Goodrich, and Obley.	Two	do	132 0 0	29 Feb., 1876.
93 Neil Morrison ...	Cannonbar	Obley, Bulgandramine, Dandaloo, and Willeroo.	do	do	720 0 0	29 Feb., 1876.
94 Wm. Linch	Arthurville	Obley and Dubbo, via Wambangalong and the Springs.	One	do	77 10 0	31 Dec., 1876.
95 Patrick Kelly ...	Meranburn	Molong and Meranburn	do	do	32 10 0	31 Dec., 1878.
96 Michael O'Meara	Black Rock	Wellington, Ponto, and Arthurville, via Bushranger's Creek.	do	do	48 0 0	31 Dec., 1876.
97 John Clements ... (Transferred to Peter Harris, from 1 June, 1876.)	Wellington	Wellington, Lincoln, Goolma, and Gulgong, via the Crossing over Reedy Creek.	do	do	90 0 0	31 Dec., 1876.
98 Thos. Cook	Mount Harris ...	Warren and Mount Harris, via Drungalee.	do	do	40 0 0	31 Dec., 1876.
99 Thos. Cook	Mount Harris ...	Mount Harris and Wammerawa...	do	do	70 0 0	31 Dec., 1876.
100 John Greenland	Tenandra	Warren and Tenandra	do	do	40 0 0	31 Dec., 1876.
101 Francis E. Rielly	Cannonbar	Willeroo and Brewarrina (to travel along the left bank of the Marra Creek).	do	do	110 0 0	31 Dec., 1876.
† 102 Henry Dunn..... (Transferred to Harris Cohen, from 1 July, 1876.)	Brewarrina	Gongolgon and Brewarrina	do	2-horse coach.	75 0 0	31 Dec., 1877.
103 J. T. Rogan	Brewarrina	Brewarrina and Enngonia, via The "Horse and Jockey Hotel" (Biree), Biree Station, Cocklerina, Kinibri, Colless', Corella, Linapper, Colless' Springs and Shearer's Garari Station.	do	Horseback	160 0 0	31 Dec., 1876.
104 C. J. Conway ...	Enngonia	Bourke, Enngonia, and Barringun, via Perillie and Lela, or Belalie, or Bourke and Cameron's Cuttaburra Creek.	do	do	200 0 0	31 Dec., 1877.

* Contractor allowed £25 per annum extra to convey mails as far as Green Gully three times a week, from 15 August, 1876.

† Contractor allowed £30 per annum extra to convey mails an additional once a week, from 15 March, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
105 Michael M'Auliffe	Bourke	Bourke, Hoodsville, and Hungerford's, via Ford's Bridge, Yantabulla-bulla, and Brindingabba.	One	Horseback	£ 325 0 0	31 Dec., 1876.
106 John W. Colless (Transferred to Oliver Sproule, from 11 September, 1876.)	Cobar	Bourke, Cobar, and the Cornish, Scottish & Australian Copper Mines.	do	4-horse coach.	150 0 0	31 Dec., 1877.
SOUTHERN ROADS.						
1 Joseph H. Stanfield	Bringelly	Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly.	Six	Horseback	73 0 0	31 Dec., 1878.
2 Arthur Morehead	Greendale	Bringelly and Greendale	do	do	22 10 0	Contract to terminate at one month's notice on either side.
3 James Waterworth	Camden	Railway Station and Post Office, Campbelltown.	Five times or oftener daily.	.....	30 0 0	Contract to terminate at one month's notice on either side.
4 James Waterworth	Camden	Railway Station, Campbelltown, and Post Offices, Campbelltown, Narellan, and Camden.	Twelve	Coach, 2 or more horses.	70 0 0	31 Dec., 1876.
5 Jane T. Wasson	Brownlow Hill	Camden and Brownlow Hill	Six	Horseback	45 0 0	31 Dec., 1877.
6 Thomas Cummings	Cobbitty	Narellan and Cobbitty	do	do	30 0 0	31 Dec., 1878.
7 James Waterworth	Camden	Railway Station, Campbelltown, and Post Offices, Campbelltown, Appin, Bulli, Woonona, and Wollongong.	do	Covered coach, 2 or more horses.	460 0 0	31 Dec., 1876.
8 R. T. Hayles	Wollongong	Wollongong, Fig-tree, Charcoal Creek, Dapto, Albion Park, Jamberoo, and Kiama.	do	4-wheeled vehicle—1 or more horses.	190 0 0	31 Dec., 1876.
9 Dixon King	Kiama	Kiama and Gerringong	Six	} Horseback	125 0 0	31 Dec., 1876.
		Gerringong, and Broughton's Creek.	Three			
10 Wm. Kennedy	Bomadary	Broughton's Creek and Bomadary	do	do	40 0 0	31 Dec., 1876.
11 Benjn. Clarke	Albion Park	Albion Park and Shellharbour	Four	Buggy, 1 horse.	37 0 0	31 Dec., 1878.
12 Levi White	Wilton	Douglass Park and Wilton	Three	Horseback	30 0 0	31 Dec., 1877.
13 Francis Gray	Picton	Picton Railway Station, and Post Office, Picton.	Two or three times daily.	do	20 0 0	31 Dec., 1876.
14 Wm. Anderson	West Bargo	Picton and West Bargo	Two	Horseback or buggy.	26 0 0	31 Dec., 1876.
15 Francis Gray	Picton	Picton and Oaks	Six	Horseback	30 0 0	31 Dec., 1876.
16 P. Reilly	Burraborang	Oaks and Burraborang	Three	do	30 0 0	31 Dec., 1878.
17 Robert O'Reilly	Cox's River	Burraborang and Cox's River	do	do	30 0 0	31 Dec., 1876.
18 Joseph Limond	Moss Vale	Railway Station, and Post Office, Moss Vale.	Fifteen or oftener	do	44 0 0	31 Dec., 1878.
19 H. W. Taylor	Moss Vale	Post Offices, Moss Vale and Berrima	Twelve	do	69 0 0	31 Dec., 1877.
20 James Nye, junr.	Moss Vale	Moss Vale and Sutton Forest	Seven	do	30 0 0	31 Dec., 1878.
21 James Nye, junr.	Moss Vale	Sutton Forest and Cross Roads	Four	do	20 0 0	31 Dec., 1878.
22 Thomas Graham	Burrawang	Moss Vale, Burrawang, Robertson, East Kangaloon, Kangaloon, and Bowrall, with a branch mail to and from Burrawang and Wild's Meadow.	Three	do	100 0 0	31 Dec., 1878.
23 Wm. Kennedy	Bomadary	Moss Vale, Barrengarry, Kangaroo Valley, Cambewarra, Bomadary and Nowra, via the Bomadary Ferry.	Six	do	368 0 0	31 Dec., 1877.
24 Philip Murray	Ulladulla	Nowra, Tomerong, Wandandian, Yatteyattah, Milton, and Ulladulla.	Three	do	145 0 0	31 Dec., 1877.
25 Saml. Huxley	Kangaroo Valley	Kangaroo Valley, Broughton's Creek, and Coolangatta.	Six	do	115 0 0	31 Dec., 1877.
26 Adam Ulrick	Wattamolla, (Broger's Creek)	Kangaroo Valley and Wattamolla (Broger's Creek), near Provisional School.	Two	do	28 0 0	31 Dec., 1876.
27 Richd. Bartlett, senr.	Terrara	Nowra, Terrara, Numba, and Pyree, via Green Hills.	Six	do	52 0 0	31 Dec., 1877.
28 John McDonald.	Burrier	Nowra and Burrier	Two	do	28 15 0	31 Dec., 1876.
29 Robert Lamb	Huskisson	Tomerong and Huskisson	Three	do	29 0 0	31 Dec., 1876.
		(Contractor to meet the Nowra and Wandandian Contractor at Tomerong.)				
30 Thomas Brown	Long Reach	Moorooloolen and Murrumbah	do	do	27 0 0	31 Dec., 1877.
31 Joseph Pallier	Marulan	Moorooloolen Marulan, and Bungonia.	Six	Horseback or buggy.	60 0 0	31 Dec., 1878.
*32 James Armstrong	Bungonia	Bungonia and Windellama	One	Horseback	46 0 0	31 Dec., 1878.
†33 George Noble	Bungonia	Bungonia and Jacqua	Two	do	28 0 0	31 Dec., 1876.
34 John Wade (Transferred to Chas. Jones, from 1 Feb., 1876.)	Moorooloolen	Moorooloolen, Long Reach, and Big Hill.	Three	do	40 0 0	31 Dec., 1878.

* Contractor allowed £20 per annum extra to convey mails an additional once a week, from 1 May, 1876.

† Contractor allowed £10 to relinquish contract from 19 Jan., 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
35 Thomas Moran...	Goulburn	Goulburn, Woodhouselee, Laggan, Crookwell, Binda, Junction Point, and Tuena.	No. of times per week. Two	Coach, 1 or more horses when practicable, or otherwise horseback.	£ s. d. 200 0 0	31 Dec., 1877.
36 A. W. Bennett...	Greenwich Park..	Long Reach and Greenwich Park	Three.....	Horseback	13 0 0	31 Dec., 1878.
37 Jas. S. Morgan...	Peelwood	Laggan and Peelwood	Two	do	60 0 0	31 Dec., 1876.
		Peelwood and Tuena	One	do		
38 Wm. Ritchie.....	Fullerton	Laggan and Fullerton	do	do	20 0 0	31 Dec., 1876.
39 A. E. M'Donald	Binda	Binda, Bigga, and Reid's Flat, via Markdale.	Two	do	114 0 0	31 Dec., 1876.
40 John Clements...	Woolbrook, Bigga	Bigga and Greenmantle	One	do	13 0 0	31 Dec., 1876.
41 Wm. Wilson.....	Tarlo	Goulburn, Mummel, Woore, (Pomeroy), Gullen, and Wheeo. (Contractor to convey letters, &c., on mail-days to and from the Wheeo Post Office and the Wesleyan Chapel at Wheeo.)	Two	do	71 0 0	31 Dec., 1878.
42 Henry M'Cooley	Woore	Woore, Pejar, and Crookwell, via Cotta Walla.	One	do	29 10 0	31 Dec., 1876.
43 B. M'Sorley	Wheeo	Wheeo, Reid's Flat, Graham, Darby's Falls, and Cowra.	do	do	94 14 0	31 Dec., 1878.
44 Edward Wilms-hurst. (Contract cancelled, from 1 Oct., 1876. Vide Supplementary Notice.)	Gullen	Wheeo and Dalton	Two	do	46 0 0	31 Dec., 1878.
45 J. Kingsland & O. Malone.	Braidwood	Goulburn, Tarago, Boro, Manar, and Braidwood.	Six	Coach, 2 or more horses	370 0 0	31 Dec., 1877.
46 Owen Malone ..	Braidwood	Braidwood, Bell's Creek, Upper Araluen, and Araluen; with a branch mail to and from Braidwood and Reidsdale.	do ... Two ...	1 or more horse coach.	130 0 0	31 Dec., 1876.
*47 Bridget Higgin-son.	Moruya	Araluen, Lower Araluen, Mullen-derree, and Moruya.	Six	Horseback	190 0 0	31 Dec., 1876.
48 Jas. M'Gregor ...	Cobargo.....	Moruya, Bergalia, Bodalla, and Eurobodalla.	Three.....	do	79 0 0	31 Dec., 1876.
49 John M'Gregor...	Bega	Eurobodalla, Cobargo, Brogo, and Bega.	do	do	247 10 0	31 Dec., 1877.
50 W. H. Hopkins... (Transferred to Michael Flood, from 15 August, 1876.)	Bega	Bega, Wolumla, Merimbula, Pambula, and Eden.	Two	do	85 0 0	31 Dec., 1877.
51 Patrick Malone...	Queanbeyan	Tarago or Boro, Bungendore, and Queanbeyan.	Three.....	Coach, 2 or more horses	200 0 0	31 Dec., 1877.
52 Jas. Malone	Braidwood	Queanbeyan, Michelago, Col-lington, Bredbo, and Cooma.	do	Coach, 2 or more horses	520 0 0	31 Dec., 1877.
53 Richard Elliott...	Gundaroo	Queanbeyan and Gundaroo, via Village of Sutton.	One	Horseback	23 0 0	31 Dec., 1876.
54 Louis Alfonso ...	Kiandra.....	Cooma, Adaminaby, and Kiandra, via Dairyman's Plains, Wambrook, Dry Plain, Queengallery, & Bolera.	do	Horseback	120 0 0	31 Dec., 1878.
55 Jas. Donaldson...	Adaminaby	Cooma, Adaminaby, Russell's, and Kiandra, via Middling Bank.	do	do	110 0 0	31 Dec., 1878.
56 Jas. Donoghoe ...	Molonglo	Bungendore, Molonglo, and Foxlow.	Three.....	do	39 0 0	31 Dec., 1877.
57 W. A. Collier ..	Queanbeyan	Queanbeyan, Lanyon, and Cuppa-cumbalong.	do	do	40 0 0	31 Dec., 1876.
58 Hy. Walters	Cooma	Cooma, Gegedzerick, and Buck-ley's Crossing-place, via Woolway	Two	do	116 10 0	31 Dec., 1878.
(Transferred to Robert Scott, from 1 Novem-ber, 1876.)						
59 Thos. Prior	Gegedzerick	Gegedzerick and Jindabyne	do	do	50 0 0	31 Dec., 1878.
60 William Hennessy	Braidwood	Cooma, Numeralla, Whinstone Valley, and Ballalaba.	One	do	115 0 0	31 Dec., 1878.
61 Geo. Reed	Bombala	Cooma, Nimitybelle, & Bombala.	Two ...	Horseback, and by 2-horse carriage.	358 0 0	31 Dec., 1876.
		Bombala, Craigie, and Delegate...	Three...			
62 John Ward	Bobundarah	Cooma and Bobundarah	Two ...	Horseback	140 0 0	31 Dec., 1876.
(Transferred to Thos. Kiss, from 1 August, 1876.)		Bobundarah and Bombala, via Gunningrah and Buckalong.	One ...			
63 Patrick Cleary ...	Bombala	Bombala, Cathcart, Pambula, and Eden.	Two	do	105 0 0	31 Dec., 1876.
(Transferred to Geo. Kellond from 1 Aug., 1876.)						
64 P. Brown	Brown Mountain.	Nimitybelle and Brown Mountain, Brown Mountain and Kameruka	One ... Two ...	do	100 0 0	31 Dec., 1877.
65 W. H. Hopkins	Bega	Bega, Kameruka, and Candelo ...	Two	do	40 0 0	31 Dec., 1877.
66 Neal Deeney.....	Corrowong	Delegate and Corrowong	Three.....	do	45 0 0	31 Dec., 1878.
67 Patk. Griffin	Boro Creek	Boro and Mulloon	do	do	25 0 0	31 Dec., 1878.
68 Joseph M'Grath and Geo. Thomas.	Corang	Braidwood, Charleyong, Corang, Nerriga, and Nowra.	One	do	98 0 0	31 Dec., 1878.
69 B. Malone.....	Braidwood	Braidwood and Monga (Little or Mongarlo River.)	Two	do	20 0 0	31 Dec., 1877.

* Contractor failed to carry out contract. Arrangements made by her sureties with William Macintosh to perform service for £6 per week. (See Supplementary Notice for new Contractor.)

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
70 A. T. Gibson	Nelligen.....	Braidwood and Nelligen	No. of times per week. Two	Coach or horseback	£ s. d. 80 0 0	31 Dec., 1876.
71 Patk. Cahill.....	Braidwood	Braidwood, Jembaicumbene, and Major's Creek. (Contractor to carry out a daily service if required, £70 per annum.)	Three.....	Coach, 1 or 2 horse, or horseback.	39 0 0	31 Dec., 1876.
72 M. Monaghan.....	Major's Creek	Major's Creek and Ballalaba	Two	Horseback	25 0 0	31 Dec., 1876.
73 M. Monaghan.....	Major's Creek	Ballalaba and Fairfield	One	do	35 0 0	31 Dec., 1876.
74 Patk. Cahill	Braidwood	Braidwood, Hoskins Town, and Queanbeyan, or Braidwood, Hoskins Town, and Queanbeyan via Molonglo.	do	do	49 0 0	31 Dec., 1878.
75 Ed. Harper.....	Kiora.....	Moruya and Kiora	Two	do	12 0 0	31 Dec., 1876.
76 Jas. M'Gregor.....	Cobargo.....	Eurobodalla and Nerrigundah	do	do	29 0 0	31 Dec., 1876.
77 Wm. Willcocks	Wagonga	Eurobodalla and Wagonga	One	do	26 0 0	31 Dec., 1876.
78 Richard M. Bate.....	Tilba Tilba	Cobargo and Tilba Tilba	do	do	25 0 0	31 Dec., 1877.
79 Thomas Moran	Goulburn	Railway Station and Post Office, Goulburn.	Twelve* or more.	Coach, one or more horses.	49 8 0	31 Dec., 1877.
80 Mary Johnson	Currawang	Goulburn and Currawang	Two	Horseback	65 0 0	31 Dec., 1876.
*81 Jas. Cahir	Tarlo	Goulburn and Middle Arm	One	do	33 14 0	31 Dec., 1878.
82 Wm. Wilson	Tarlo	Goulburn, Tarlo, Myrtleville, and Taralga, via Chatsbury.	Two	do	55 0 0	31 Dec., 1876.
83 J. G. Webster	Taralga	Taralga, Golspie, and Fullerton... ..	One	do	22 0 0	31 Dec., 1876.
84 J. G. Webster	Taralga	Taralga and Banaby	Two	do	35 10 0	31 Dec., 1878.
85 M. J. Quin	Breadalbane	Breadalbane Platform, near Breadalbane, and Collector.	Three.....	do	60 0 0	Contract to terminate at one month's notice on either side.
(Contract cancelled 31 Jan., 1876. See Supplementary Notice.)						
86 Rd. Calthorpe	Merrilla.....	Breadalbane and Merrilla, via schoolhouse at Parkesburn.	Two	do	35 0 0	31 Dec., 1876.
87 John Pooley	Goulburn	Railway Station, Gunning, and Post Offices Gundaroo Township, Gundaroo, Ginninderra, Canberra, and Queanbeyan.	Three.....	Vehicle, 1 or more horses.	275 0 0	Contract to terminate at one month's notice on either side.
(Contract cancelled 31 March, 1876. See Supplementary Notice.)						
88 John Jackson	Dalton	Gunning and Dalton	Two	Horseback	24 0 0	31 Dec., 1876.
89 Geo. Couch	Burrowa	Dalton and Rye Park	One	do	34 10 0	31 Dec., 1878.
90 Geo. Couch.....	Burrowa	Burrowa and Rye Park	do	do	18 0 0	31 Dec., 1878.
†91 Jas. Roberts	Harden	Yass, Tangmangaroo, and Burrowa, via Limestone and Lang's Creek; and Burrowa, Marengo, and Young.	Four	Coach 2 or more horses; and	320 0 0	31 Dec., 1877.
			Three.....	buggy, 1 or more horses		
92 Geo. Couch.....	Burrowa	Burrowa, Frogmore, and Reid's Flat, via Hovell's Creek and Phil's Creek.	One	Horseback	33 0 0	31 Dec., 1878.
93 E. Morgan	Marengo	Marengo & Cowra, via Bang Bang, Watemandra, and Crowther.	Two	1-horse buggy.	60 0 0	31 Dec., 1877.
†94 Jas. Roberts	Harden	Yass, Bowning, Binalong, Cunningham, Murrumburrah, Harden, Wombat, and Young, via Demondrille, Stony Creek, and Spring Creek.	Three.....	4-horse coach.	500 0 0	31 Dec., 1878.
95 Geo. Burgess	Young	Young, Morangarell, and Marsden's	One	Horseback	85 0 0	31 Dec., 1877.
96 Carlo Marina	Moppitta, Young	Marsden's and Wollongough, via Hiawatha.	do	do	75 0 0	31 Dec., 1877.
97 H. A. Crawford & Co.	Albury	Wagga Wagga, Cookardina, Gerogery, and Albury, via Mangoplah.	Six.....	Coach, 2 horses.	800 0 0	31 Dec., 1877.
98 J. J. Ryan	Narrandera	Coramundra, Temora, and Narrandera, via Merool Creek and Coman's.	Two	Horseback	230 0 0	31 Dec., 1877.
(Contract cancelled from 1 October, 1876. See Supplementary Notice.)		Contractor to travel alternately by the two routes, viz.—To and from Coramundra and Narrandera, via Dacey's, O'Brien's, Coman's, Mimos, Wallaruby, Cowarby, Boree (Floods), and Medium; and to and from Coramundra and Narrandera, via Dacey's, O'Brien's, Coman's, Timora, Quandy, Welman's Station, Ramsay's and Johnson's Station, Bolero, and Medium.				
99 Denis Kaveneh	Sebastopol.....	Junee and Sebastopol, via Junee Reefs.	One	do	50 0 0	31 Dec., 1876.
100 Alex. Dyce	Gundaroo	Yass, Murrumbateman, Greenfield Farm, Gundaroo Township, and Gundaroo, via Nanima Station. (To travel alternately, if required, by Nanima and by Yass River routes.)	Two	do	52 0 0	31 Dec., 1876.
101 John Johns	Murrumbateman	Yass and Murrumbateman	One	do	9 15 0	31 Dec., 1876.
102 J. T. Jones	Taemas	Yass and Taemas via Warroo.....	Two	do	35 0 0	29 Feb., 1876.
(Contract cancelled from 1 Mar., 1876.)						

* Contractor's address changed to Middle Arm.

† In consequence of railway extension to Bowning that portion of contract between Yass and Bowning cancelled from 3rd July, 1876; and in consequence of Railway extension to Binalong, that portion of contract between Bowning and Binalong cancelled from 15 October, 1876.

‡ In consequence of Railway extension to Bowning that portion of contract between Yass and Bowning cancelled from 3rd July, 1876; and in consequence of Railway extension to Binalong, that portion of contract between Bowning and Binalong cancelled from 15 October, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
103 Andrew Paton ...	Mundarlo via Gundagai.	Gundagai and Clarendon, via Kimo, Nangus, Tenandra, and Wantabadgery.	Two	Horseback	80 0 0	31 Dec., 1876.
104 J. W. Turner ...	Wagga Wagga ...	Clarendon and Wagga Wagga, via Oura and Eunonyhareenyhu.	do	Horseback or coach.	100 0 0	31 Dec., 1876.
105 John Yabsley ...	Mundarlo via Gundagai.	Adelong Crossing-place, Shepard's Town, Adelong, Gilmore, and Tumut.	Six	2-horse coach.	225 0 0	31 Dec., 1876.
106 Jas. Armstrong...	Muttama via Coolac.	Coolac and Coramundra, via Muttama Reef.	Two	Horseback	70 0 0	31 Dec., 1876.
107 John A. Kennedy	Albury	Adelong, Reedy Flat, Tumberumba, Tooma, Welaregang Station, Tintaldrá (Victoria), Welaregang Station, Ournie, and Bowna, via Camberooona, Wagra, Dora Dora, Talmalmei, Meracket, Jingillic, and Ournie Diggings. (Contractor to travel main road between Camberooona and Wagra)	do	do	300 0 0	31 Dec., 1878.
108 Robt. Hughes, jun.	East Blowering near Tumut.	Tumut and Kiandra	One	do	100 0 0	31 Dec., 1878.
109 D. & A. M'Gruer	Brungle	Tumut and Brungle	Two	do	46 0 0	31 Dec., 1878.
110 Cobb & Co.	Sydney	Tarcutta and Wagga Wagga	Six	2 or 4 horse coach.	420 0 0	31 Dec., 1876.
111 Patk. Townsell & John O'Connell.	Deniliquin	Deniliquin, Moulamein, and Balranald, via Moolpar.	Two	Coach, 2 or more horses.	449 0 0	31 Dec., 1878.
112 Geo. A. M'Gowan (Transferred to Messrs. Robertson & Wagner, from 1 Jan., 1876.)	Hay	Wagga Wagga, Narrandera, and Hay, via Angel's Station.	do	4-horse coach once a week, horseback once a week.	650 0 0	31 Dec., 1876.
*113 A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Hay, Wanganella, and Deniliquin.	Three	4-wheeled coach.	2,000 0 0	31 Dec., 1877.
114 George H. Stevens	Narrandera	Deniliquin, Moama, and Echuca Urana and Narrandera, via Urana Station, Coonong, Widgawa, Yarrabee, Cuddle Township, and Gillenbar.	Six	Horseback or buggy.	78 0 0	31 Dec., 1876.
115 Charles Hilton ...	Warre, Narrandera.	Narrandera and Rankin's Springs, via Medium, Mumbledool, Barellean, North Golgeldra, Binya, Ballandra, and Conapaira.	do	Horseback	120 0 0	31 Dec., 1876.
116 Charles Hilton ...	Warre, Narrandera.	Rankin's Springs and Wollongough, via Gorman's Hill West and Bygaloree.	do	do	100 0 0	31 Dec., 1876.
117 James Donohoe...	Hay	Hay, Maude, Oxley, and Balranald; and Hay, Maude, Oxley, and Balranald, via Gilam.	do } do }	do	290 0 0	31 Dec., 1876.
118 Chas. J. Silvester	Balranald	Balranald, Tooleybuc, and Swan Hill.	Two	2-horse coach.	140 0 0	31 Dec., 1876.
119 A. W. Robertson and J. Wagner.	Melbourne, Victoria.	Booligal and Hay	do	2 or 4 horse coach.	250 0 0	31 Dec., 1876.
120 Thos. Parsons ...	Mossgiel	Booligal, Mossgiel, Ivanhoe, and Wilcannia.	One	4-horse coach.	520 0 0	31 Dec., 1876.
121 D. & M. Morrison	Walgett	Wilcannia, Tankerooka, Louth, Toorale, and Bourke, travelling on either side of the Darling River.	do	Horseback	347 0 0	31 Dec., 1878.
122 Hy. Boran	Bourke	Wilcannia and Hoodsville	One	Horseback	453 0 0	31 Dec., 1878.
123 F. C. Piggin	Corowa	(Contractor to carry out service by 4 horse coach, if required, at £537 per annum.) Jereelderie and Corowa	do	Horseback, and conveyance when convenient.	110 0 0	31 Dec., 1878.
124 Z. & S. Burton...	Swan Hill, Victoria.	Balranald, Euston, and Wentworth. (Contractors to carry out twice a week service if required, at £700 per annum.)	do	Coach, 3 horses.	450 0 0	31 Dec., 1877.
125 Z. & S. Burton...	Swan Hill, Victoria.	Wentworth, Pooncarie, Menindie, and Wilcannia.	do	2-horse coach.	950 0 0	31 Dec., 1876.
126 Charles Young... (Transferred to Geo. Miller, from 1 Oct., 1876.)	Menindie	Menindie and Mount Gipps	Once a fortnight.	Horseback	59 10 0	31 Dec., 1878.
127 Arthur H. Peek..	Wilcannia	Wilcannia, Gualta, Mount Gipps, and Umberumberka, via Mena Murtie, Tarella, Mootwingee, Stuart's Meadows and Polamaca.	do	do	199 0 0	31 Dec., 1876.

* In consequence of the opening of the private Railway between Deniliquin and Moama, Contractors allowed to convey the mails between those places by such Railway from 4 July, 1876. Contractors required to provide Mail Guards to take charge of the mails.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
128 Peter Jno. Hartnett.	Tarcutta Creek, via Tarcutta.	Tarcutta to Murrugldrie, via Oberne, returning to Tarcutta, via Hartnett's and Nugent's on the south side of the Tarcutta Creek.	No. of times per week. Two	Horseback	£ s. d. 49 0 0	31 Dec., 1877.
129 Wm. Hall.....	Balranald	Balranald and Iyanhoe, via Darling Block D, Hatfield Hotel, Til Til, Clare, Manfred and Kilfera Station.	One	do	178 0 0	31 Dec., 1876.
130 James Crichton...	Germanton	Germanton, Yarrara Reefs, and Tumberumba.	Two	do	115 0 0	31 Dec., 1876.
131 Jno. Thos. Vardy, jun.	Germanton	Germanton and Walbundrie	do	do	65 0 0	31 Dec., 1877.
132 H. A. Crawford & Co.	Beechworth, Victoria.	Albury, Bungowannah, Howlong, Corowa, Mulwalla, Tocumwall, and Deniliquin.	do	Coach, 2 or more horses, or in time of floods on horseback	592 0 0	31 Dec., 1878.
133 H. Howard	Howlong	Howlong and Moorwatha	do	Horseback	40 0 0	31 Dec., 1877.
134 James Maxwell...	Goombargona	Moorwatha and Goombargona	do	do	50 0 0	31 Dec., 1876.
135 Ed. Clayton	Corowa	Corowa and Wahgunyah. (Contractor is required to provide proper means for crossing the river Murray when the bridge is flooded.)	Six or more	On foot...	31 0 0	31 Dec., 1876.
136 F. Baker	Dight's Forest	Albury and Dight's Forest	Two	Horseback	35 0 0	31 Dec., 1877.
137 Ed. Lynch.....	Mullenderree	Bateman's Bay, Mogo, Mullenderree, and Moruya. (It is clearly understood that the mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney, the Contractor finding adequate means for both requirements.)	do	3-horse coach.	15 0 0	31 Dec., 1876.
138 Wm. Latta	Nelligen	Nelligen, Bateman's Bay, and Milton, via Woodburn.	One	Horseback	72 0 0	31 Dec., 1876.
139 A. Rixon	Bega	Merimbula, Wolumba, and Bega, on arrival and departure of steamer.	.....	2-horse coach.	50 0 0	31 Dec., 1877.
140 Wm. Shea.....	Pambula	Merimbula Wharf, and Post Offices, Merimbula, Pambula, and Eden.	One	Horseback	38 0 0	31 Dec., 1877.
141 Saml. Martin ...	Towamba	Eden and Towamba.....	One	do	17 0 0	31 Dec., 1876.
142 George Peisley...	Merimbula	Merimbula and Candelo, on arrival of steamer at Merimbula.	On arrival of steamer at Merimbula.	.....	36 0 0	31 Dec., 1876.
NORTHERN ROADS.						
1 Chas. C. Fagan ...	Gosford	Sydney, St. Leonard's, Lane Cove, Hornsby, Peat's Ferry, Gosford, and Kinumber.	Two	Horseback	263 0 0	31 Dec., 1876.
2 Jas. Wamsley, jun.	Cooranbong	Gosford, Blue Gum Flat, Cooranbong, and Mount Vincent.	do	do	95 0 0	31 Dec., 1877.
3 Patrick Owens ...	Cooranbong	Cooranbong and Catherine Hill Bay.	do	do	50 0 0	31 Dec., 1878.
4 Irvine Coulter ...	Gosford	Gosford and Wamberal	do	do	25 0 0	31 Dec., 1877.
5 William N. Cain...	Gosford	Gosford and Blackwall	do	Boat	20 0 0	31 Dec., 1876.
6 Jno. Collins	Pitt Water, via Manly.	Manly and Barranjoey, via Brady's, Jenkins's, Wilson's, and Collins's.	One	Horseback	32 0 0	31 Dec., 1877.
7 Robt. Downie.....	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more.	1-horse cart.	100 0 0	31 Dec., 1876.
8 Wm. Rinker	Stockton	Newcastle and Stockton	Six or more	Boat	35 0 0	31 Dec., 1878.
9 Wm. Cole	Tomago	Tomago and Williamtown	Two	Horseback	14 0 0	31 Dec., 1877.
10 Elisha and Daniel Young.	Stroud	Raymond Terrace, Limeburner's Creek, Booral, and Stroud.	Four	2-horse conveyance.	500 0 0	31 Dec., 1877.
11 John M'Innes.....	Barrington River	Stroud, Langworthy's, Gloucester, and Tinonee.	Three.....	Stroud to Gloucester by coach, Gloucester to Tinonee on horseback.	449 0 0	31 Dec., 1878.
12 Chris. Felten and J. Dunbar.	Kempsey	Tinonee, Taree, Cundletown, Camden Haven, Port Macquarie, Telegraph Point, East Kempsey, and Kempsey, via the Telegraph Line.	do	Horseback	370 0 0	31 Dec., 1878.
*13 Chris. Felten	Kempsey	Kempsey, Frederickton, Seven Oaks, Gladstone, and Summer Island, and also to convey an extra mail weekly from Frederickton to Kempsey only.	Two	do	50 0 0	31 Dec., 1877.
14 John M'Innes.....	Barrington River	Gloucester, Nowendoc, and Walcha.	One	do	119 0 0	31 Dec., 1878.

* Contractor allowed £10 per annum extra to convey an additional mail weekly from Kempsey to Frederickton, from 15 May, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
15 John M'Lennan...	Barrington	Gloucester and Barrington, via Young's and Bogg's Stations.	No. of times per week. Two	Horseback	£ s. d. 35 0 0	31 Dec., 1878.
16 C. Dee.....	Myall River	Stroud and Myall River	do	do	85 0 0	31 Dec., 1876.
17 John Burke	Myall River	Myall River, Upper Myall, and Cape Hawke (Clarkin's Crossing-place), via Bunyah Station, and Waterloo.	One	do	49 19 0	31 Dec., 1876.
18 Patrick Flanagan..	Myall River	Myall River, Bungwall Flat, and Forster, via M'Rae's Sawmills and Burraduc.	do	do	87 0 0	31 Dec., 1878.
19 Patk. O'Neill	Myall River	Myall River and Hawke's Nest ...	do	do	45 17 9	31 Dec., 1876.
20 B. Tetsell.....	Dingo Creek	Tinonee, Wingham, and Dingo Creek.	Three.....	do	60 0 0	31 Dec., 1876.
21 Alfred Tetsell.....	Dingo Creek	Dingo Creek and Marlee.....	Two	do	15 0 0	31 Dec., 1876.
22 Robert Andrews...	Woodside	Wingham and Woodside, Upper Manning.	do	do	40 0 0	31 Dec., 1876.
23 J. R. Hawkins and T. Gray.	Redbank	Tinonee and Redbank	do	do	30 0 0	31 Dec., 1877.
24 Geo. Wills	Bo Bo Creek, via Tinonee.	Tinonee and Kimbriki, via Martin's, Latimer's, Monk's, Chapman's, Moore's, Murray's, Weatherley's, Mossman's, and Smith's.	do	do	40 0 0	31 Dec., 1878.
25 Thos. Galloway ...	Cundletown	Cundletown, Ghinni Ghinni, and Croki.	do	do	40 0 0	31 Dec., 1878.
26 Francis Marrin ...	Camden Haven...	Camden Haven and Laurieton (Peach Orchard).	do	do	20 0 0	31 Dec., 1876.
27 Jas. M'Inherny ...	Port Macquarie...	Port Macquarie, Huntingdon, and the junction of the Ellenborough and Hastings Rivers.	do	do	60 0 0	31 Dec., 1876.
28 Edward R. Morcom.	Walcha	Ellenborough and Walcha, via Yarras, Lahey, Yarrowitch, Lia Liara, Waterloo, Europambola, and Ohio.	One	do	140 0 0	31 Dec., 1876.
29 Ed. M'Inherny ...	Port Macquarie...	Port Macquarie and Ennis, via Fernbank Creek.	Two	do	36 0 0	31 Dec., 1878.
30 Geo. W. Whares...	West Kempsey...	Kempsey, West Kempsey, and Warneton.	Three.....	do	21 0 0	31 Dec., 1878.
31 J. S. Ducat.....	Moonaba, West Kempsey.	West Kempsey and Ingliston.....	One	do	16 0 0	31 Dec., 1876.
*32 Geo. Henderson...	Nambucca.....	Frederickton, Nambucca, Fernmount, and Boat Harbour, via Bowraville.	Two	do	130 0 0	31 Dec., 1878.
33 Wm. Webber.....	Rolland's Plains..	Telegraph Point and Rolland's Plains.	Three.....	do	33 0 0	31 Dec., 1877.
34 John T. Sheppard	Rainbow Reach	Summer Island and Rainbow Reach.	Two	do	20 0 0	31 Dec., 1876.
35 S. Fitzgerald, jun.	West Maitland:..	Morpeth, East Maitland, and West Maitland.	Seven.....	Mail-cart— 1 or more horses, or on horseback.	39 0 0	31 Dec., 1876.
36 John Gordon	Waratah	Waratah and Tighe's Hill	Six.....	Horseback	15 0 0	31 Dec., 1876.
37 John Gordon	Waratah	Waratah, Lambton, and Wallsend (including the delivery of letters, &c., to the residents of Waratah, Lambton, and Wallsend) Post Offices. £200 per annum extra also allowed to deliver correspondence throughout entire limits of Municipalities of Waratah, Lambton, and Wallsend, but this allowance to terminate 12th Feb., 1876.)	do	do	94 15 0	31 Dec., 1876.
38 James Wamsley...	Cooranbong	Wallsend and Cooranbong	Two	do	75 0 0	31 Dec., 1878.
39 William Cole	Tomago.....	From Hexham Railway Station to Raymond Terrace. (Mails to be conveyed in one hour and a half.)	Four	By sociable drawn by 2 or 3 horses.	144 0 0	31 Dec., 1876.
40 John S. Hart	Raymond Terrace	From Raymond Terrace to Newcastle, six times a week, and from Newcastle to Raymond Terrace twice a week.	.....	Steam-launch.	150 0 0	31 Dec., 1876.
41 John Bluford	Largs.....	East Maitland, Largs, and Paterson, to travel via Belmore Bridge in times of floods, with branch mail from and to Largs and Woodville.	Seven.....	4-wheeled conveyance 2 or more horses.	76 0 0	31 Dec., 1877.
42 Geo. Brooker, jun.	Gresford	Paterson, Vacy, and Gresford ...	Seven.....	Horseback	69 10 0	31 Dec., 1878.
43 M. M'Namara ...	Lostock	Paterson, Vacy, and Gresford ...	Three.....	Coach, 2 horses.	69 10 0	31 Dec., 1878.
44 H. J. Sivyver	Eccleston	Gresford and Lostock	Two	Horseback	30 0 0	31 Dec., 1878.
45 S. Fitzgerald, jun..	West Maitland...	Gresford, Lewinsbrook, and Eccleston.	do	do	39 6 8	31 Dec., 1877.
		East Maitland, Buchanan, and Mount Vincent.	Three.....	Horseback or coach, 2 or more horses.	34 10 0	31 Dec., 1876.

* Contractor allowed £15 per annum extra to travel via Nambucca River Heads, from 1 April, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
46 S. Fitzgerald, jun..	West Maitland...	Railway Station, High-street, and Post Office West Maitland.	No. of times per week. Twenty-eight or more.	Coach, 2 or more horses or horseback	£ s. d. 29 10 0	31 Dec., 1876.
47 S. Fitzgerald, jun.. (Contract cancelled 15th June, 1876. See Supplementary Notice.)	West Maitland...	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three.....	Coach, 2 or more horses or horseback	135 0 0	31 Dec., 1876.
48 S. Fitzgerald, jun. (Transferred to Frederick Akhurst from 1st July, 1876.)	West Maitland...	Wollombi and Laguna	do	2-wheeled coach or horseback	20 0 0	31 Dec., 1877.
49 Benjamin Hector..	Mount Vincent...	Millfield, Ellalong, and Mount Vincent.	do	Horseback	39 0 0	31 Dec., 1876.
50 W. E. Hughes ...	Branxton	Branxton and Rothbury.....	do	Horseback	35 0 0	31 Dec., 1876.
51 Jas. A. Tulloch ...	Branxton	Railway Station and Post Office, Branxton.	Fourteen or more.	Horseback	35 0 0	31 Dec., 1877.
52 Wm. Claxton, sen.	Singleton	Railway Station and Post Office, Lochinvar.	Thirteen or more.	Spring cart	39 0 0	31 Dec., 1876.
53 S. Fitzgerald, jun.	West Maitland...	Morpeth and Hinton	Fourteen	Horseback or by 2 or more horse coach.	30 0 0	31 Dec., 1876.
54 S. Fitzgerald, jun.	West Maitland...	Hinton, Seaham, Clarence Town, Brookfield, and Dungog. (If floods prevent the mails being conveyed between Hinton and Seaham, Contractor must travel via West Maitland and the Belmore and Dunmore Bridges.)	Three.....	Coach, 3 or 4 horses.	80 0 0	31 Dec., 1876.
55 Thos. Irwin	Teligra, near Bandon Grove.	Dungog and Bandon Grove	do	Horseback	44 0 0	31 Dec., 1878.
56 Jas. Thompson ...	Bandon Grove ...	Bandon Grove and Underbank ...	One	do	24 0 0	31 Dec., 1877.
57 Colin Cowan	Monkerai	Dungog and Monkerai	do	do	18 0 0	31 Dec., 1878.
(Transferred to Geo. Titeume from 1st Sept., 1876.)						
58 Colin Cowan	Monkerai	Monkerai and Langworthy's	do	do	10 0 0	31 Dec., 1876.
(Transferred to Geo. Titeume from 1st Sept., 1876.)						
59 H. S. Carpenter...	Miller's Forest...	Morpeth and Miller's Forest Post Offices (or 1 mile beyond the present site of Miller's Forest Post Office, in case of the removal of that office).	Six.....	do	73 0 0	31 Dec., 1876.
60 R. Snelson	Singleton	Railway Station and Post Office, Singleton.	Fourteen or more.	Omnibus, 1 or more horses.	20 0 0	31 Dec., 1876.
61 John Vigers	Jerry's Plains ...	Singleton, Warkworth, and Jerry's Plains, via Cockfighter's Creek, and in time of flood via Thorley's	Three.....	Horseback once a week 4-wheeled conveyance twice a week.	80 0 0	31 Dec., 1877.
62 Wm. Wells.....	Howe's Valley ...	Warkworth and Howe's Valley ...	One	Horseback	40 0 0	31 Dec., 1878.
63 Jas. Rowe	Fordwich	Singleton, Vere, and Fordwich ...	Three.....	do	55 0 0	31 Dec., 1878.
*64 H. Robinson	Glendon Brook...	Singleton, Scott's Flat, Westbrook, and Glendon Brook.	Two	do	69 0 0	31 Dec., 1876.
65 Thos. Eather	Goorangoola.....	Singleton, Bridgeman, St. Clair, and Goorangoola, via Goorangoola Head Station.	One	do	49 0 0	31 Dec., 1876.
66 G. A. Hewitt	Camberwell	Glennie's Platform and Post Office, Camberwell.	Six.....	do	25 0 0	31 Dec., 1876.
67 Thos. Linene	Muswellbrook ...	Railway Station and Post Office, Muswellbrook.	Fourteen or more.	Spring cart	34 0 0	31 Dec., 1877.
68 Cobb & Co.....	Sydney	Muswellbrook, Denman, Merriwa, and Cassilis. (Contractor will be required to provide boat at Denman.)	Three.....	2 or 4-horse coach.	500 0 0	31 Dec., 1877.
69 Ormonde M'Kellar	Coonabarabran ...	Cassilis, Turee, and Coolah.....	Two	Horseback	69 15 0	31 Dec., 1876.
70 Ormonde M'Kellar	Coonabarabran ...	Coolah and Coonabarabran.....	One	do	60 0 0	31 Dec., 1876.
†71 Jas. Wiblin.....	Coonabarabran ...	Coonabarabran, Rocky Glen, and Boggabri, via Melville Plains.	do	do	80 0 0	31 Dec., 1877.
†72 Jas. Parkinson ...	Denman	Denman and Kerrabee, via Bellmont.	Three.....	do	63 0 0	31 Dec., 1878.
73 M. Murphy.....	Denman	Wollarand Kerrabee, via Bylong...	Two	do	77 0 0	31 Dec., 1878.
74 Alfred Potter Saunders. (Transferred to John French from 1st July, 1876.)	Merriwa	Merriwa and Craeton (M'Raes Krui River), via Terragong Mountain Station, Cream of Tartar Creek, and Messrs. Bourke and Simmons' residence.	do	do	53 0 0	31 Dec., 1876.

* Contractor allowed £11 per annum extra to travel via Sedgfield, from 1st February, 1876.

† Contractor allowed to relinquish contract from 1st July, 1876. See Supplementary Notice.

‡ Contractor allowed £10 per annum extra to travel via Rosemount and Richmond Grove, from 15th July, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
75 Robt. Head.....	Cassilis	Cassilis, Uarbry, and Denison Town, via Tongua.	No. of times per week. Two	Horseback	£ s. d. 110 0 0	31 Dec., 1878.
76 John Williams ...	Cobbora.....	Denison Town and Cobbora	do	do	47 0 0	31 Dec., 1876.
77 Jas. Jones	Gunnedah.....	Coolah, Tambar Springs, and Gunnedah, via Oakey Creek and Mellaly's.	One	do	80 0 0	31 Dec., 1877.
(Transferred to Wm. Baldwin, from 15th May, 1876.)						
78 Ormonde M'Kellar	Coonabarabran...	Coonabarabran, Baradine, and Urawilky.	One	do	49 15 0	31 Dec., 1876.
79 W. Nowland	Wybong	Muswellbrook and Wybong	Two	do	40 0 0	31 Dec., 1878.
80 Peter A. Haydon..	Blandford.....	Blanford and Timor (Silver Mines, near Bell Trees).	One	do	49-10 0	31 Dec., 1876.
81 Thos. Patterson ...	Aberdeen	Aberdeen and Rouchell Brook ...	do	do	14 0 0	31 Dec., 1877.
82 William Pinkerton	Scone.....	Scone, Gundy, and Moonan Brook	Two	do	70 0 0	31 Dec., 1876.
83 F. Smith.....	Scone.....	Scone and Merriwa, via Owen's Gap, Wybong, and Hall's Creek.	One	do	60 0 0	31 Dec., 1877.
84 Cobb & Co.....	Sydney	Railway Station, Murrurundi, and Post Offices, Haydonton, Murrurundi, Willow-tree, Wallabadah, Goonoo Goonoo, Tamworth, Moonbi, Bendemeer, Carlisle Gully, Uralla, and Armidale.	Six.....	Coach, 2 4 horses.	2,600 0 0	31 Dec., 1876.
85 R. J. Nowland ...	Gunnedah.....	Willow Tree, Quirindi, Quipolly, Breeza, Gunnedah, Boggabri, and Narrabri.	Three.....	4-horse coach when possible, otherwise pack horse.	900 0 0	31 Dec., 1876.
86 R. J. Nowland ...	Gunnedah.....	Narrabri, Wee Waa, Pilliga, and Walgett.	Two	Once a week coach, once a week horseback.	550 0 0	31 Dec., 1877.
87 John Peirce	Brewarrina	Walgett, Brewarrina, and Bourke, via Moorabie (to travel once a week on north side of river, via Milrea, Boorooma, Ulah, and Gingi.)	do	Horseback	294 0 0	31 Dec., 1876.
88 Wm. M'Iveen, jun	Nundle	Quirindi and Pine Ridge, via Walhollow, 4 D., and Mooki Stations.	do	do	49 0 0	31 Dec., 1878.
89 John O'Neill	West Maitland...	Pine Ridge and Colly Blue, via Kickerbil and Webland.	do	do	35 0 0	31 Dec., 1878.
90 Wm. M'Iveen, jun	Nundle	Colly Blue and Tally-ho, via Darby's Downs, M'Clelland's, and Goran Lake.	do	do	39 0 0	31 Dec., 1878.
91 H. C. Keating ...	Boggabri	Boggabri and Barraba, via Guest's, Chamberland's, Wolfe's, Clifford's, Carter's, Douse's, Harvey's, Eather's, Billeyena, Cox's Station, Fitzgerald's, Leard's, Goldman's Birreny, Coolah Station (Lloyd's), and Burinda Station (St. Clair's.)	One	do	110 0 0	31 Dec., 1876.
*92 Wm. Gordon.....	Millie.....	Narrabri, Millie, and Moree	Two	4-horse coach.	250 0 0	31 Dec., 1878.
93 Geo. Shaw	Moree	Moree, Pallamallawa, and Warialda, via Boolaroo.	do	Horseback	135 0 0	31 Dec., 1876.
94 A. S. Wilde.....	Millie.....	Millie and Mogil Mogil, via Bunna Bunna, Buleori, Oriel, Munga, Burrendoon, Collimungle, and Werribilli.	One	do	80 0 0	31 Dec., 1876.
95 Michael Reddon...	Walgett.....	From Mogil Mogil to Currawillinghi, via Bagot's, Medicott's, Brown's and Hill's Stations, returning from Currawillinghi to Mogil Mogil via Bloxson's.	do	do	130 0 0	31 Dec., 1878.
96 T. H. Hassall.....	Moree	Moree, Garah, and Kunopia	Two	do	170 0 0	31 Dec., 1877.
(Allowed to relinquish contract from 1st May, 1876. See Supplementary Notice.)						
97 Geo. Lovell	Goondawindi ...	Kunopia and Goondawindi.....	One	do	54 0 0	31 Dec., 1876.
98 John B. Brand ...	Moree	Moree and Meroe.....	Two	do	120 0 0	31 Dec., 1878.
(Transferred to Mary Sweetman from 1st October, 1876.)						
99 Alex. Robertson...	Mungindie	Garah and Mungindie.....	do	do	125 0 0	31 Dec., 1878.
100 C. A. H. Walker...	Carroll	Narrabri, Rocky Glen, and Coonabarabran, via Bohemia, Robinson's, Ryan's, Bowle's, Kain's, Cucubi, Pebbles, Borah, Yamnabal, Sandbank, Dundy, and Slattery's.	One	do	120 0 0	31 Dec., 1878.
(Transferred to Thos. Boyle from 1st July, 1876.)						

* In consequence of drought Contractor allowed to travel between Millie and Moree on horseback instead of by coach.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
101 Wm. M'Kenzie ...	Pilliga	Pilliga, Baradine, and Coonamble	No. of times per week. One	Horseback	£ s. d. 130 0 0	31 Dec., 1878.
102 Alex. Cornie	Pilliga	From Pilliga to Capps Millie, thence to Bucklebone, Burren, Capel's and Cryan, returning to Pilliga by the same route.	do	do	65 0 0	31 Dec., 1876.
*103 Michael Reddon ..	Walgett	Walgett, Mogil, Mogil, and Mungindie, via Collarenebri and Barrington.	do	do	170 0 0	31 Mar., 1876.
104 P. Gilmartin	Brewarrina	Brewarrina, Goodooga, and Brenda, via Moorabilla, Bundabulla, Willah, Muckerawa, Bumble, and Biree Police Station	do	do	125 0 0	31 Dec., 1876.
105 P. Gilmartin	Brewarrina	Brewarrina, Talawanta, and Brenda, via Bundabulla, Llangboyde, on the Biree, Weilmorigh Station, on the Culgoa, Tatala, Guomery, and the Biree Stations.	do	do	95 0 0	31 Dec., 1877.
106 D. N. Morrison ...	Walgett	Walgett, Currawillinghi, Yarrambah, Goodooga, and Brenda (Tate's Station, Culgoa River) via "Gideon's Inn," Forrester's, on the Barwon and Narran River, and Thorold's on Bokhara River. (Contractor to travel between Currawillinghi and Goodooga, on south side of the Bokira and Biree Rivers via the "Finger Post Inn" and Doyle's Station.)	do	do	177 0 0	31 Dec., 1876.
†107 Hy. Hall	Murrurundi	Murrurundi, Blackville, Yarraman, Bundella, and Tambar Springs.	Two	do	139 0 0	31 Dec., 1877.
108 S. Kermodé and S. A. Graham.	Nundle	Wallabadah, Nundle, and Bowling Alley Point, with a branch mail to and from Nundle and Hanging Rock, via Mount Pleasant.	Three.....	do	167 0 0	31 Dec., 1878.
109 Wm. M'Ilveen, jun.	Nundle	Bowling Alley Point, Dungowan, and Tamworth, via Nemingha Flat (to travel along the Peel River).	One	do	52 0 0	31 Dec., 1876.
110 Michael Daly	Currabubula	Goonoo Goonoo and Currabubula	Three.....	do	40 0 0	31 Dec., 1877.
111 Geo. Wilkinson and A. L. Bowden.	Tamworth.....	Tamworth, Manilla, Barraba, Bingera, and Warialda, via Barker's, North Bingera.	Two	2 or more horses, covered coach.	490 0 0	31 Dec., 1876.
112 A. T. Simpson ...	Yetman.....	Warialda, Yetman, and Goondawindi, via Gournama.	One	Horseback	146 0 0	31 Dec., 1878.
113 C. J. Walker	Barraba.....	Barraba and Moree, via Tareela, Mount Lindsay, Curragandi, Ullembarella, Eulourie, Pallal, Derra, Banghet, Ginerol, Gravesend, Binnigi, and Baldwin's.	do	do	110 0 0	31 Dec., 1877.
†114 Thos. R. Bushell	Barraba.....	Barraba, Cobbadah, and Moree via Crawley's station, Curragandi, Ullembarella, Eulouri, Rocky Creek, Terri-hi-hi, and Ticanna.	do	do	99 0 0	31 Dec., 1876.
115 Henry Hartoy ...	Bingera.....	Bingera and Inverell	do	do	65 0 0	31 Dec., 1878.
116 John Crane.....	Warialda	Warialda and Goondawindi, via Oragon, Gunyerwarildi, Yalaroi, Tooloona, Coppermarenbillen, & Boggabilli.	do	do	130 0 0	31 Dec., 1877.
117 R. J. Nowland ...	Gunnedah.....	Tamworth, Somerton, Carroll, and Gunnedah.	Two	Coach, 2 or more horses.	80 0 0	31 Dec., 1876.
118 M. Fitzgerald.....	Keepit	Somerton and Keepit	do	Horseback	48 0 0	31 Dec., 1878.
119 John Williams ...	Bendemeer	Bendemeer and Walcha	do	do	71 0 0	31 Dec., 1876.
120 John Williams ...	Bendemeer	Walcha and Glen Morrison	One	do	24 0 0	31 Dec., 1876.
121 John Crane.....	Warialda	Inverell and Warialda, via Bannockburn, Piersby Hall, Reedy Creek, Gragin, and Myalla.	Two	do	200 0 0	31 Dec., 1876.
122 Edward Warland..	Stanborough.....	Stanborough and Tingha.....	Three.....	do	81 0 0	31 Dec., 1876.
123 Geo. Jones	Rocky River.....	Uralla and Rocky River.....	do	do	23 0 0	31 Dec., 1876.
124 Wm. Harman.....	Grafton.....	Armidale and Grafton, via Gara Station.	One	do	130 0 0	31 Dec., 1878.
125 N. O'Donnell	Armidale	Armidale and Kempsey, via Toorookoo, Nulla Nulla, Peedre Creek, Towel Creek, Long Flat, Giogla, Wollumbie, and Hillgrove.	do	do	109 0 0	31 Dec., 1877.
126 Richd. Marshall...	Armidale	Armidale and Bundarra	do	do	80 0 0	31 Dec., 1877.

* Arrangements made with Contractor to perform service from 1st April to 30th June, 1876, for the sum of £60.

† Contractor allowed £100 per annum extra to travel by following route from 1st December, 1876, viz. —By the Black Creek Road as far as what is called the Cattle Creek, and then deviate from the present route, following the Cattle Track to Mr. Glass's head station at Millers' Creek, travelling via M'Donald's Creek (Mrs. Sevil), Taylor's Creek (Holmes's), Yarraman Creek, and Phillip's Creek (Hook's), Cattle Creek (Darby's), calling at the selectors' places on Black Creek, on the road to Blackville.

‡ Contractor's address changed to Moree.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
127	W. M. Stevenson..	Armidale	Armidale, Uralla, and Walcha ...	One	2-horse coach.	70 0 0	31 Dec., 1876.
128	Richd. Marshall...	Armidale	Armidale, Oban, and Paddy's Gully, via Guyrah, Rock Vale, and Aberfoil.	Two	Horseback	174 0 0	31 Dec., 1877.
129	Patk. Wade	Armidale	Armidale, Wandsworth, Elsmore, and Inverell, via Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	Three.....	do	500 0 0	31 Dec., 1877.
130	Thos. Parkinson...	Inverell.....	Inverell and Ashford, via Byron and Buckalla.	Two ... }	do	165 0 0	31 Dec., 1876.
131	Thos. Herbert.....	Tenterfield	Ashford and Bonshaw	One ... }	do	64 10 0	31 Dec., 1876.
			Ashford, Bonshaw and Tenterfield, via Clifton Station and Mole Station and the south side of the Severn River.	do	do		
132	Patk. Wade	Armidale	Glen Innes and Wellingrove	Two ... }	do	149 0 0	31 Dec., 1876.
			Wellingrove and Inverell, via King's Plains.	One ... }	do		
			Wellingrove and Inverell, via Waterloo.	do ... }	do		
133	Wm. Krauss	Wellingrove	Wellingrove and Vegetable Creek, via Strathbogie.	One	do	59 0 0	31 Dec., 1876.
134	Jas. Braham	Glen Innes	Glen Innes, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarimbi, Broad Meadows, Newton Boyd, and the Big Hill.	Two	Coach.....	350 0 0	31 Dec., 1876.
135	Cobb & Co.....	Sydney	Glen Innes, Tent Hill, and Vegetable Creek.	Three.....	do	150 0 0	Contract to terminate at three months' notice on either side.
136	John Kiernan.....	Deepwater	Deepwater and Tableland, via Nine-mile.	One	Horseback	47 0 0	31 Dec., 1876.
137	Wm. Nond	Grafton	Tenterfield, Timbarra, Lunatic Reefs, Drake, Tabulam, Copmanhurst and Grafton, calling at Eatonswill, Smith's Flat, Gordon Brook, and Yulgilbar, Newbold Station, Newbold Grange House, and the new Copper Mines (in time of floods to travel by the surveyed road).	Two	do	270 0 0	31 Dec., 1877.
138	W. W. Orchard....	Grafton	Grafton and Lawrence.....	do	do	70 0 0	31 Dec., 1876.
*139	G. H. Pearce ...	Casino	Tabulam and Tooloom.....	One	do	39 0 0	31 Dec., 1876.
†140	Jas Webster ...	Lismore.....	Clarence River Heads (Woolli) Woodburn, Wyrallah, and Lismore. (If required to travel via Gundurimba, £20 per annum extra to be allowed Contractor.)	Two	do	139 0 0	31 Dec., 1878.
†141	James Campbell..	Woodburn	Woodburn, Wardell, North Wardell, and Ballina.	Two	Boat	73 0 0	31 Dec., 1878.
142	Thos. Hart	Casino	Woodburn, Coraki, Codrington, South Casino, and Casino.	do	Horseback	80 0 0	31 Dec., 1877.
143	Jas. Graham	Casino	Lismore and Kynnumboon.....	One	do	100 0 0	31 Dec., 1878.
144	Jas. Cox	Tweed River, Casino.	Kynnumboon and Tweed Junction. (Contractor to carry out a thrice a week service if required at £40 per annum.)	Two	Boat	30 0 0	31 Dec., 1877.
145	Thos. Borton	Lismore.....	Lismore and Gundurimba	do	Horseback	30 0 0	31 Dec., 1876.
146	Jas. Graham	Casino	Lismore and Tirranna	One	do	15 0 0	31 Dec., 1878.
147	E. W. Stocks	Alstonville	Post Offices, Wardell and Alstonville.	Two	do	41 2 6	31 Dec., 1877.
148	John L. Vesper ...	Casino	Lawrence and Casino	do	2-horse coach.	110 0 0	31 Dec., 1877.
149	Thos. Hart	Casino	Casino and Lismore; and	Two ... }	Horseback	94 0 0	31 Dec., 1876.
			Lismore, Alstonville, and Ballina.	One ... }	do		
150	Thos. Jordan	Deep Creek, Tabulam.	Lawrence and Tabulam	do	do	96 0 0	31 Dec., 1877.
151	Geo. H. Pearce ...	Casino	Casino and Tabulam, via Wooroolgin, Dyraaba, and Sandiland.	do	do	41 0 0	31 Dec., 1876.
152	Thos. Hart	Casino	Casino and Unumgar (Sherwood's Station).	One	do	38 0 0	31 Dec., 1878.
153	Henry Gill	Grafton.....	Steamer's Wharf, Grafton, and Post Office, Grafton, on arrival and departure of steamers, including the clearing of all pillar receivers at Grafton twice or oftener daily.	.....	.....	52 0 0	31 Dec., 1876.
154	Wm. Nond	Grafton.....	Grafton, Lionsville, and Solferino (Contractor to travel by the new line of road.)	Two	Horseback	90 0 0	31 Dec., 1877.

* Contractor to travel via Buralbo Station in time of flood.

† Contractor allowed £15 per annum extra to call at Iluka, from 1st December, 1876.

‡ " also £5 " " Broadwater, from 15th May, 1876;

‡ " also £7 " " Kilgin's (Mr. Dawson's), from 15th June, 1876.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
155 Wm. Harman.....	Grafton.....	Grafton, Kangaroo Creek, and Fernmount, via Nicholson's, Glenreagh, and Coutts' Crossing. (To travel in time of flood by the Bridge on the Old Armidale Road).	No. of times per week. One	Horseback	£ s. d. 100 0 0	31 Dec., 1878.
SUBURBAN LINES.						
1 Wm. Williams ... (Contract cancelled 19 April, 1876. See Supplementary Notice.)	Watson's Bay ...	General Post Office, St. Mark's, and Watson's Bay.	Twelve ...	Omnibus, 2 horses.	65 0 0	31 Dec., 1876.
2 Hy. Ramsay	Botany	General Post Office, Waterloo, and Botany.	do ...	Omnibus, 2 or more horses.	100 0 0	31 Mar., 1876.
3 W. H. Ireland ...	Burwood	General Post Office, Camperdown, Annandale, Ashfield, Enfield, Bark Huts, Bankstown, and Upper Bankstown.	Six	Omnibus, 2 horses.	75 0 0	31 Dec., 1878.
*4 Wm. Lowe.....	Kogarah	General Post Office, St. Peter's and Tempe. St. Peter's, Kogarah, and Gannon's Forest.	Twelve ... Six	} Car, 2 horses. }	} 60 0 0	31 Dec., 1878.
5 James Challinor...	Coogee	General Post Office, Randwick, and Coogee.	Twelve ...				1 or 2 horse conveyance.	70 0 0	31 Dec., 1877.
6 Edward M'Namara	108, Dowling-street, Sydney.	General Post Office, Sydney, and Wharfs, on arrival and departure of English mails.	.....	Spring vans and drays.	80 0 0	Contract to terminate on one month's notice on either side.

* Contractor allowed £10 per annum extra in consideration of his calling at M'Donald Town, from 1st January, 1876.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st February, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*85	Thos. Moran..... (Contract cancelled, 29th February, 1876. See Supplementary Notice.)	Goulburn	SOUTHERN ROAD. Breadalbane Platform (near Breadalbane) and Collector.	No. of times per week. Three.....	Horseback	£ s. d. 50 0 0	Contract to terminate at one month's notice on either side. 1877.
†156	R. J. Nowland	Gunnedah.....	NORTHERN ROAD. Narrabri, Wee Waa, and Walgett.	Once	Horseback	275 0 0	31 Dec.

* In lieu of No. 85, Southern Road in general list.

† Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*107	Thomas Cook	Mt. Harris	WESTERN ROAD. Warren, Mount Harris, and Wammerawa, via Dungalee.	No. of times per week. One	Horseback	£ s. d. 109 2 0	1876. 31 Dec.

* Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st April, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*2	Charles Howe	Botany	SUBURBAN LINE. General Post Office, Redfern Branch Post Office, & Botany.	No. of times per week. Twelve ...	Mail-cart or on horseback.	£ s. d. 87 0 0	1878. 31 Dec.

* In lieu of No. 2, Suburban Line, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st March, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*34	Charles Holt	Worebrush, Quambone.	WESTERN ROAD. Gilgandra, Collie, and Quambone, via Haddon Riggs, Ingelgar, Carwell, and Burgess.	No. of times per week. One	Horseback	£ s. d. 140 0 0	1876. 31 Dec.
†92	William P. Hennessy ...	Wellington	Molong, Yullundry, Goodrich, and Obley.	Twice.....	do	90 0 0	1876. 31 Dec.
‡35	Edward Donnelly	Quambone	Quambone and Carinda, via M'Quade's and Flynn's Stations.	One	do	80 0 0	1878. 31 Dec.
§143	Owen O'Neil	Gurrundah	SOUTHERN ROAD. Breadalbane Platform or Breadalbane Post Office and Gurrundah; or to and from Gullen and Gurrundah.	do	do	20 0 0	1876. 31 Dec.
α85	James Purcell	Collector	Breadalbane Platform (near Breadalbane), and Collector.	Three ...	do	63 0 0	1876. 31 Dec.

* In lieu of Contract No. 34, Western Road, in general list.
† Do. 92, do, do.
‡ Do. 35, do, do.
§ Do. 85, Southern Road, do.
α New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th March, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*108	John Costello	Teapot Swamp...	WESTERN ROAD. Teapot Swamp and Teesdale ...	No. of times per week. One	Horseback	£ s. d. 12 0' 0	1876. 31 Dec.
*157	B. Leeson	Coolah	NORTHERN ROAD. Coolan and Mundooran, via Bothero, Dunikimini, and Queensborough Flat.	do	do	54 10 0	1876. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st April, 1876.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
	Names.	Address.					
*87	John Kingsland and Owen Malone.	Braidwood	SOUTHERN ROAD. Railway Station, Gunning, and Post Offices, Gundaroo Township, Gundaroo, Ginnindera, Camberra, and Queanbeyan.	No. of times per week. Three.....	4-wheeled conveyance drawn by 1 or more horses.	£ s. d. 370 0 0	1876. 31 Dec.

* In lieu of Contract No. 87, Southern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th April, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Amount payable to Contractor for the period.	Date of Termination of Contract.
	Name.	Address.					
*93	George Cooper.....	Obley.....	WESTERN ROAD. Obley, Bulgandramine, and Dandaloo.	No. of times per week. One	Horseback	£ s. d. 142 0 0	1876. 31 Dec.

* In lieu of portion No. 93, Western Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st May, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*96	Thos. R. Bushell	Moree	NORTHERN ROAD. Moree and Kunopia, via Bogree, Midkin, Welbon, Garah, and Whalan.	No. of times per week. Two	Horseback	£ s. d. 125 0 0	1878. 31 Dec.

* In lieu of No. 96, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 19th April, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*1	Wm. Harmer	Watson's Bay ...	SUBURBAN LINE. General Post Office, Sydney, and Watson's Bay.	No. of times per week. Twelve ...	Steamer & Messenger	£ s. d. 49 0 0	1876. 31 Dec.

* In lieu of No. 1, Suburban Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st June, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*144	George H. Stivens	Narrandera	SOUTHERN ROAD. Urana and Narranderra, via Urana Station, Coonong, Widgiewa, Yarrabee, Cuddle Township, and Gillenbar.	No. of times per week. One .....	.....	£ s. d. 98 0 0	1876. 31 Dec.
*145	George Cohen	Cooma	Queanbeyan, Michelago, Collington, Bredbo, and Cooma.	Three.....	Three or four horse coach.	195 0 0	1877. 31 Dec.
*146	George Reed.....	Bombala	Cooma, Nimitybelle, and Bombala.	Two	Horseback	198 0 0	1876. 31 Dec.
†110	Joseph Marks	Two-mile, near Grenfell	WESTERN ROAD. Grenfell and Brundah Creek ...	One	do	12 0 0	1876. 31 Dec.
†158	George Millar	Wee Waa	NORTHERN ROAD. Wee Waa and Baradine, via Coghill, Cubble, Yuligle, Cumble, Upper Cumble, and Gibbean.	do	do	100 0 0	1876. 31 Dec.

* Additional communication.

† New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th May, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*109	Henry T. Pratt	Warren	WESTERN ROAD. Dandaloo and Cannonbar	No. of times per week. One	Horseback	£ s. d. 140 0 0	1878. 31 Dec.

* Re-established line, in lieu of the Dandaloo and Willeroon, portion of Obley, Dandaloo, and Willeroon Mail Service.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st July, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*111	James Grant.....	Canowindra	WESTERN ROAD. Canowindra and Cargo	No. of times per week. Three.....	Horseback	£ s. d. 80 0 0	1876. 31 Dec.
†71	Jethro G. Wiblin.....	Gunnedah	NORTHERN ROAD. Coonabarabran, Rocky Glen, and Gunnedah, via Clark's Cattle Station, Jackson's, Goolhi, and Garrawilla.	One	do	90 0 0	1878. 31 Dec.
*159	William Pincham	Coonabarabran ...	Coonabarabran and Tambar Springs, via the Box Ridges and Saltwater Creek.	do	do	60 0 0	1876. 31 Dec.

* New line.

† In lieu of No. 71, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th June, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*47	Patrick Hickey, jun. ...	Wollombi	NORTHERN ROAD. West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	No. of times per week. Three.....	Horseback twice a week, coach once a week.	£ s. d. 175 0 0	1878. 31 Dec.

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

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 3rd July, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*147	†Henry Dodds	Yass	SOUTHERN ROAD. Yass Railway Station and Post Office, Yass.	No. of times per week. Twelve ...	2-horse coach.	£ s. d. 97 10 0	1877. 31 Dec.

* New arrangement. † Contractor allowed £15 per annum extra for clearing the Receiver at North Yass, from 3rd July, 1876.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st July, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*103	Michael Reddon	Wallgett	NORTHERN ROAD. Wallgett, Mogil Mogil, and Mungindie, via Collarenebri and Barrington.	No. of times per week. One	Horseback	£ s. d. 210 0 0	1877. 31 Dec.

* In lieu of No. 103, Northern Road, general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st August, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*148	James Marshall	Morangarell	WESTERN ROAD. Morangarell and Wyalong, No. 3, via Tarangalay and Barmedman.	No. of times per week. One	Horseback	£ s. d. 52 16 0	1876. 31 Dec.
*160	William Tierney	Elderslie	NORTHERN ROAD. Branxton and Elderslie	Two	Do.	25 4 0	1876. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th August, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*113	Jas. E. Marsden, junior	Kelso	WESTERN ROAD. Railway Station, Kelso, and Post Office, Kelso.	No. of times per week. Twelve ...	Horseback	£ s. d. 35 0 0	1878. 31 Dec.

* New arrangement.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st July, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*112	†John Rainger	Stoney Creek, near Rockley.	WESTERN ROAD. Rockley and Essington. (Contractor to carry out, if required, in lieu of this service, a service from and to O'Connell and Essington, once a week, at £35 per annum.)	No. of times per week. One	Horseback	£ s. d. 25 0 0	1876. 31 Dec.

* New line. † Contractor performed O'Connell and Essington service at £35 per annum from 15th August, 1876.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st August, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*161	R. Shaw	Minmi	NORTHERN ROAD. Hexham and Minmi	No. of times per week. Six	Horseback	£ s. d. 39 0 0	1876. 31 Dec.

* New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 7th August, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*149	John O'Brien	Gunning	SOUTHERN ROAD. Railway Station, Gunning, and Post Office, Gunning.	No. of times per week. Six or seven	Buggy ...	£ s. d. 26 0 0	1877. 31 Dec.

* New arrangement.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st September, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
	Name.	Address.					
*162	P. Langworthy.....	Barrington	NORTHERN ROAD. Barrington and Back Creek Diggings.	No. of times per week. Two	Horseback	£ s. d. 15 0 0	†

* New line. † Contract to terminate at one month's notice on either side.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1876:

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination or Contracts.
	Names.	Addresses.					
*150	Edgar Sheather	Gregg Gregg via Tooma.	SOUTHERN ROAD. Tooma and Khancoban, via Opossum Point.	No. of times per week. Once	Horseback	£ s. d. 49 0 0	1877. 31 Dec.
†44	Owen M'Sorley	Mountville, near Wheo.	Wheo and Dalton	Twice.....	do	53 0 0	1878. 31 Dec.
*114	Patrick Dwyer.....	Lowther, near Hartley.	WESTERN ROAD. Lowther and Hartley	Once	do	8 0 0	1877. 31 Dec.
†96	Thomas R. Bushell	Moree	NORTHERN ROAD. Moree and Kunopia, via Bogree, Midkin, Welbon, Garah, and Whalan.	Twice.....	do	170 0 0	1878. 31 Dec.

* New line. † In lieu of No. 44, Southern Road, in general list. ‡ In lieu of No. 96, Northern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*98	J. J. Thurtle	Wagga Wagga...	SOUTHERN ROAD. From Wagga Wagga to Marrar, The Rocks (M'Donald's), Mimosa, Quandary, Broken Dam, and Ariah, returning to Wagga Wagga, via Warri, Murrill Creek, Cowabee, and Kindra.	No. of times per week. Once	Horseback	£ s. d. 150 0 0	1877. 31 Dec.
*98	W. O'Brien	Coramundra.....	From Coramundra to Temora, via Dacey's, Davidson's Station, Geraldra, Telford's, Grogan's Station, and Keane's Narraburrah Station, returning to Coramundra, via Commins of Combaning, and O'Brien's Gundabingle Station.	do	do	200 0 0	1877. 31 Dec.
†163	J. M'Pherson	Dingo Creek.....	NORTHERN ROAD. Dingo Creek and Wherrol Flat (Mr. James Johnson's).	Twice.....	do	16 0 0	1877. 31 Dec.

* In lieu of No. 98, Southern Road, in general list. † New line.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st October, 1876.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Amount payable to Contractor for period.	Date of Termination of Contract.
	Name.	Address.					
*47	John M'Intosh.....	Moruya.....	SOUTHERN ROAD. Araluen, Lower Araluen, Mul- lenderee, and Moruya.	No. of times per week. Six.....	Horseback	£ s. d. 80 0 0	1876. 31 Dec.

* In lieu of 47, Southern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st November, 1876.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
	Names.	Addresses.					
*115	J S. Willard.....	Tambaroora.....	WESTERN ROAD. Hill End and Ullamalah (Pul- len's Hill).	No. of times per week. Twice.....	Horseback	£ s. d. 45 0 0	1877. 31 Dec.
*151	John Carberry.....	Gobarralong, via Jugiong.	SOUTHERN ROAD. Jugiong and North Gobarralong	do.....	do.....	30 0 0	1877. 31 Dec.
*164	Edward Thomas.....	Hillsborough, near Lambton.	NORTHERN ROAD. Lambton and Winding Creek, (Hillsborough.) (Contractor to carry out in lieu of this service, a service to and from Wallsend and Winding Creeek, at £30 per annum, if required.)	Thrice...	do.....	28 0 0	1877. 31 Dec.

* New line.

F.

MONEY ORDERS.

RETURN showing the Number and Amount of Money Orders issued, and the Number and Amount of Money Orders paid at each Office in the Colony of New South Wales, during the year 1876.

Office.	Orders issued.		Orders paid.		Office.	Orders issued.		Orders paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Aberdeen.....	116	£ 444 9 10	34	£ 143 18 0	Broughton Creek	131	£ 475 12 8	36	£ 124 16 7
Adaminaby.....	235	875 10 8	32	158 18 6	Brushgrove (C)...	36	155 11 8	30	108 12 2
Adelong.....	565	2,111 11 11	197	721 10 3	Bundarra.....	323	1,528 9 10	46	191 5 8
Albury.....	602	1,826 7 10	609	2,630 6 0	Bungendore.....	232	896 2 7	47	167 16 1
Anvil Creek.....	316	1,083 12 4	59	176 0 2	Burrawang.....	34	132 4 3	18	74 5 5
Appin.....	68	262 6 1	50	292 17 2	Burrowa.....	682	2,939 4 4	155	640 5 5
Araluen.....	385	1,219 12 4	488	2,005 8 10	Burwood.....	98	336 15 11	116	426 5 8
Armidale.....	1,115	4,228 13 10	501	1,917 15 5	Cadia (F).....	17	41 5 3	3	12 2 2
Ashfield.....	151	431 5 0	181	773 16 6	Camden.....	285	995 3 4	280	1,232 4 7
Ashford.....	43	142 19 5	3	6 2 1	Campbelltown.....	213	703 18 6	193	866 15 7
Avisford.....	22	94 17 4	9	31 7 7	Camperdown.....	33	94 1 6	88	320 2 9
Ballina.....	351	2,058 14 8	54	242 15 6	Cannonbar.....	209	910 8 1	26	92 7 6
Balmain.....	346	1,104 17 7	584	2,305 5 3	Cape Hawke (D)	14	35 3 9	3	10 9 0
Balranald.....	169	736 17 11	36	132 1 7	Carcoar.....	652	2,279 8 8	267	1,142 3 7
Barraba.....	212	823 11 11	27	146 12 5	Cargo.....	173	747 3 5	33	202 14 4
Bateman's Bay...	170	667 6 0	31	174 10 2	Carroll (F).....	17	29 17 5	.....	.....
Bathurst.....	2,369	9,364 5 0	2,486	9,584 15 9	Casino.....	345	1,139 16 1	129	532 1 6
Bega.....	882	3,823 5 10	233	916 3 2	Cassilis.....	1,919	15,626 9 11	60	196 11 10
Bendemeer.....	271	904 4 5	44	163 13 9	Catherine Hill } Bay.....	61	283 8 7	6	25 9 3
Berrima.....	307	824 2 1	92	261 9 3	Chatsworth.....	.....	.....	.....	.....
Binalong.....	404	1,908 3 6	46	214 10 7	Island (D).....	40	136 8 1	.....	.....
Bingera.....	232	782 19 10	65	433 8 0	Clarence Town...	314	1,041 12 10	58	204 11 8
Blayney.....	286	889 18 9	64	304 14 0	Collector.....	52	260 9 5	23	87 17 4
Bodalla.....	243	837 8 4	16	61 8 8	Condobolin.....	98	467 8 4	8	32 7 0
Bombala.....	790	4,003 14 6	144	494 8 0	Coolah.....	300	1,227 17 2	34	180 8 8
Booligal (D).....	4	19 19 5	3	10 14 6	Cooma.....	981	3,391 2 2	248	975 0 4
Botany.....	33	122 3 11	32	120 13 3	Coonabarabran...	515	1,784 10 1	59	272 16 3
Bourke.....	956	4,387 14 10	120	523 17 0	Coonamble.....	658	2,977 3 4	59	269 1 2
Bourke-street...	35	89 10 6	7	11 2 9	Cooranbong.....	174	810 15 0	30	161 14 4
Bowenfels.....	86	315 10 6	80	349 17 5	Coraki.....	197	858 9 5	14	49 16 6
Bowna.....	9	31 2 0	3	22 0 0	Coramundra.....	301	1,237 14 3	86	347 2 5
Bowning.....	438	1,938 11 4	62	290 16 8	Corowa.....	184	547 4 6	105	426 2 3
Braidwood.....	766	2,359 4 7	627	2,451 5 0	Cow Flat.....	167	572 10 5	57	274 5 10
Branxton.....	406	1,681 13 7	245	1,231 6 6	Cowra.....	433	1,717 17 2	102	590 11 2
Breeza.....	53	152 19 9	19	96 11 7	Cundletown.....	153	528 7 4	42	186 1 2
Brewarrina.....	290	1,187 18 4	38	172 11 3	Currabubula (A)	64	180 3 6	1	2 11 8
Bringelly.....	45	97 15 2	11	44 12 8					

F—continued.

Office.	Orders issued.		Orders paid.		Office.	Orders issued.		Orders paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Currawang.....	94	£ 380 6 8	39	£ 174 2 0	Murrurundi	1,595	7,598 14 8	924	4,143 12 0
Dalmorton.....	73	291 18 1	11	47 13 11	Muswellbrook	917	3,702 8 8	439	1,644 6 0
Dapto.....	46	148 2 1	21	76 18 3	Narrabri	566	2,944 6 5	147	599 1 11
Deniliquin.....	829	3,420 18 8	228	776 15 0	Narrandera	131	652 16 3	10	35 0 11
Denman.....	156	433 16 9	35	169 6 6	Nelligen	371	1,284 6 10	64	382 16 3
Dubbo.....	1,184	4,479 3 0	421	1,749 17 1	Nerrigundah	69	275 17 9	12	80 15 0
Dungog.....	315	1,049 8 0	105	448 12 10	Newcastle	4,199	16,590 14 5	2,085	7,968 15 7
East Maitland	578	1,816 11 4	373	1,350 15 5	Newtown	528	1,907 6 2	534	1,948 18 8
Eden.....	609	3,938 8 9	43	156 4 1	Nimitybelle	181	505 19 3	24	68 8 0
Emu.....	42	123 0 8	118	379 12 5	North Wardell(A)	52	177 16 5	11	45 6 4
Euston.....	205	1,386 17 4	8	27 13 3	Nowra	236	912 6 3	87	382 14 11
Fernmount.....	169	861 17 5	27	138 3 6	Numba	114	462 14 0	42	160 7 4
Forbes.....	798	3,167 3 4	244	1,005 18 6	Nundle	289	1,650 11 3	96	354 16 8
Forest Reefs (B)	10	49 11 0	8	49 0 10	Oberon	278	985 12 7	45	280 10 1
Gegedzerick.....	46	138 16 3	1	3 4 0	Oblerg	57	308 19 9	13	66 18 4
Germanton.....	396	1,794 19 0	36	136 18 4	Orange	1,877	6,852 19 6	729	3,236 11 11
Gilgandra.....	55	230 7 8	9	44 4 0	Oxford-street.....	1,029	3,458 18 8	677	2,253 17 9
Gladstone.....	117	535 6 11	32	139 7 9	Paddington	328	1,324 15 2	223	838 11 8
Glebe.....	58	128 10 4	193	696 4 2	Pambula (B).....	85	421 12 9	14	43 12 3
Glen Innes.....	630	2,972 14 3	256	1,005 15 4	Parkes	1,046	3,793 3 8	345	1,507 11 11
Goderich.....	73	241 6 3	19	90 1 0	Parramatta	622	2,724 1 8	1,155	4,089 17 10
Gosford.....	452	2,300 10 5	47	202 11 1	Parramatta-street	463	1,648 15 7	369	1,442 17 5
Goulburn.....	2,072	7,336 16 10	1,979	8,073 17 0	Paterson	331	1,692 10 10	71	353 19 8
Grafton.....	1,343	5,523 10 0	563	2,295 13 1	Penrith	409	1,158 12 8	423	1,729 8 3
Grenfell.....	468	1,610 6 1	220	774 16 1	Petersham	38	89 10 4	131	847 8 4
Gulgong.....	620	2,009 10 10	694	2,436 7 0	Pictou	284	936 12 11	122	528 1 2
Gundagai.....	772	3,160 17 3	300	1,126 10 0	Pilliga	147	587 13 6	10	36 11 6
Gundaroo.....	134	442 8 4	57	277 6 7	Port Macquarie... ..	710	3,631 6 9	134	621 8 4
Gunnedah.....	560	2,433 1 4	133	625 12 1	Pymont	187	570 1 11	124	563 18 1
Gunning.....	542	2,189 13 10	235	1,020 8 1	Queanbeyan	788	2,778 0 4	297	1,097 17 2
Guyong.....	77	297 11 9	40	205 10 1	Quirindi (F).....	26	99 4 4	8	32 6 6
Hargraves.....	101	333 5 11	31	100 3 3	Rankin's Springs	13	70 5 0	...	.....
Hartley.....	792	5,791 1 3	102	465 2 0	(C).	215	514 2 4	260	1,290 3 6
Haslem's Creek... ..	20	45 9 10	10	26 13 2	Raymond Terrace	439	1,296 0 7	707	2,637 17 10
Hay.....	574	2,579 3 2	163	602 19 11	Redfern	54	222 16 9	20	48 14 0
Hexham.....	111	326 16 2	215	1,082 6 7	Reedy Flat.....	489	1,763 17 3	202	885 12 5
Hill End.....	931	2,874 14 3	572	2,038 14 5	Richmond	230	975 1 10	41	174 14 2
Hillston (C).....	52	178 2 7	4	22 0 0	Rockley	384	1,300 17 4	99	460 8 8
Hoskins Town	26	87 7 2	4	9 19 0	Rocky Mouth	281	1,031 15 7	77	323 1 9
Home Rule.....	209	615 11 0	159	607 3 0	Rydal	107	386 8 11	71	252 17 0
Ilford (D).....	30	112 12 11	9	20 0 5	Rylstone	322	904 16 2	56	201 8 6
Inverell.....	1,094	5,256 3 0	228	1,027 16 5	St. Leonards	173	526 18 8	131	418 14 6
Ironbarks.....	227	968 8 4	37	165 14 6	St. Mark's	19	54 13 6	11	33 5 0
Jamberoo.....	77	224 13 10	21	79 8 5	St. Mary's (E)	55	127 12 8	10	44 8 0
Jereelderie.....	218	839 1 10	18	84 0 7	St. Peter's	49	162 7 3	32	114 17 0
Jordan's Cross- ing (A).....	246	1,048 2 4	10	36 13 0	Scone	829	3,072 7 10	196	1,151 19 5
Kelso.....	235	1,008 7 4	88	297 8 5	Singleton	1,171	4,029 15 8	733	3,488 2 8
Kempsey.....	231	824 8 5	95	364 6 10	Sofala	406	1,322 5 9	165	625 13 5
Kiama.....	591	2,255 12 2	232	817 7 1	Solferino	32	157 8 0	15	46 18 6
Kiandra.....	239	820 3 11	22	122 1 4	Somerton (F).....	1	1 10 0	...	.....
Lambton.....	728	2,422 2 7	245	876 0 6	South Grafton(C)	40	121 9 8	48	300 18 1
Lawrence.....	151	523 0 9	50	205 0 0	Stanborough	699	6,103 19 10	13	69 7 6
Lidsdale.....	192	761 8 3	86	463 6 7	Stroud	603	4,717 14 3	59	221 15 1
Lionsville.....	80	270 3 10	5	15 15 4	Tambaroora	129	380 16 0	84	252 15 9
Lismore.....	628	2,737 7 8	108	424 13 1	Tamber Springs	8	41 0 0	...	.....
Lithgow.....	693	2,749 19 0	61	236 12 1	(E)	1,407	5,916 5 3	877	3,977 3 11
Little Hartley	222	1,078 2 2	16	80 4 4	Tamworth	162	693 13 9	37	183 5 4
Liverpool.....	303	936 15 4	202	626 11 2	Taralaga	141	486 7 4	18	96 5 6
Lochinvar.....	108	403 6 8	186	885 0 1	Tarcutta.....	335	1,518 1 4	75	324 5 3
Lucknow.....	126	392 18 0	53	224 16 3	Taree	400	1,465 15 8	135	491 18 5
Lumatic Reefs	54	179 18 1	11	63 17 6	Tenterfield.....	352	1,215 19 9	67	237 2 4
Major's Creek	173	455 13 5	116	450 10 8	Terara.....	188	958 7 11	14	50 3 0
Manilla (D).....	41	113 9 2	4	19 2 11	Tocumwal	183	700 11 8	84	437 5 6
Manly.....	160	476 12 6	72	420 1 11	Trunkay Creek	125	517 7 0	29	105 12 3
Maryland.....	17	36 7 4	9	69 15 0	Tuena.....	180	923 2 4	36	165 5 9
Merimbula.....	191	744 5 2	47	134 15 10	Tumberumba.....	395	1,608 9 3	198	863 5 1
M'Guigans.....	20	74 6 8	3	6 9 7	Tumut	49	207 17 2	22	130 2 6
Merriwa.....	318	1,209 12 5	57	234 4 2	Twed Junction... ..	71	178 14 10	38	145 0 2
Michelago.....	113	334 8 9	20	70 7 10	Ulladulla	169	593 3 6	76	388 2 2
Milton.....	253	805 18 0	46	198 19 10	Ulmarra.....	583	2,699 3 5	136	684 18 1
Minmi (C).....	107	396 7 3	15	44 6 8	Urana.....	299	1,139 4 6	59	315 9 1
Mittagong.....	560	1,555 8 6	228	1,013 14 0	Vegetable Creek	625	2,778 8 5	59	304 1 3
Moama.....	247	1,008 19 7	65	237 6 5	Wagga Wagga	1,746	7,799 11 10	536	2,179 18 5
Molong.....	514	2,041 15 9	154	669 7 10	Walcha	375	1,488 3 0	54	266 16 0
Molonglo.....	56	221 14 8	11	63 0 9	Walgett.....	240	1,093 5 3	40	169 5 4
Monga.....	50	185 8 6	6	13 0 0	Vacy .....	.....	.....	1	5 19 0
Moorooloolen	271	648 12 0	124	588 15 11	Wallabadah (F)... ..	36	134 13 4	8	25 4 6
Moree.....	142	783 19 5	35	153 9 0	Wallsend	1,071	3,486 4 11	390	1,022 1 11
Morpeth.....	397	1,299 9 1	335	1,258 18 11	Waratah	369	1,287 10 4	97	314 14 0
Moruya.....	780	3,599 11 2	245	1,169 1 4	Warialda	154	665 17 3	80	364 17 2
Moss Vale.....	265	809 15 4	125	494 7 4	Warren	101	469 17 6	25	98 13 4
Mount Victoria(D)	86	274 11 7	8	54 11 6	Warren's Bay	74	181 17 7	4	6 5 0
Mudgee.....	1,499	5,243 6 3	706	2,557 17 6	Wattle Flat	152	402 1 11	116	375 3 0
Murrumburrah	292	1,193 19 7	150	664 2 5					

F—continued.

Office.	Orders issued.		Orders paid.		Office.	Orders issued.		Orders paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Waverley	71	£ 132 14 1	95	£ 263 16 3	Wiseman's Ferry	192	£ 773 16 5	16	£ 95 14 0
Wee Waa	339	1,418 4 6	34	204 14 8	Wollombi	376	2,057 2 8	67	359 11 5
Wellingrove	43	178 11 6	10	53 6 10	Wollongong	818	3,279 9 2	345	1,367 3 7
Wellington	579	2,478 14 10	234	1,089 10 1	Wombat	74	279 16 8	19	103 18 1
Wentworth	335	1,731 19 5	51	185 10 2	Woollahra	80	252 13 4	114	340 1 3
West Kempsey	168	720 18 2	73	333 14 10	Woonona	189	817 12 4	56	178 10 10
West Maitland	1,611	6,279 1 11	2,625	9,573 11 8	Yass	1,436	5,858 5 8	519	1,926 0 5
Wilcannia	224	839 8 3	43	171 6 11	Young	1,115	4,248 14 7	440	1,690 9 10
William-street	888	3,324 16 7	335	928 12 5	Sydney	14,748	63,333 10 10	58,296	247,599 7 9
Windeyer	100	708 2 2	46	261 11 6					
Windsor	705	2,622 7 8	403	1,571 15 7					
Wingham	620	4,824 12 3	52	246 0 0	General Total...	112,684	465,770 10 11	101,492	421,161 15 8

Offices marked (A) opened on 1st January, 1876.

- " (B) " 1st April, "
- " (C) " 1st June, "
- " (D) " 1st August, "
- " (E) " 1st September, "
- " (F) " 2nd October, "

G

GOVERNMENT SAVINGS' BANK.

RETURN showing the names of the various Branches, the dates of their establishment, the number of Accounts opened, the number of Accounts closed, and the total number and amount of Deposits and Withdrawals, during the year 1876; also the amount at the credit of Depositors on the 31st December, 1876.

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1875.	Number of Accounts opened during 1876.	Number of Accounts closed during 1876.	Number of Accounts remaining open at close of 1876.	Balances, 31st December, 1875.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1876.
							Number	Amount.	Number	Amount.	
Aberdeen	11 Dec., 1871	27	6	6	27	£ 1,175 6 11	20	£ 328 13 2	17	£ 506 13 4	£ 997 6 9
Adaminiby	12 July, 1875	2	.....	.....	2	12 10 3	1	5 6 6	.....	.....	17 10 9
Adelong	11 Dec., 1871	67	45	40	72	882 0 2	252	1,562 0 11	36	1,365 7 9	1,023 13 4
Albury	1 Oct., 1875	75	25	45	75	1,093 9 8	158	986 11 10	32	1,358 14 3	721 7 3
Araluen	1 Sept., 1872	10	5	4	11	214 15 6	12	77 5 2	8	130 7 7	161 13 1
Armidale	1 Oct., 1871	48	25	9	64	1,895 16 2	210	763 8 4	43	563 5 0	2,095 19 6
Ashfield	1 Feb., 1875	.....	2	.....	2	.....	2	7 12 6	.....	.....	7 12 6
Ballina	1 Sept., 1872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balmain	1 Oct., 1871	164	120	67	217	2,921 4 5	848	3,777 7 8	261	3,010 10 6	3,688 1 7
Bathurst .....	.....	209	102	80	231	8,238 12 8	550	5,241 10 8	282	5,045 13 4	8,494 5 0
Bega	1 Sept., 1872	42	28	15	55	633 11 8	118	751 2 10	35	440 19 7	943 14 11
Berrima	1 Oct., 1871	29	5	4	30	610 18 3	24	353 14 7	10	276 19 5	687 13 5
Binalong	1 Feb., 1875	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bingera .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bodalla	12 July, 1875	.....	5	.....	5	.....	10	15 17 11	.....	.....	15 17 11
Bombala	11 Dec., 1871	22	10	5	27	965 18 9	35	324 8 5	13	127 17 3	1,162 9 11
Botany	1 Sept., 1874	36	17	10	43	96 17 6	160	433 9 9	32	213 12 9	316 14 6
Bourke .....	.....	12	11	2	21	99 1 6	51	214 4 8	9	114 5 0	189 1 2
Bowenfels	1 Feb., 1875	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Braidwood	1 Oct., 1871	74	19	8	85	2,268 3 4	171	1,192 6 2	72	977 3 5	2,488 6 1
Branxton	1 Sept., 1874	10	6	3	13	75 10 1	14	107 19 2	12	97 19 6	85 9 9
Bundarra	1 Jan., 1874	21	5	1	25	255 10 2	18	174 1 11	8	56 1 1	373 11 0
Burrowa	12 July, 1875	3	26	6	23	2 11 0	103	581 13 7	10	88 16 4	495 13 3
Burwood	1 Sept., 1872	18	16	8	26	390 7 7	41	413 12 7	14	452 5 9	351 14 5
Camden	1 Oct., 1871	129	30	20	139	2,555 6 4	195	1,077 19 6	75	1,005 7 0	2,627 18 10
Campbelltown .....	.....	42	11	6	47	1,784 5 10	47	331 17 9	40	1,099 19 9	1,016 3 10
Camperdown	11 Dec., 1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cannonbar	12 July, 1875	1	2	1	2	101 0 0	4	98 9 9	2	43 2 8	156 7 1
Carcoar	1 Sept., 1872	23	20	12	31	1,578 0 3	59	778 8 1	30	1,137 14 8	1,213 13 8
Casino	1 Feb., 1875	6	9	2	13	169 16 9	25	493 14 1	4	80 7 7	583 3 8
Cassilis	1 Sept., 1872	82	24	23	83	3,516 15 7	134	1,084 0 6	63	1,592 13 8	3,007 17 5
Cooma	1 Oct., 1871	58	22	14	66	1,597 16 3	90	599 18 6	34	837 7 3	1,360 7 6
Coonabarabran	12 July, 1875	9	11	3	17	195 1 3	33	304 2 5	11	305 3 11	193 19 9
Cooranbong .....	.....	1	.....	.....	1	12 12 4	.....	0 0 9	1	11 12 1	1 1 0
Cow Flat	1 Sept., 1874	22	24	19	27	1,133 15 0	86	940 1 6	34	1,029 10 1	1,044 6 5
Cowra	1872	17	16	6	27	518 15 1	52	396 8 4	12	273 19 11	641 3 6
Deniliquin	11 Dec., 1871	33	42	23	52	570 3 0	102	573 1 7	35	661 14 6	481 10 1
Denman	1 Jan., 1874	17	5	4	18	179 13 3	17	139 17 5	7	91 8 7	223 2 1
Dubbo	11 Dec., 1871	19	17	9	27	455 9 10	32	578 10 5	19	488 16 6	545 3 9
Dungog	1 Sept., 1874	7	10	3	14	375 9 1	36	443 13 11	13	280 6 7	543 16 5
East Maitland	1 Oct., 1871	10	3	1	12	425 3 0	24	193 7 11	9	73 11 7	549 19 4
Eden	1 Jan., 1874	20	4	.....	24	309 11 2	28	153 4 5	7	56 13 0	406 2 7
Fernmount	1 Sept., 1872	32	12	5	39	339 5 10	33	401 12 4	18	260 11 5	480 6 9
Forbes	11 Dec., 1871	80	32	17	95	2,373 5 3	212	914 18 1	51	1,564 16 1	1,723 7 3
Germanton	12 July, 1875	2	1	.....	3	1 5 0	3	4 12 2	.....	.....	5 17 2
Gladstone	1 Sept., 1872	11	7	6	12	454 11 9	19	494 5 4	8	544 15 10	404 1 3
Glebe	1 Oct., 1871	13	1	2	12	218 3 8	16	35 9 4	8	47 1 9	206 11 3
Glen Innes	1 Sept., 1874	37	27	13	51	370 0 6	74	512 16 5	31	439 6 0	393 10 11
Gosford .....	.....	6	1	12	15	150 9 4	35	184 8 3	5	44 0 4	290 17 3
Goulburn	1 Oct., 1871	134	41	39	186	9,537 0 8	265	2,020 5 9	116	6,357 19 6	5,799 6 11
Grafton .....	.....	28	19	13	34	374 15 2	48	924 13 0	29	631 7 5	1,168 0 9
Grenfell	15 Jan., 1872	76	20	76	1,861 17 2	141	790 8 1	66	1,190 9 8	1,461 15 7	1,461 15 7
Gulgong .....	.....	33	24	36	71	2,881 3 10	153	1,127 0 0	89	2,095 13 5	1,912 10 5
Gundagai	11 Dec., 1871	23	10	6	27	163 14 8	28	737 16 9	12	244 0 5	647 11 0
Gunnedah	12 July, 1875	15	12	5	22	142 9 10	41	299 1 1	15	140 10 1	301 0 10
Hay	1 June, 1876	.....	79	10	69	.....	285	789 9 9	22	152 17 4	636 12 5
Hexham	1 Feb., 1875	.....	5	1	6	69 4 8	12	228 9 5	5	91 12 1	206 2 0
Hill End	1 Jan., 1874	113	65	47	131	4,471 16 4	316	3,333 11 8	212	2,770 19 3	5,039 8 9
Home Rule .....	.....	12	4	.....	16	.....	.....	.....	.....	.....	.....
Inverell	1 Sept., 1874	57	23	12	68	128 8 2	31	246 7 5	32	254 8 0	120 7 7
Kempsey	1 Feb., 1875	3	7	1	9	972 8 0	151	818 19 4	48	933 15 9	857 11 7
Kiama	1 Oct., 1871	70	31	15	86	23 8 10	27	98 9 1	3	3 0 7	118 17 4
Lambton	1 Sept., 1874	30	46	31	45	1,710 0 2	239	1,337 13 8	56	1,159 11 1	1,888 2 9
Lidsdale	12 July, 1875	4	9	3	10	1,054 14 10	139	1,463 13 6	74	1,300 12 9	1,217 15 7
Lismore .....	.....	10	15	5	20	56 19 4	17	150 12 6	3	44 9 4	163 2 6
						84 16 7	72	222 0 1	14	163 3 10	143 12 10

G—continued.

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1875.	Number of Accounts opened during 1876.	Number of Accounts closed during 1876.	Number of Accounts remaining open at close of 1876.	Balance, 31 December, 1875.	Total Deposits, including Interest.		Total Withdrawals.		Balance at credit of Depositors at close of 1876.
							Number	Amount.	Number	Amount.	
Lithgow	1 Feb., 1875	45	28	11	62	£ 1,086 12 5	91	£ 1,244 17 8	56	£ 788 8 5	£ 1,543 1 8
Liverpool	1 Oct., 1871	63	19	16	66	1,819 4 3	185	1,187 14 4	34	994 9 5	1,462 9 2
Lochinvar	12 July, 1875	9	5	2	14	66 9 9	26	91 11 8	3	40 12 3	117 9 2
Major's Creek	1 Feb., 1875	1	1	1	1	11 0 8	1	11 0 8	1	11 0 8	116 15 8
Manly	1 Feb., 1875	40	4	36	4	36	5	1 5 6	1	1 5 6	516 18 5
McGuigan's	1 Dec., 1875	16	21	12	25	364 10 5	58	407 10 1	23	255 2 1	342 8 6
Merimbula	1 Jan., 1874	7	6	10	13	132 8 8	18	240 19 10	3	31 0 0	246 4 1
Merriwa	1 Sept., 1874	21	10	14	17	369 2 10	73	148 8 11	17	295 1 9	222 10 0
Minni	1 Jan., 1874	104	31	20	115	2,502 15 4	178	1,562 7 0	64	1,062 7 6	3,002 14 0
Milton	1 Sept., 1872	33	23	16	40	892 16 8	119	974 1 8	32	796 9 9	1,070 8 7
Mittagong	1 Oct., 1871	20	16	12	24	110 6 8	114	258 14 7	27	78 12 9	290 8 6
Molong	10 April, 1871	98	31	15	114	3,264 9 5	170	1,616 13 7	32	1,625 19 4	3,255 3 8
Moorooloolen	1 Oct., 1874	36	17	12	41	781 3 5	67	462 4 6	38	465 14 11	777 13 0
Morpeth	1 Jan., 1874	1	1	1	1	1	3	0 15 0	1	0 0 0	0 15 0
Moruya	1 Sept., 1876	6	31	22	77	2,011 9 2	210	1,734 2 1	54	1,057 10 10	2,688 0 5
Moss Vale	1 Aug., 1876	113	116	54	175	4,376 2 0	458	4,663 3 8	146	2,366 6 0	6,672 19 8
Mount Victoria	1 Oct., 1871	43	32	21	65	2,021 5 6	140	919 4 3	47	1,042 5 6	1,893 4 3
Mudgee	1 Oct., 1871	109	12	46	146	1,326 1 0	109	484 1 0	26	417 8 10	1,392 14 0
Murrumbidgee	11 Dec., 1873	2	11	1	12	0 9 6	29	11 5 6	2	2 0 2	9 14 10
Muswellbrook	12 July, 1875	2	11	1	12	0 9 6	29	11 5 6	2	2 0 2	9 14 10
Narrabri	1 Oct., 1871	489	366	251	604	21,974 15 5	1,685	18,136 14 11	726	16,658 18 8	23,452 11 8
Nelligen	1 Oct., 1871	1	1	1	1	1	1	1 0 0	1	1 0 0	101 19 6
Newcastle	1 April, 1876	63	31	22	77	2,011 9 2	210	1,734 2 1	54	1,057 10 10	2,688 0 5
Shipping Master	1 Jan., 1871	546	274	154	666	6,237 9 10	2,021	6,189 11 2	528	4,071 13 2	8,355 7 10
North Wardell	1 Jan., 1876	2	7	15	15	173 16 5	22	151 4 10	6	26 15 9	298 5 6
Numba	12 July, 1875	10	6	2	14	681 2 8	55	644 11 9	21	436 15 7	883 18 10
Nundie	1 Sept., 1874	36	85	61	152	2,803 3 0	315	3,165 6 1	147	2,688 4 3	3,280 4 10
Orange	11 Dec., 1871	123	85	61	152	2,803 3 0	315	3,165 6 1	147	2,688 4 3	3,280 4 10
Oxford street	11 Aug., 1873	684	490	372	802	17,001 10 11	3,480	17,095 12 0	1,162	13,413 4 9	20,683 18 2
Paddington	1 Oct., 1871	83	74	239	319	3,703 11 1	287	3,703 11 1	287	3,023 8 3	3,787 12 0
Parkes	1 Jan., 1871	89	37	49	77	2,896 19 10	152	1,687 7 9	139	2,940 12 1	1,643 15 6
Parramatta	1 Oct., 1871	107	67	35	139	3,090 13 1	320	1,870 15 11	107	2,262 2 7	2,699 6 5
Parramatta-street	11 Aug., 1873	323	268	196	395	8,357 13 11	1,865	8,438 16 11	618	7,549 7 7	9,247 3 3
Petersham	12 July, 1875	1	6	1	6	3 0 4	9	136 10 5	2	15 2 4	124 8 6
Peterson	1 Oct., 1871	69	30	19	80	2,491 3 3	232	1,788 15 2	71	1,244 17 7	3,035 3 10
Penrith	1 Feb., 1875	15	32	2	45	6 10 8	156	485 14 3	18	127 13 5	364 11 6
Petersham	1 Sept., 1874	22	24	5	41	686 18 11	73	766 13 8	36	570 11 1	877 1 8
Pictou	1 Dec., 1871	105	22	19	108	4,606 3 8	139	1,962 7 2	64	1,275 1 4	5,293 9 6
Port Macquarie	1 Oct., 1871	26	16	16	26	300 17 5	116	655 4 4	32	747 2 4	208 19 5
Pymont	1 Oct., 1871	44	14	13	45	460 14 9	91	462 5 8	26	391 4 5	531 16 0
Queanbeyan	1 Sept., 1872	73	12	8	77	1,167 13 3	148	909 5 3	22	316 15 2	1,760 3 4
Raymond Terrace	1 Oct., 1871	193	101	68	226	2,728 2 0	757	3,335 17 0	226	2,592 17 8	3,471 1 4
Redfern	11 Dec., 1871	16	42	2	56	198 11 1	142	412 17 7	15	148 13 9	462 14 11
Richmond	12 July, 1875	2	1	1	2	49 11 7	45	23 12 3	6	17 8 1	55 15 9
Rookwood	1 Jan., 1874	25	20	4	41	885 1 11	91	1,671 19 5	31	518 8 5	2,038 12 11
Rydal	1 Feb., 1875	9	14	5	18	43 18 9	62	218 14 10	12	153 11 6	104 2 1
Ryde	2 June, 1873	1	1	1	1	112 4 9	7	9 10 1	1	31 16 4	89 18 6
Rylstone	11 Dec., 1871	14	1	3	12	449 7 0	8	118 9 7	9	174 4 4	393 12 3
Scone	1 April, 1876	11	6	5	5	1	11	218 13 10	19	149 1 4	69 12 6
Shipping Master, Syd.	1 Oct., 1871	235	63	53	250	3,605 12 10	509	2,149 18 10	121	2,093 0 6	3,662 11 2
Singleton	1 Sept., 1874	49	18	17	50	1,087 3 6	113	832 3 8	49	771 15 3	1,147 11 11
Sofala	1 Feb., 1875	147	81	73	155	1,216 4 11	800	2,048 9 7	191	1,517 2 7	1,747 11 11
St. Leonards	1 Sept., 1876	4	1	3	3	1	7	19 3 3	1	5 0 0	14 1 3
St. Mary's	1 Feb., 1875	11	8	1	18	141 2 3	105	449 2 6	9	140 12 4	449 12 5
Stroud	11 Dec., 1871	90	39	20	109	1,445 0 9	195	1,084 13 11	69	1,073 6 9	1,451 7 11
Tamworth	1 Feb., 1875	4	24	2	28	52 11 8	33	439 1 4	1	31 3 0	460 10 0
Taree	1 Sept., 1874	5	18	2	21	440 4 10	43	296 2 9	4	52 13 10	683 13 9
Tenterfield	1 Feb., 1875	107	31	11	127	3,925 10 8	171	2,101 3 10	83	1,791 5 6	4,235 9 0
Terara	1 Feb., 1875	10	4	1	13	262 16 3	8	225 10 1	9	79 4 0	409 2 4
Trunkey Creek	1 Feb., 1875	7	2	12	12	41 3 10	29	72 18 5	4	28 15 2	85 7 1
Tumut	1 Sept., 1874	3	6	1	8	26 7 3	12	110 3 5	3	18 3 8	118 7 0
Tweed Junction	1 Sept., 1874	20	3	1	22	347 18 1	32	123 11 2	2	11 9 3	460 9 0
Ulladulla	12 July, 1875	8	9	5	12	120 18 3	18	181 5 6	14	144 4 11	157 18 10
Ulmarra	1 Sept., 1874	123	78	81	120	4,230 9 5	285	3,973 4 8	131	3,839 1 3	4,364 12 10
Vegetable Creek	11 Dec., 1871	105	75	55	125	1,214 11 11	239	1,778 7 11	106	1,484 4 7	1,508 15 3
Wagga Wagga	1 Sept., 1874	55	59	44	70	1,344 18 6	198	2,209 3 11	105	1,606 15 3	1,947 7 2
Wallsend	11 Dec., 1871	33	14	12	35	1,433 16 9	85	778 11 1	44	1,296 10 8	915 17 2
Waratah	1 Sept., 1874	5	1	4	4	1	8	4 16 6	1	1 6 0	3 10 6
Warialda	1 Feb., 1875	22	6	4	30	704 3 6	36	234 9 1	13	339 9 3	39 4 2
Watson's Bay	1 Aug., 1876	28	20	11	45	1,035 16 7	94	619 19 11	16	255 15 7	649 3 4
Waverley	11 Dec., 1871	38	7	5	28	334 19 1	34	158 13 7	19	232 17 10	1,400 0 11
Wee Waa	2 June, 1873	26	33	18	57	2,110 12 10	94	2,462 11 6	53	2,081 14 8	260 14 10
Wellington	1 Sept., 1874	42	365	212	634	9,397 1 10	2,506	10,927 2 11	837	8,553 13 7	2,541 9 8
West Kempsey	1 Oct., 1871	40	5	13	32	3,073 15 1	38	715 13 1	31	1,071 8 8	11,770 11 2
West Maitland	11 Aug., 1873	10	2	1	11	432 15 11	18	311 19 7	12	293 0 0	2,717 19 6
William-street	1 Oct., 1871	17	3	5	15	364 3 8	18	398 5 0	9	117 14 5	451 15 6
Windsor	11 Dec., 1871	115	31	37	109	6,644 18 8	133	2,060 5 4	111	2,414 18 6	644 14 3
Wingham	8 Feb., 1872	103	30	98	98	1,062 4 8	249	530 3 4	58	737 14 10	629 5 6
Wollombi	11 Dec., 1871	86	32	15	103	4,053 12 8	290	2,327 9 10	56	1,952 14 1	4,283 8 5
Wollongong	1 Sept., 1872	106	58	38	126	3,840 2 2	341	2,705 9 10	126	2,603 15 7	3,941 16 5
Woolahra	11 Dec., 1871	111	80	47	144	2,031 8 1	374	2,115 5 2	147	1,817 7 6	2,329 5 9
Yass	1 Oct., 1871	2,361	1,997	1,355	3,003	132,075 16 9	10,138	119,616 11 5	4,926	95,625 6 10	156,067 1 4
Young											
Sydney											
Total		10,808	6,996	4,534	13,270	354,429 2 11	38,592	298,403 17 1	14,729	251,535 8 3	401,297 11 9

H.

ACCOUNT OF ALL DEPOSITS received and paid from 1st January to 31st December, 1876, together with a statement of the total amount due to all Depositors at the close of 1876.

		£	s.	d.			£	s.	d.	
Balance brought forward from 1875		354,429	2	11	By Amount of Repayments during 1876 ...		251,535	8	3	
To Cash received from Depositors during 1876		285,039	12	0	Balance as per S. B.					
Interest added to Depositors' Accounts for 1876		13,364	5	1	Ledgers	400,120	1	10		
					Unpaid Warrants	1,177	9	11		
							401,297	11	9	
	£	652,833	0	0			£	652,833	0	0
LIABILITIES AND ASSETS.										
		£	s.	d.			£	s.	d.	
To Balance due to all Depositors at close of 1876, including Interest		401,297	11	9	By Amount of Securities in the Treasury Chest, being investments made on behalf of the Government Savings' Bank, viz. :-					
					New South Wales "Four per Cents.," valued at £97 %		279,257	17	10	
					New South Wales Debentures 4 %, valued at £97 %		86,524	0	0	
					Cash in hands of Controller		11,315	19	4	
					Ditto in Treasury not invested		20,719	12	1	
					Interest due on balance remaining uninvested to 31st December, 1876, computed at 3 %		1,184	17	9	
Balance		2,367	14	1	Interest due on Investments at 31st Dec., 1876		4,662	18	10	
	£	403,665	5	10			£	403,665	5	10
PROFIT AND LOSS ACCOUNT.										
		£	s.	d.			£	s.	d.	
Balance from previous Account		11,196	9	11	By Amount, being the difference in the value of Securities on 31st December, 1875 and 1876		6,041	17	10	
To Departmental Expenses for 1876		1,135	3	4	Amount of Interest on investments in "Four per Cents."		11,515	15	4	
Commission to Country Postmasters		236	11	5	Ditto on Debentures	1,784	0	0		
Interest added to Depositors' Accounts for 1876		13,364	5	1	Less accrued at date of investment	379	10	6		
Amount recredited to a Depositor, necessitated by the default of late Postmaster, Singleton		100	0	0			1,404	9	6	
					Interest voted on Estimates for 1876 on balance in Treasury, uninvested to 31st December, 1875		8,253	3	5	
Balance		2,367	14	1	Interest due on balance in the Treasury, not invested to 31st December, 1876, at 3 %		1,184	17	9	
	£	28,400	3	10			£	28,400	3	10

F. W. HILL, Controller.

Savings' Bank Department, Sydney, 23rd February, 1877.

J. F. BURNS,

Postmaster General.

I certify that the foregoing Statement of Accounts of all Deposits received and paid from 1st January to 31st December, 1876, has been examined and found to correspond with the Books and Accounts of the Government Savings' Bank.

16th March, 1877.

C. ROLLESTON,

Auditor General.

I.

RETURN showing the progress of the business of GOVERNMENT SAVINGS' BANK from the commencement of the system on 1st September, 1871, to 31st December, 1876.

Year.	Number of Government Savings' Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st December.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors on 31st December.	
					Number.	Amount.	Number.	Amount.	£	s.	d.
1871	53	1,039	87	952	2,103	£ 15,782 10 4	205	£ 1,555 17 5	£ 14,226 12 11	
1872	70	2,271	633	2,590	8,415	95,167 2 7	2,049	28,450 7 11	80,943 7 7	
1873	77	3,935	1,155	5,370	15,000	189,851 2 10	3,655	64,724 13 0	206,069 17 5	
1874	106	5,346	2,431	8,285	25,186	241,894 13 10	7,530	144,851 8 4	303,113 2 11	
1875	141	6,379	3,856	10,808	34,043	280,147 1 11	11,532	228,831 1 11	354,429 2 11	
1876	150	6,996	4,534	13,270	38,592	298,403 17 1	14,729	251,535 8 3	401,297 11 9	

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL.

(MINUTE OF POSTMASTER GENERAL RESPECTING ALLEGED LATE DELIVERY OF LETTERS.)

Ordered by the Legislative Assembly to be printed, 6 June, 1877.

Minute of The Postmaster General.

Alleged Late Delivery of Letters in the City.

AFTER inquiry, made in consequence of the complaints of the late delivery of letters in some parts of the City, I am of opinion that, with a proper arrangement of the letter-carriers' "beats," and if ordinary expeditions were used by the carriers, the morning delivery could be completed, even in the remote parts of the City, by 11 o'clock.

In Brickfield Hill and Macquarie-street letters ought to be delivered by 10, or a quarter past at latest.

To complete a delivery much earlier than at present would necessitate the employment of a large number of extra carriers, and the result would be that, although the deliveries would be effected in a very short time, the carriers would not be fully employed; indeed, to divide the City into such a number of beats as could be traversed by the men so as to enable each of the three deliveries to be completed in an hour's time, would result in each carrier being employed for less than five hours a day.

An 8 o'clock delivery would require an entire re-arrangement of the railway time-tables, and oblige the residents of many of our principal country towns to post their letters for Sydney at least an hour earlier than they do at present. It is also considered, in view of the fact that the principal business houses do not open until 9 o'clock, whether a delivery at an earlier hour would be of service to them. Beyond these, no objections exist to an immediate adoption of the 8 o'clock delivery, if desired.

Pending a decision, however, on this point, I have this morning arranged that the delivery shall in future start from the head office at 8:45 A.M., excepting on those days on which the Suez mails arrive overland.

An earlier start than 8:45 A.M. from the General Post Office, unless preceded by an alteration of the railway trains, and despatches from the country, as before explained, would be impossible, as the country mails do not reach this office until about half-past 7 A.M. With a despatch from the head office at 8:45 A.M. sharp, the letter-carriers, if they use ordinary activity, ought to be able to complete the morning delivery by half-past 10, whilst the principal business portions of the City ought to be served by a quarter past 9, or half-past at the latest.

Mr. Cameron, I find, is mistaken in stating that there are not sufficient stampers and sorters. The number of these officials appear to be ample for present requirements.

Mr. Macintosh is also under a misapprehension in supposing that we have either not enough carriers, or that they have too much to do. The number of carriers employed, when the few extra ones applied for on the Estimates, to meet the usual gradual increase of work, are appointed, will also be ample under the present arrangements; and if more were employed they would not have sufficient work to do.

I am about issuing a circular, advising the public to have letter-boxes placed in their doors, and have directed that the receipts for registered letters be taken in coloured pencil (the pencil to be carried about by the carrier), instead of by pen and ink, supplied by the addressees, which detains the carriers.

With these arrangements I do not think there need be any reasonable ground for complaint, even if it be decided not to adopt the 8 o'clock delivery.

I contemplate the establishment of a fourth delivery of letters in the City. This will provide more employment for the men, and enable a larger number to be employed, by which means the beats will be shortened and the delivery of letters expedited. In order to carry out this arrangement Parliament would have to be asked to provide for the salaries of an extra number of men.

I may add, that the carriers who deliver in the more remote parts of the City, and in the suburbs, are conveyed by omnibus, at the cost of the Department, to the points at which their beats commence.

General Post Office, Sydney,

5th June, 1877.

SAUL SAMUEL.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAL.

FINES ON LETTERS, INSUFFICIENTLY STAMPED, POSTED AT SYDNEY FOR PARRAMATTA.)

Ordered by the Legislative Assembly to be printed, 10 October, 1877.

RETURN showing the estimated amount of additional postage received by the Government upon all letters posted at Sydney for Parramatta (insufficiently stamped) from the time of the extension of the one penny postage to Rookwood up to the 31st August, 1877.

Estimated number of insufficiently stamped letters, posted at Sydney for Parramatta, from 1st January, 1873, to 31st August, 1877, 15,236.

Estimated amount of deficient postage, and fine collected on delivery on the above, £140.

General Post Office,
Sydney, 9 October, 1877.

S. H. LAMBTON,
Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MAIL CONVEYANCE BETWEEN SAN FRANCISCO AND
THE COLONIES.

(CLAIM BY AUSTRALASIAN STEAM NAVIGATION COMPANY FOR DEMURRAGE.)

*Ordered by the Legislative Assembly to be printed, 20 March, 1877.*Statement of the Postmaster General in reference to the claim of the Australasian
Steam Navigation Company for demurrage through their Steamers arriving at
San Francisco before their due dates.

IN December 1874, after repeated interviews and negotiations with the late Postmaster General (Mr. Samuel) and the Directors and Manager of the Australasian Steam Navigation Company, the following letter was addressed by the Company to the Postmaster General:—

“Australasian Steam Navigation Company,
“Sydney, 23 December, 1874.

“Sir,

“Referring to the verbal understanding arrived at between us for the continuance of the temporary Pacific Mail Service, I am instructed by my Board to place on record the terms of the arrangements, as they conceive them to exist.

“1st. Conditional on our being able to secure the steamers ‘Cyphrenes,’ ‘Mikado,’ and ‘Macgregor,’ for which an offer has been made to the owners by wire, we undertake to perform the service for a period of six months, at the rate of four thousand pounds per trip each way, payable on advice of arrival of steamer at San Francisco and return here, respectively.

“2nd. That we undertake to despatch a steamer from this port every 28th day from 16th January next, and otherwise to comply with the time-table agreed upon, copy of which is annexed, with the exception that in case of accident to ship or machinery, we are not to be bound to sail according to time-table from San Francisco. See Appendix A.

“3rd. As the ‘Macgregor’ cannot arrive here in time to be despatched on the 16th January, we propose to commence the service with the steamship ‘City of Melbourne’ on that date, and continue the same with the boats named in the time-table.

“4th. In the event of any of these boats being unable from any cause whatever to perform the work allotted to them, we will provide others of equal capacity, if procurable, or despatch steamers from our own fleet in lieu thereof.

“5th. The Company will perform the service with the boats named with the utmost despatch, but do not propose to be bound to time in performance of the voyages.

“6th. It is understood that the Government will concede to the Company the free use of the dock and machinery at Cockatoo, together with the usual privileges of port dues, &c., in this port and in New Zealand.

“7th. Should the steamers be detained at San Francisco beyond the stipulated time by the Government, it is agreed that they shall reimburse the Company the exact cost of such detention.

“I have, &c.,

“FRED. H. TROUTON.”

The time-table provided for the detention of the steamers at San Francisco for eleven days, and it will be observed from the above letter that the only stipulation made by the Company up to this period having any relation to demurrage was, that in the event of the steamers being detained by the Government beyond the stipulated time of departure from San Francisco, the Company were to be reimbursed the actual cost of such detention. To the letter of 23rd December from the Company the following reply was sent:—

“General Post Office,
“Sydney, 24 December, 1874.

“Sir,

“In reply to your letter of yesterday’s date, I am directed to inform you that the Postmaster General agrees to the terms and conditions therein proposed, with the following exceptions:—

- “1. That in lieu of the second condition proposed by you, the Company shall convey the mails under a time-table to be fixed by the Postmaster General, the Postmaster General agreeing, however, that any time-table he may fix shall not provide for a longer detention of the steamer than twelve days at San Francisco. “2.

* error—should be "seventh."

"2. In lieu of the *second** condition proposed by you, that in the event of a longer detention than "twelve days being on any occasion necessary by reason of the non-arrival of the English mails at San Francisco, or otherwise, at the instance of the Postmaster General, the Company shall be paid for such detention at the rate of £3,000 per lunar month.

"With reference to these exceptions, the Postmaster General directs me to state that, should any time-table be fixed by him providing for a *less* stoppage at San Francisco than twelve days, he is willing to agree that the Company shall be at liberty, if they require it on any occasion, to remain the full period of twelve days.

"With reference to the sixth condition proposed by you, Mr. Samuel is unable to answer for New Zealand in the matter of port dues, &c., but so far as this Colony is concerned he agrees to the condition.

"I have, &c.,

"S. H. LAMBTON."

To this letter the following reply was received:—

"The Manager, Australasian Steam Navigation Company, to The Postmaster General, Sydney.

"Australasian Steam Navigation Company,

"Sydney, 24 December, 1874.

"Sir,

"I have had the honor to receive your letter of this day's date, respecting a continuance of the San Francisco Mail Service, under the modifications contained therein, and in reply beg to say that on behalf of the Company I agree to the same.

"I have, &c.,

"FRED. H. TROUTON."

Attention is drawn to three important facts bearing upon the question now at issue; first, that up to this period the Company expressed to the Government no intention of claiming demurrage, unless the steamers were detained by *reason of the non-arrival of the English mails* at San Francisco, or otherwise, at the instance of the Postmaster General; secondly, that it was only in the event of a detention beyond the twelve days being necessary *in consequence of the non-arrival of the English mails*, or otherwise, at the Postmaster General's instance, demurrage was to be claimed; and thirdly, that no demurrage claimed by the Company for detention under such circumstances, viz., the non-arrival of the English mails, has been disputed by the Postmaster General. There has been no detention at the instance of the Postmaster General beyond the dates specified in the time-table, otherwise than owing to the non-arrival of the English mail.

Appendix B.

The Crown Solicitor prepared an agreement based upon the above correspondence, and appended is the time-table approved by the Postmaster General in terms thereof.

The foregoing facts and the dates mentioned in the time-table for the steamer's arrival at San Francisco call for special consideration. There is no doubt that the Company's claim hinges on the interpretation of the 4th and 11th clauses of the contract, *i.e.*, whether the Company are entitled to claim demurrage for the arrival of their steamers at San Francisco before the stipulated dates, or, in other words, whether they are to receive premiums for early arrivals. I am informed that penalties and premiums were proposed by Mr. Samuel, but that they were objected to by the Company, and therefore no provision was made in the contract for one or the other.

Appendix C.

The agreement itself is appended.

Appendix D.

Appended is also a statement giving particulars of the Company's claims for demurrage in respect of those vessels in connection with which any dispute has arisen, showing the amounts claimed by the Company, the amounts admitted, and the sum in dispute, the latter amounting to £1,392 17s. 2d.

In order to illustrate the nature of the Company's claim, the first case—that of "City of Melbourne"—will suffice, and may be briefly stated as follows:—

This vessel was due at San Francisco under the time-table on 18th February, and, according to time-table should have left there on the 1st March, being a detention of eleven days, but she actually arrived on the 14th, being four days in advance of time, and was "detained for mails" until 3rd March, being a "detention by reason of the non-arrival of the English mail" of one day in excess of the twelve days specified in the contract. For this one day payment has been offered to the Company, but they claim four days additional for their arrivals at San Francisco before time, and they make their claim under the 11th clause of the contract, which is as follows:—

"11. If at any time during the continuance of this contract a mail steamer shall be detained at the Port of San Francisco by the Postmaster so acting for mails beyond the period of twelve days from the time of her arrival in the said Port of San Francisco, the Company shall be paid for such detention beyond the period of twelve days at and after the rate of £3,000 per lunar month."

So far as regards the case above alluded to, and the claim in connection with the trips of the "Mikado," it is admitted that the clause is not altogether free from doubt as to the correct interpretation, and hence it is submitted that it should be read in connection not only with the 4th clause of the contract (*see note below*) but with the correspondence showing the understanding on both sides, and which correspondence was intended by both parties as the foundation of the contract.

The Company appear to think that under this clause, viz., the 11th, they are entitled to claim demurrage for *whatever period* in excess of twelve days may intervene between the *actual* date of the steamers' departure and the date of their arrival at the Port of San Francisco.

NOTE.—4. That upon arrival at the Port of San Francisco, on her voyage from Sydney as aforesaid, each of the said steamships shall remain at the said port for such time as the said Postmaster General of the said Colony of New South Wales shall have appointed in that behalf in and by the said time-table, not exceeding twelve clear days, and shall apply to the Postmaster at the Port of San Francisco, and shall receive from him, on board the said steamship, all mails required to be sent to the said Ports of Sydney, Honolulu, and Auckland, at any time before the day fixed by the said Postmaster General of the Colony of New South Wales and the Postmaster General of the Colony of New Zealand, in and by the said time-table, for the departure of each of the said steamships, on her return voyage by way of Honolulu to the Port of Auckland and Port of Sydney as aforesaid, and shall carry and convey in and on board the said steamship all the mails for Honolulu to Honolulu, and the mails for Auckland to Auckland, and all the mails for the Port of Sydney to the said Port of Sydney, and shall well and safely deliver the same to the Postmaster at each of the said ports, or to other the person by law entitled to receive the same, upon their arrival in the said respective ports: Provided that, if they shall think fit, it shall be lawful for the Company in case of need to keep any or all of the said steamers at the Port of San Francisco for the full period of twelve days, as herein-after mentioned.

steamers' arrival and the *actual date* of their departure, but it is urged by the Department that payment for detention of the steamers can only count from the expiration of twelve days from the *specified date* of arrival. A detention of one day is admitted by the Department in the case of the "City of Melbourne's" first trip, and of four days in the case of the "Mikado's" first trip. In the case of the "Mikado's" second trip there was a detention of one day beyond the time-table departure date, but such detention only made up the twelve days from the specified date of arrival as provided in the contract.

In the case of the "City of Melbourne's" second trip, she left San Francisco on the specified date, and in this case in particular it is contended that the Company have no claim. Under the 11th clause there must, in order to justify a claim for extra payment by the Company, have been a detention "at the Port of San Francisco by the Postmaster so acting for mails," whereas, in the case of the "City of Melbourne's" second trip there was no detention whatever; the 4th clause provides that the mails shall be carried under a time-table, to be fixed by the Postmaster General; this time-table fixed the 21st June as the date of departure from San Francisco, the steamer left on the 21st June, and when a steamer leaves on the appointed day there can be no detention. In the other three cases there was a detention for mails, and as before stated, the Department has paid, or is prepared to pay, for such detention, that is for all detentions in excess of twelve days from the dates fixed in the time-table for the steamer's arrival.

Copy of the correspondence with the Company is appended. It will be seen therefrom that the Company alleged that it was understood between themselves and the late Postmaster General, Mr. Samuel, that the extra payment of £3,000 per lunar month was to count from the date of the actual arrival of the steamers, and that this was purposely intended as an incentive to quick passages, but Mr. Samuel, on being referred to, denied this in the following statement:—

* * * * *

"I considered, and still consider, that the twelve days allowed for detention at San Francisco were those provided for in the time-table, and I am confirmed in this belief by the fact that I perfectly recollect that the Company refused to submit to any penalties for late arrivals, and I consequently refused to allow any premiums for arrivals before time to be inserted in the agreement, stipulating that the voyage should be performed with the utmost despatch possible.

"I can only look upon the claim made by the Company as one for premiums for early arrivals, to which I consider they are not entitled."

Sydney, 5th May, 1876.

J. F. BURNS.

APPENDIX A.

TIME-TABLE for the Mail Service between Sydney and San Francisco.

Leaves Sydney.	Arrives San Francisco.	Leaves San Francisco.	Arrives Sydney.
1875. <i>Saturday.</i> 16 January 13 February 13 March 10 April 8 May 5 June 3 July	18 February 18 March 15 April 13 May 10 June 8 July 5 August	1 March 29 " 26 April 24 May 21 June 19 July 16 August	3 April 1 May 29 May 26 June 24 July 21 August 18 September

APPENDIX B.

TIME-TABLE for the Mail Service between Great Britain, New South Wales, and New Zealand, by way of San Francisco and Honolulu.

(Approved by the Postmaster General of New South Wales on the 5th January, 1875.)

Homeward Route.				Outward Route.			
Leave		Arrive at		Leave		Arrive at	
Sydney.	Auckland.	San Francisco.	London.	London.	San Francisco.	Auckland.	Sydney.
1875. <i>Saturday,</i> At 1 p.m., 16 January 13 February 13 March 10 April 8 May 5 June 3 July	1875. <i>Friday,</i> 22 January 19 February 19 March 16 April 14 May 11 June 9 July	1875. <i>Thursday,</i> 18 February 18 March 15 April 13 May 10 June 8 July 5 August	1875. <i>Monday,</i> 8 March 5 April 3 May 31 May 28 June 26 July 23 August	1874. <i>Tuesday,</i> 17 November 15 December 12 January 9 February 9 March 6 April 4 May 1 June 29 June 27 July	1874. <i>Saturday,*</i> 5 December 1875. 2 January* 30 January* 1 March 29 March* 26 April* 24 May* 21 June* 19 July* 16 August*	1875. <i>Friday,</i> 1 January 29 January 26 February 28 March 25 April 23 May 20 June 18 July 15 August 8 September	1875. <i>Thursday,</i> 7 January 4 February 4 March 3 April 1 May 29 May 26 June 24 July 21 August 18 September

* Or immediately on arrival of London Mail at San Francisco.

APPENDIX C.

MAIL CONVEYANCE BETWEEN SAN FRANCISCO AND THE COLONIES.

(Agreement between the Postmasters General of the Colonies of New South Wales and New Zealand and the Australasian Steam Navigation Company for seven voyages commencing in January, 1875.)

ARTICLES OF AGREEMENT, made and entered into this ninth day of February, in the year of our Lord one thousand eight hundred and seventy-five, between the Australasian Steam Navigation Company (incorporated by Act of Parliament of New South Wales, passed in the fifteenth year of the reign of Her Majesty Queen Victoria), hereinafter designated and referred to as "The Company" of the first part,—the Honorable Saul Samuel, the Postmaster General of the Colony of New South Wales, as such Postmaster General, and acting herein for and on behalf of the Government of the said Colony, of the second part,—and the Honorable Julius Vogel, the Postmaster General of the Colony of New Zealand, as such Postmaster General, and acting for and on behalf of the Government of the same Colony, of the third part :

WITNESS that the Company hereby covenants with the said Postmaster General of the Colony of New South Wales and his successors, and with the said Postmaster General of the Colony of New Zealand and his successors, and as a separate covenant with each of the said Postmasters General and his successors,—

1. That the Company shall and will carry and convey all and every Her Majesty's Mails which the Postmaster General of the Colony of New South Wales shall be desirous of sending from Sydney to Auckland, Honolulu, and San Francisco respectively; and all mails which the Postmaster at the port of San Francisco shall be desirous of having conveyed to Honolulu, Auckland, and Sydney, respectively; and the Postmaster at Honolulu shall be desirous of having conveyed to Auckland and Sydney respectively on the return voyage; and also all mails which the Postmaster General of New Zealand shall be desirous of having conveyed from Auckland to Honolulu and San Francisco, and which the Postmaster at San Francisco and Honolulu shall desire to be conveyed to Auckland on the return voyage from San Francisco; and all mails from Auckland on the return voyage to Sydney, for seven voyages from Sydney to San Francisco by the way of and calling at Auckland and Honolulu; and for seven return voyages from San Francisco to Sydney by the way of and calling at Honolulu and Auckland, upon the days and times, and by the steamships, and in manner as hereinafter mentioned, and shall and will perform the said voyages within the times hereinafter mentioned, that is to say—the first voyage under this agreement having commenced by the departure of the steamship "City of Melbourne" on the sixteenth day of January last with the month's mails, to Auckland, Honolulu, and San Francisco.

2. The Company shall and will have each and every of the steamships the "Macgregor," the "Mikado," the "Cyphrenes," and the "City of Melbourne" properly furnished and provided with all engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, and all other stores, charts, chronometers, nautical instruments, and whatever else may be requisite for the equipment of the said ships for a voyage from the Port of Sydney to the Port of Auckland, and thence to the Port of San Francisco, by way of and calling at Honolulu, and for a return voyage from the Port of San Francisco to the Port of Auckland by way of and calling at Honolulu, and from Auckland aforesaid to the Port of Sydney aforesaid, and also manned and provided with a competent and duly qualified master and other officers and with a sufficient number of engineers and a sufficient crew of able seamen and other men, and prepared and ready in all things to leave their moorings in the Port of Sydney, and proceed on the voyage from the said Port to the Port of Auckland and thence to the Port of San Francisco by way of and calling at Honolulu upon the days and times following, that is to say:—That one of such vessels so approved, equipped, and manned as aforesaid, shall, during the continuance of this contract, leave the Port of Sydney every four weeks, according to a time-table to be fixed and agreed upon by the Postmaster General of New South Wales, either solely or in conjunction with the Postmaster General of New Zealand.

3. That one of the said steamships, the "Macgregor," the "Mikado," the "Cyphrenes," and the "City of Melbourne," so equipped and manned as aforesaid, shall receive and take on board at Sydney all and every Her Majesty's Mails which the Postmaster General of the Colony of New South Wales shall on the said several days appointed in and by the said time-table for the departure from the said Port of Sydney of the said several steamships, place on board the said steamships to be conveyed from the Port of Sydney aforesaid, to the several ports of Auckland, Honolulu, and San Francisco aforesaid, and shall proceed on her said voyage from the said Port of Sydney to Auckland, and thence to San Francisco, by way of and calling at Honolulu at the day and at the hour appointed in the said time-table for the departure of a mailship upon the said voyage, and upon arrival at Auckland shall deliver the mails placed on board to be carried to Auckland to the Postmaster there, and shall receive and take on board at Auckland all and every Her Majesty's Mails which the Postmaster General of the Colony of New Zealand shall place on board to be carried and conveyed to Honolulu and San Francisco respectively, and that the master of each of the said steamships shall, on arrival at the Port of Auckland upon each and every of the said voyages, immediately land the mails intended to be landed there, and shall with all possible dispatch, upon receipt of the mails to be placed on board the said steamship at Auckland aforesaid, proceed on the voyage from Auckland aforesaid: Provided that it shall be lawful for the Postmaster General of New Zealand to detain any of the said steamships for any time not exceeding twenty-four hours after notice of its arrival shall have been given to the Postmaster at Auckland, to enable him to make up and place on board the said steamship the mails intended to be carried and conveyed from Auckland aforesaid on the said voyage; and that each and every of the said steamships, upon arrival at the Port of Honolulu upon any of the said voyages, shall remain a sufficient and reasonable time to allow the mails intended to be conveyed thence to San Francisco to be made up and placed on board the said steamship, and shall receive and take on board at Honolulu all mails intended to be carried thence to San Francisco.

4. That, upon arrival at the Port of San Francisco, on her voyage from Sydney as aforesaid, each of the said steamships shall remain at the said port for such time as the said Postmaster General of the said Colony of New South Wales shall have appointed in that behalf in and by the said time-table, not exceeding twelve clear days, and shall apply to the Postmaster as the Port of San Francisco, and shall receive from him, on board the said steamship, all mails required to be sent to the said Ports of Sydney, Honolulu, and Auckland, at any time before the day fixed by the said Postmaster General of the Colony of New South Wales and the Postmaster General of the Colony of New Zealand, in and by the said time-table, for the departure of each of the said steamships, on her return voyage by way of Honolulu to the Port of Auckland and Port of Sydney as aforesaid, and shall carry and convey in and on board the said steamship all the mails for Honolulu to Honolulu, and the mails for Auckland to Auckland, and all the mails for the Port of Sydney to the said Port of Sydney, and shall well and safely deliver the same to the Postmaster at each of the said ports, or to other the person by law entitled to receive the same, upon their arrival in the said respective ports: Provided that, if they shall think fit, it shall be lawful for the Company in case of need to keep any or all of the said steamers at the Port of San Francisco for the full period of twelve days, as hereinafter mentioned.

5. In the term "mails," to be carried on the said voyages as aforesaid, all boxes, bags, or parcels of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard to the place or places in which they may originate, and all empty bags, empty boxes, and other stores and articles used or to be used in connection with the said mails, shall be considered to be comprehended.

6. That the said steamships shall make each of the said voyages from the Port of Sydney to the Port of San Francisco with the utmost despatch, and as nearly as may be within seven hundred and ninety-two hours, including all stoppages and detention, and so that all mails put on board the said steamships at the respective ports of Sydney, Auckland, and Honolulu aforesaid by the said several steamships, shall be delivered at the Post Office at the Port of San Francisco within as nearly as may be seven hundred and ninety-two hours, including detention and stoppage at Auckland and Honolulu from the time of the said steamship's departure from the Port of Sydney on the said voyage; nevertheless, should such voyages be prosecuted with due diligence payments will be made as hereinafter provided, notwithstanding the provision as to the voyages being made within a specified time; and shall make each and every of the said return voyages from San Francisco to the port of Sydney aforesaid within as nearly as may be the like period of seven hundred and ninety-two hours, including detention and stoppage at Honolulu and Auckland, so that the mails put on board the said several steamships on their respective voyages from the Port of San Francisco, to be carried to the Port of Sydney, shall be carried and delivered at the General Post Office, in the City of Sydney, within seven hundred and ninety-two hours, including detention and stoppage at Honolulu and Auckland from the time of the said steamship's departure from the Port of San Francisco on the said voyages.

7. On each of the said voyages to San Francisco the Postmaster General of the Colony of New South Wales will deliver the mails to be carried from the Port of Sydney; the Postmaster General of the Colony of New Zealand, the mails to be carried from the Port of Auckland; and the Postmaster of Honolulu, the mails to be carried from Honolulu into the charge and custody of the master of the steamship by which the said mails are to be conveyed on board his vessel; and the said

said master shall without any charge other than that herein provided to be paid to the Company, take charge and care of, and the Company shall be responsible for the receipt, safe custody, and due delivery at the respective times at which they are intended to be delivered, of all and every the mails so placed on board of each of the said steamships as aforesaid, as the case may require. And the said master shall take the usual declaration required upon the delivery of a mail to the master of a vessel, and furnish such returns and perform such services in relation thereto as the Postmaster General of the Colony of New South Wales shall require in respect of mails sent from or received at the Port of Sydney, and as the Postmaster General of the Colony of New Zealand shall require in respect of mails sent from the Port of Auckland. And the master of each of the said steamships immediately upon its arrival at the Ports of Auckland, Honolulu, and San Francisco respectively, upon any of the voyages aforesaid, shall deliver from the ship's side all the mails to be delivered at the said ports respectively to the Postmaster of the said respective ports, or to such other person as each of them the said Postmasters respectively shall in respect of the mails to be delivered to him duly authorize to receive the same. And in the like manner upon each of the return voyages from San Francisco, calling at Honolulu and Auckland as aforesaid, the master of each of the said steamships shall receive on board the said steamship from the Postmaster at San Francisco, and take charge and custody of all mails required to be forwarded from San Francisco to the respective ports of Honolulu, Auckland, and Sydney, and shall receive and take on board at Honolulu all mails intended so to be sent from thence to the Ports of Auckland and Sydney respectively. And shall also receive and take on board at Auckland all mails intended to be sent from thence to the Port of Sydney; and shall safely carry and convey all and every the said mails to the several ports at which they are to be delivered; and shall, upon arrival at each of the said respective ports, immediately deliver from the ship's side to the Postmaster, or other person authorized by him to receive the same, the mails intended to be delivered at such port. And shall duly make all declarations and sign all receipts for the mails as may be required by law, or by the custom of the place at which the same shall be put on board the said steamship, or delivered therefrom. And "the Company" shall be responsible for the receipt, safe custody, and carriage of all mails put on board each of the said steamships on each of the said return voyages from the Port of San Francisco to the Ports of Honolulu, Auckland, and Sydney, and for the due delivery at each of the said ports of the mails to be carried and conveyed, and delivered at each of the said ports. The act of God, the Queen's enemies, pirates, fire, and all perils of the sea excepted.

8. If the Company are unable to despatch upon any of the said voyages any one of the said steamships, the "Macgregor," the "Mikado," the "Cyphrenes," or the "City of Melbourne," "the Company" shall instead despatch another steam-vessel of equal capacity, if such a vessel can be procured by "the Company" on reasonable terms; and if such a vessel cannot be so procured, "the Company" may despatch one of their own steamships, the steam-vessel so to be despatched to be approved of by the Postmaster General of New South Wales in that behalf, in which event all and every these presents shall be read and considered as if the name of the steamship which may be substituted as aforesaid had been written in place of the vessel in place of which it is substituted. It being, however, hereby expressly declared that the foregoing proviso is not to be read or considered in any way as giving "the Company" the option of sending at their own will and pleasure any steamship in the place and stead of either of the said steamships, the "Macgregor," the "Mikado," the "Cyphrenes," or the "City of Melbourne," but only that "the Company" may do so if absolutely prevented from dispatching any one of the said steamships, the "Macgregor," the "Mikado," the "Cyphrenes," or the "City of Melbourne," on any voyage upon which one of such steamships should have been despatched under the agreement, by causes over which the Company have no control.

9. And in consideration of the due and faithful performance by the Company of all the services hereby agreed to be by the said Company performed, the said Postmaster General of the Colony of New South Wales, and the said Postmaster General of the Colony of New Zealand, do, and each of them doth, for and on behalf of himself respectively, as such Postmaster General and his successors respectively, and of the Government of the Colony for which he is now respectively the Postmaster General, but so far only as the agreements herein contained are to be observed by or are applicable to the Governments of the said Colonies respectively, or as to payments to be made by the Government of the Colony for which he is the Postmaster General, doth hereby covenant with the Company that there shall be paid by the Postmaster General of the Colony of New South Wales to the Company for the Mail Services to be rendered by the Company in carrying to and from the ports of departure and the ports of call beforementioned, on each and every of the said voyages, from Sydney to San Francisco, and from San Francisco to Sydney, calling at the said intermediate ports as hereinbefore mentioned, the sum of £4,000 for each voyage. And that such payment shall be made as follows, that is to say:—For the voyage from Sydney, calling at Auckland and Honolulu, to San Francisco, upon proof of the due arrival of the vessel at San Francisco being received by the said Postmaster General of New South Wales. And that the payment for the voyages from San Francisco to Auckland and Sydney, by way of Honolulu, shall be made upon the arrival of the said steamship at the Port of Sydney upon her return voyage from San Francisco, calling at Honolulu and Auckland as aforesaid.

10. If in the time-table to be fixed and determined by the Postmaster General of New South Wales, as hereinbefore mentioned, the time for the mail steamer remaining at San Francisco shall be less than twelve days from the day of her arrival thereat, the Company shall be at liberty, if it is absolutely necessary, but not otherwise, to detain such steamer for a period of time equal to twelve days from the day at which the said steamship on that voyage to San Francisco should in accordance with the said time-table have arrived in the said Port of San Francisco.

11. If at any time during the continuance of this contract a mail steamer shall be detained at the Port of San Francisco by the Postmaster so acting for mails beyond the period of twelve days from the time of her arrival in the said Port of San Francisco, the Company shall be paid for such detention beyond the period of twelve days at and after the rate of £3,000 per lunar month.

12. That so long as this Contract shall be faithfully carried out by the Company, no charge for pilotage, tonnage, light-house or harbour dues shall be made in New South Wales or New Zealand for any of the steam-vessels employed in carrying out this Contract. And "the Company" shall be at liberty to have the free use of the Fitz Roy Dock and workshops and machinery at Cockatoo Island, at Sydney, if not otherwise occupied, for a period not to exceed five days, on the completion of each voyage from San Francisco to Sydney.

13. And it is hereby further declared that the payments hereby mentioned to be paid to "the Company" shall be received by the "Company" in full compensation for all services rendered by the "Company" in respect of the matters aforesaid, and for all costs and expenses which it may incur or be put unto by reason or on account of all and singular the services in and about the carrying out, or in any way arising out of or rendered in carrying out, the services hereby contracted to be performed, whether such services shall or shall not be herein particularly mentioned.

In witness whereof, the Australasian Steam Navigation Company has caused its common seal to be hereunto affixed, and the said Saul Samuel, as such Postmaster General, on behalf of himself and his successors as Postmasters General of the said Colony, and of the Government of the said Colony, and the said Julius Vogel as such Postmaster General of the Colony of New Zealand, and his successors as Postmasters General of the Colony of New Zealand, and of the Government of the said Colony of New Zealand, have respectively hereunto set their hands and seals, the day and year first before written.

The common seal of the Australasian Steam Navigation Company was duly affixed hereto by the Board of Directors, in the presence of,— (L.S.)

FRED. A. PHILLIPS.
F. H. TROUTON.

And—

Signed, sealed, and delivered by the said Saul Samuel, in the presence of,— SAUL SAMUEL.
S. H. LAMBTON. } As Postmaster General for the Colony of New South Wales. (L.S.)

Signed, sealed, and delivered by the Honorable Saul Samuel, acting for the Postmaster General of the Government of New Zealand, under authority of letter of date 24th, 1874, in the presence of,— THOMAS RUSSELL.
S. H. LAMBTON. } Acting for the Postmaster General of the Government of New Zealand. By SAUL SAMUEL. (L.S.)

APPENDIX D.

STATEMENT showing the amount claimed by the Australasian Steam Navigation Company as demurrage, and the amount admitted as due by the Department,—the balance giving the amount in dispute.

Ship.	Total amount claimed by the A. S. N. Co.	Amount admitted as due.	Balance in dispute.
"City of Melbourne" Arrived San Francisco 14th February, due under time-table 18th February, left San Francisco 3rd March, ought to have left under time-table 1st March. Company claims five days. Government admit one day.	£ s. d. 535 14 3	£ s. d. 107 2 10	£ s. d. 428 11 5
"Mikado"..... Arrived San Francisco 11th April, due under time-table 16th April, left San Francisco 1st May, ought to have left under time-table 25th April. Company claims eight days. Government admit four days.	857 2 10	428 11 5	428 11 5
"City of Melbourne" Arrived San Francisco 6th June, due under time-table 10th June, left San Francisco 21st June, date under time-table. Company claims three days. Government admit no claim.	321 8 7	.....	321 8 7
"Mikado"..... Arrived San Francisco 2nd August, due under time-table 5th August, left San Francisco 16th August, date under time-table. Company claims two days. Government admit no claim.	214 5 9	.....	214 5 9
	£ 1,928 11 5	535 14 3	1,392 17 2

Total amount in dispute—£1,392 17s. 2d.

APPENDIX E.

SCHEDULE.

1. Australasian Steam Navigation Company, Sydney, to the Secretary, General Post Office, Sydney, dated 7th July, 1875.
2. Australasian Steam Navigation Company, Sydney, to the Colonial Treasurer, Sydney, dated 23rd July, 1875, and enclosing a statement of account for demurrage.
3. Australasian Steam Navigation Company, Sydney, to the Secretary, General Post Office, Sydney, dated 14th October, 1875.
4. Australasian Steam Navigation Company, Sydney, to the Secretary, General Post Office, Sydney, dated 13th December, 1875.
5. Secretary, General Post Office, Sydney, to the Honorable Saul Samuel, C.M.G., M.L.C., Sydney, dated 8th December, 1875.
6. Honorable Saul Samuel, C.M.G., M.L.C., to the Secretary, General Post Office, Sydney, dated 17th December, 1875.
7. Australasian Steam Navigation Company, Sydney, to the Postmaster General, Sydney, dated 12th January, 1876.
8. Secretary, General Post Office, Sydney, to Australasian Steam Navigation Company, Sydney, dated 11th February, 1876.
9. Australasian Steam Navigation Company, Sydney, to the Postmaster General, Sydney, dated 10th February, 1876.
10. Secretary, General Post Office, Sydney, to the Australasian Steam Navigation Company, Sydney, dated 19th February, 1876.
11. Australasian Steam Navigation Company, Sydney, to the Postmaster General, dated 23rd February, 1876.
12. Secretary, General Post Office, Sydney, to the Manager, Australasian Steam Navigation Company, dated 8th March, 1876.

(1.)

The Secretary, Australasian Steam Navigation Company, to The Secretary, General Post Office, Sydney.

Australasian Steam Navigation Company,
Sydney, 7 July, 1875.

Sir,

Referring to the accounts due to this Company for premium for detention of steamers at San Francisco in connection with Mail Service, I do myself the honor to inform you that the Board of Directors are prepared to leave the question in dispute to the sole arbitration of Mr. Alexander Stuart, if the Honorable the Postmaster General be willing to adopt that course, and that in the meantime we are agreeable to take as a payment on account such sum as the Postmaster General admits to be due to the Company.

I have, &c.,
FRED. PHILLIPS,
Secretary.

(2.)

The Manager, Australasian Steam Navigation Company, Sydney, to The Colonial Treasurer, Sydney.

Australasian Steam Navigation Company,
Sydney, 23 July, 1875.

Sir,

I shall feel obliged by your paying the bearer, Mr. J. U. C. Colyer, the sum of £535 14s. 3d., being the amount admitted by the Government as due to this Company in respect to the detention of the "City of Melbourne," March last, at San Francisco, £107 2s. 10d., and of the "Mikado" at same port in April last, £428 11s. 5d., leaving for future settlement the difference between the amounts now stated and those claimed by the Company, viz.: £535 14s. 3d., and £857 2s. 10d. respectively.

Yours, &c.,
FREDK. H. TROUTON,
Manager.

Demurrage for detention at San Francisco.

	£ s. d.	£ s. d.
<i>City of Melbourne</i> .—Arrived at San Francisco on 14th February, due date as per time-table 18th February, left San Francisco on 3rd March, ought to have left as per time-table 1st March.		
Company claims for five days	535 14 3	
Government admit one day		107 2 10
<i>Mikado</i> .—Arrived at San Francisco 11th April, due date as per time-table 16th April, left San Francisco on 1st May, ought to have left as per time-table 25th April.		
Company claims for eight days	857 2 10	
Government admit		428 11 5
	£1,392 17 1	535 14 3

(3.)

7

(3.)

The Secretary, Australasian Steam Navigation Company, Sydney, to The Secretary, General Post Office, Sydney.
Australasian Steam Navigation Company,
Sydney, 14 October, 1875.

Sir,

Referring to the claim of this Company upon the Government for premiums earned by vessels engaged in the San Francisco Mail Service, I do myself the honor, under instructions from the Directors, to inquire whether the Honorable the Postmaster General is willing to proceed to arbitration, and if so, when it will suit his convenience.

I am also to add, that the Company is willing to leave the matters in question to the sole arbitration of Alexander Stuart, Esq.

I have, &c.,
FREDK. PHILLIPS,
Secretary.

(4.)

The Secretary, Australasian Steam Navigation Company, Sydney, to The Secretary, General Post Office, Sydney.
Australasian Steam Navigation Company,
Sydney, 13 December, 1875.

Sir,

With reference to the claim which this Company have upon the Government for premiums in connection with the San Francisco Mail Service, I have the honor, at the instance of my Directors, to request the favour of a reply to my communications on the subject, under date of 7th July and 14th October, copies of which are enclosed herein, and to say that the Board will feel much obliged by the Honorable the Postmaster General's early decision thereon.

I have, &c.,
FREDK. PHILLIPS,
Secretary.

(5.)

The Secretary, General Post Office, Sydney, to The Honorable Saul Samuel, C.M.G., M.L.C., Sydney.
General Post Office,
Sydney, 6 December, 1875.

Sir,

I am directed to inform you that the Directors of the Australasian Steam Navigation Company are urging the settlement of a claim they have made under the 11th clause of the agreement entered into by them on the 9th February, 1875, copy of which I enclose, for demurrage on all occasions when it has happened that the mail packet has been detained at San Francisco a longer period than twelve days, calculated from the respective dates of arrival of the packets at that place, notwithstanding that such dates of arrival have been before the dates stipulated in the time-table approved for the regulation of the Mail Service.

Mr. Burns desires me to state that the 11th clause of the agreement in question does not appear to him to be open to the construction put upon it by the Australasian Steam Navigation Company, and that he is not disposed to sanction the payment of this claim,—but as it has been represented by the Company that the right to demand demurrage in the manner now claimed was a subject matter of discussion with you as Postmaster General, when the contract was negotiated, and that you specially pointed out to the Company that an incentive to the making of quick passages would be afforded by the operation of the 11th clause permitting a claim to be made for demurrage for the period that intervened between the time of the actual arrival and the time of the arrival specified in the time-table, Mr. Burns will be glad if you will, at your earliest convenience, kindly inform him whether these representations are correct.

I have, &c.,
S. H. LAMBTON,
Secretary.

(6)

The Honorable Saul Samuel, C.M.G., M.L.C., Sydney, to The Secretary, General Post Office, Sydney.
Sydney, 17 December, 1875.

Sir,

I have the honor to acknowledge receipt of your letter, dated the 6th December, and in reply request you will be good enough to inform the Postmaster General that I conceive it is scarcely within my province to express an opinion as to the precise legal bearing of the written agreement made with the Australasian Steam Navigation Company for the temporary Mail Service between this Colony and San Francisco. The document having been prepared in the Crown Law Department, the legal interpretation of clause 11 can, I think, be better ascertained by its being referred to the Crown Law Officers for their opinion. I beg, however, to state that the agreement in question was arrived at after numerous interviews and much discussion between the Manager, one of the Directors of the Australasian Steam Navigation Company, and myself, and that I am quite unconscious of any such understanding with regard to the demurrage being calculated as stated to you by the Australasian Steam Navigation Company. I considered and still consider that the twelve days allowed for detention at San Francisco were those provided for in the time-table, and I am confirmed in this belief by the fact that I perfectly recollect that the Company refused to submit to any penalties for late arrivals, and I consequently refused to allow any premiums for arrival before time to be inserted in the agreement, stipulating that the voyage should be performed with the utmost despatch possible.

I can only look upon the claim made by the Company as one for premiums for early arrivals, to which I consider they are not entitled.

I am, &c.,
SAUL SAMUEL.

(7.)

The Manager of the Australasian Steam Navigation Company to The Postmaster General, Sydney.
Australasian Steam Navigation Company,
Sydney, 12 January, 1876.

Sir,

As several communications to your department respecting this Company's claim for premiums in connection with the San Francisco Mail Service remain unanswered, I do myself the honor, under instructions from my Board, respectfully to beg the favour of a reply thereto as early as possible.

I have, &c.,
FREDK. H. TROUTON,
Manager.

(8.)

(8.)

The Secretary, General Post Office, Sydney, to The Manager of the Australasian Steam Navigation Company, Sydney.
General Post Office,
Sydney, 11 February, 1876.

Sir,

I am directed to acknowledge the receipt of your letter on the subject, dated the 12th ultimo, and to state that the Postmaster General cannot accede to the claim of your Board for demurrage in respect of the detention of the Company's vessels at San Francisco, while under contract for the conveyance of mails, excepting for the time the vessels were detained for mails beyond the period of twelve days from the specified date of arrival at San Francisco.

I have, &c.,
S. H. LAMBTON,
Secretary.

(9.)

The Assistant Manager of the Australasian Steam Navigation Company, Sydney, to The Postmaster General, Sydney.
Australasian Steam Navigation Company,
Sydney, 10 February, 1876.

Sir,

As all the Company's efforts to effect an amicable settlement of the claim which it has upon the Government for demurrage at San Francisco of the steamers "Mikado" and "City of Melbourne" have proved unavailing, I am directed most respectfully to request permission to sue the Government therefor; at the same time, however, I am to assure you that this course would be extremely distasteful to the Directors, who are still prepared to abide by the sole arbitration of any gentleman whom the Government and this Company may select, and with this view my Directors would be glad if the Government would nominate some person for the purpose.

I have, &c.,
WM. WILLIAMS,
Assistant Manager.

(10.)

The Secretary, General Post Office, Sydney, to The Manager of the Australasian Steam Navigation Company, Sydney.
General Post Office,
Sydney, 19 February, 1876.

Sir,

I am directed to acknowledge the receipt of your letter dated 10th instant, further on the subject of the claim of your Company for demurrage in respect of the detention at San Francisco of the steamers "Mikado" and "City of Melbourne," while under contract for the conveyance of mails to and from that port.

In reply, I am to inform you that the Postmaster General considers that the least objectionable course to be pursued is to submit the case to arbitration in the usual manner. I am to state, however, that in consenting to the proposal for arbitration, the Government must distinctly exclude the inference that the claim which has been made is in any way admitted.

I have, &c.,
S. H. LAMBTON,
Secretary.

(11.)

The Manager of the Australasian Steam Navigation Company, Sydney, to The Postmaster General, Sydney.
Australasian Steam Navigation Company,
Sydney, 23 February, 1876.

Sir,

I have had the honor to receive your letter of the 19th instant, and beg to thank you for your acquiescence in the submission to arbitration of the Company's claim for demurrage of the steamers "City of Melbourne" and "Mikado."

I am encouraged to suggest that the agency of the Chamber of Commerce be employed in this matter, as their decisions are favourably viewed by the mercantile public, and from the arbitrators being chosen by their own body there can be no possibility of favour being shown.

I have, &c.,
FREDK. H. TROUTON,
Manager.

(12.)

The Secretary, General Post Office, Sydney, to The Manager of the Australasian Steam Navigation Company, Sydney.
General Post Office,
Sydney, 8 March, 1876.

Sir,

I am directed to acknowledge the receipt of your letter of the 23rd ultimo, and in reply to inform you that the Postmaster General has approved of your claim for demurrage of the "City of Melbourne" and "Mikado" being referred for arbitration in the manner proposed in your letter above quoted.

I have, &c.,
S. H. LAMBTON,
Secretary.

MEMO.—The award of the arbitrators was taken up by the Australasian Steam Navigation Company, and proved favourable to the Post Office Department.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(PROPOSED MODIFICATION OF CONTRACT.)

Ordered by the Legislative Assembly to be printed, 19 December, 1876.

SCHEDULE.

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SAN FRANCISCO MAIL SERVICE.

No. 1.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Postmaster General.

Sir,

Sydney, 29 May, 1876.

We have the honor, on behalf of the Pacific Mail Steamship Co., to make application to you that the route, adopted under the contract of 23rd July, 1875, be changed to a direct route from Sydney to Bay of Islands, Honolulu, San Francisco, and *vice versa*, and in making the application we beg respectfully to bring under your notice the following points in favour of the proposed change, which the experience of working the service during the past six months has fully demonstrated:—

1. The contractors in complying with their agreement that vessels of "not less gross registered tonnage than 2,500 tons each" should be employed, have constructed and placed in the service the "Cities of San Francisco," "New York," and "Sydney," "Australia," and "Zealandia," steamships, unequalled in power, strength, and magnificence of accommodation by any ever previously seen in the Colonies.
2. The calling at Fiji has proved a serious disadvantage to the service, inasmuch as the meeting of three vessels in the Pacific Ocean at one point, many thousand miles distant from the three different points they have started from, cannot but be attended with an uncertainty fatal to a Mail service, even with the best equipped vessels in the world.
3. The navigation of the Fiji Group is liable to great risk from low islands, coral reefs, and unknown currents, and, as the Fiji Government have not placed lights on harbours and channels known to be dangerous, much delay is caused to the Mail steamers by the necessity for their awaiting daylight to enter, or of making long detours to avoid such passages.
4. The Fiji Government contribute nothing to the service, nor are there any benefits attending the calling at Kandavau to compensate for the disadvantage and risks to life.
5. The avoidance of transshipment at Kandavau, a process under the present contract causing great discomfort in that tropical climate, will prove an immense convenience to passengers, in enabling them to retain their accommodation from their starting point to final destination, while it will result in establishing a large interchange of commodities between California and the Colonies, but for which, under the present system of transshipment, the service is practically useless.
6. Although the distance by the direct route proposed is somewhat greater, the time occupied in the voyages from Sydney to San Francisco and *vice versa* would not be materially increased, as the above stated causes of delay, at present existing, would be partially removed.
7. In proposing to refrain from conducting the coastal service of New Zealand, the contractors are actuated by the knowledge that their large and magnificent ships are somewhat unfitted for coasting trade of the nature contemplated. This trade can be more safely and satisfactorily carried on by the fine local steamers New Zealand now possesses, commanded as they are by seamen thoroughly acquainted with the coast, and the contractors are undesirous of interfering with this trade.
8. The depth of water at some of the New Zealand ports is so limited that it will be highly dangerous and at times quite impossible for the vessels we name, if fully loaded, to enter and leave.
9. The Bay of Islands is well situated as a port of call *en route*. It is free from all thick weather and outlying dangers, has a splendid climate and an excellent harbour, and will no doubt be connected with the rest of New Zealand and Australia by telegraph wire.
10. Owing to the interruption of cable communication with New York, we are unable to obtain such explicit instructions as will enable us at present to make any new contract, but we are aware that the contractors are willing to make the change we propose, and we respectfully beg your favourable consideration of the application, as we are confident the direct route named will result in greater regularity as a Mail service, and be attended with additional advantages to the travellers and commerce of the Colonies.
11. We have addressed to the Postmaster General of New Zealand a similar proposal to the foregoing.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, San Francisco Mail Service.

No. 2.

Telegram from Sir Julius Vogel, N.Z., to The Colonial Secretary, N.S.W.

2 June, 1876.

NEVER received answer from you respecting change of route. Agents now ask us negotiate. Following are our views which would like communicated to them if you do not object:—We are willing negotiate change terms contract, provided clearly understood that arrangement proposed be subject approval Parliament. Agents should make distinct proposals, or send some one empowered act, with knowledge of your views; we are agreeable dispense with Fiji, which consider unnecessary, dangerous, and productive delays. Question altering coastal service is one about which we uncertain of views our Parliaments. Agents might state their views, and amount subsidy they propose deduct by making Zealand mere calling place for Indian main boats. You gain immense advantage as sole terminus. Should you insist retaining Fiji route we would be inclined recommend Parliament following plan branch boat Chalmers and Fiji and back not less than 2,000 tons; better probably use one present boats. Our share present payment to be reduced by £20,000; you would have main boat both ways, and might see way to pay £5,000 more than present; we should have mere branch.

No. 3.

3

No. 3.

Telegram from Sir Julius Vogel, N.Z., to The Postmaster General, N.S.W.

3 July, 1876.

THE Government will be much indebted if to-day or to-morrow you will let them know your views about changes Californian service. Have no reply to repeated request same kind. The captains say service will not be continued as at present, and that contractors will throw up. If you wish such result let us know. People here would not much regret—they are so tired of irregularities. If you wish it to proceed surely better state your views. We propose to move for Select Committee to report upon changes if any desirable. If we know your views shall soon be able to say if we are willing or not to meet them. At present service is continued source of annoyance.

No. 4.

Telegram from Sir Julius Vogel, N.Z., to The Postmaster General, N.S.W.

8 July, 1876.

WE have appointed Select Committee to inquire what alterations or modifications, if any, it is desirable should be made in Californian contract. Suggest that similar Committee your House might enable us come to understanding.

No. 5.

Telegram from The Postmaster General, N.S.W., to Sir Julius Vogel, N.Z.

17 July, 1876.

Re Pacific Mail Service. We have no definite proposals from contractors. Mr. Watt, their agent, before leaving here promised that after conferring with contractors at New York he would communicate with us. His communication will probably reach us by incoming mail, when we will again telegraph to you.

No. 6.

Telegram from Sir Julius Vogel, N.Z., to The Postmaster General, N.S.W.

19 July, 1876.

SELECT Committee 'Frisco Service, anxious receive information, indicated your telegram as expected by incoming mail, and your opinion. Committee adopted the following resolutions to-day:—"That the Committee do adjourn for one week, to enable further information with respect to proposals expected to be received for modification the existing contract, and that the Government be requested to urge upon the Government of New South Wales to state their views with respect to any such modifications at as early a date as possible to enable the questions to be dealt with during the present Session of the New Zealand Parliament."

Hope you will reply promptly.

No. 7.

Telegram from The Postmaster General, N.S.W., to Sir Julius Vogel, N.Z.

25 July, 1876.

RECEIVED letter from Watt, San Francisco, June 17th. He states, changes in Directory—Pacific Mail Company likely improve management, and there is no chance service being allowed to drop. States on authority, President Central Pacific Railway, that Company will take up service if Pacific wishes to drop, or their sureties be not willing to carry on. Watt was about proceeding New York to see Directors Pacific, from whence he will write to us.

No. 8.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Postmaster General, N.S.W.

Sydney, 21 August, 1876.

Sir,

We have the honor to advise having received notice of the following cablegram having been sent to us by the Pacific Mail Steamship Company of New York on 13th July last, viz. :—

"Negotiate change of route of *viâ* Honolulu. Auckland time to latter, 574. Honolulu Bay Island time, 562. Sydney 672, ten knot. Schedule impossible. No coast service. Subsidy £80,000, as steamships employed exceed in power and capacity contract stipulation. Experience shows fixed monthly date sailing be most advantageous to correspondents, and passengers hence ask monthly trips.—HOUSTON."

We have to request your consideration of the foregoing; and trust that the proposals of the Company may meet your approval.

We have, &c.,
GILCHRIST, WATT, & Co.,
General Agents for the Contractors, Californian Mail Service.

MINUTE of the Secretary to the Post Office, Sydney, on Messrs. Gilchrist, Watt, & Co.'s letter of the 22nd August, 1876.

THE following would appear to be the proposition now submitted by contractors:—The route to be to and from Sydney and San Francisco *viâ* Auckland and Honolulu (omitting Fiji), or to and from the same places *viâ* Bay of Islands and Honolulu (omitting Fiji). The New Zealand coasting service between Auckland and Port Chalmers to be discontinued.

The

The time to and from Sydney to be 672 hours in lieu of the times specified in Schedule A of the contract, which are 648 hours for an 11-knot voyage, 678 hours for a $10\frac{1}{2}$ -knot voyage, and 708 hours for a 10-knot voyage.

The time between San Francisco and Auckland to be 574 hours, or between San Francisco and Bay of Islands 562 hours, in lieu of the times in Schedule A of the contract, which are 591 hours for an 11-knot voyage, 617 hours for a $10\frac{1}{2}$ -knot voyage, and 645 hours for a 10-knot voyage.

With regard to the last paragraph of the contractors' proposal, conveying a suggestion that the service should be *calendar* monthly instead of *lunar* monthly, thus reducing the communication from thirteen to twelve mails per annum, I think it is doubtful whether the London Postal authorities, who have adopted generally the system of despatching mails every week, fortnight, or four weeks, as the case may be, will consent to make an exception in the case of the Australian mails *via* San Francisco, and as there is a decided objection on their part to despatch foreign mails either on Saturday or Sunday, I do not very well see how the calendar monthly scheme would be practicable, and, moreover, anything like a regular alternation with the Suez line, which appears to be much desired, would be impossible under the proposed system. If, however, it should be adopted, I presume the contractors would be prepared to reduce the subsidy by a thirteenth part.

S.H.L., 22/8/76.

No. 9.

Telegram from Sir Julius Vogel, N.Z., to The Colonial Secretary, N.S.W.

28 August, 1876.

APART from cost, which obviously if (is?) excessive, can you give me your views respecting offer Pacific Company—especially say do you approve calendar month service? Please reply early.

No. 10.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

1 September, 1876.

COULD not agree for several reasons—amongst others feeling sure English Postal authorities would not concur in proposal for calendar months. We are inclined to view favourably calling Bay Islands and Honolulu, discontinuing New Zealand coastal service. Think £80,000 excessive for this service, but that whatever reduction is made in amount of existing contract should, less reasonable allowance for your coastal service, be divided equally; also, that Fijian correspondence be delivered Bay of Islands for postage only.

No. 11.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Postmaster General, N.S.W.

Sir,

Sydney, 15 September, 1876.

With reference to our application dated 29th May last, and our respects dated 21st August, we have the honor to inform you that we have to-day received confirmation by letter from the Pacific Mail Steamship Company of New York, dated 8th August, of the cablegram advised in the latter, viz., "Negotiate change of route. If *via* Honolulu, Auckland time to latter, 570 hours; Sydney, 674; Honolulu Bay Islands, time 562; Sydney, 670; if 10-knot schedule impossible. No coastal service subsidy should be £80,000, as steamers employed exceed in power and capacity contract stipulation. Experience shows fixed monthly date sailings to be most advantageous to correspondents and passengers. Hence ask monthly trips."

We have also received instructions from the President and 2nd Vice-President of the Pacific Mail Steamship Company to respectfully request that you will come to some early decision in the matter, inasmuch as the contractors having entered upon the performance of a service which has proved impracticable and which is so regarded by underwriters and the best informed mercantile men of our Colonies, and condemned as unsafe by the naval officers and seamen of America, and our own Country, have only the following alternatives presented to them, viz., 1. A modification of the route to what is called the C route, or *via* Bay of Islands, thus avoiding the difficulties and risks of the New Zealand Coastal Service, and the dangerous navigation and stoppages at the Fijis; or 2. An abandonment of the service.

The President, Mr. W. P. Clyde, a gentleman of great ability and many years experience in steam shipping, informs us that when he and his recently elected colleagues were appointed to the management of the Pacific Mail S.-S. Co., there was a strong disposition to discontinue the Australian service at once, as the loss of the Company had been so severe, and the conditions of the contract into which they had been drawn without any local knowledge were so impracticable, but actuated by a desire to meet the Colonial Governments honourably and fairly, and in the hope of establishing a permanent and prominent connection between Australia, America, and the United Kingdom, he was induced by the representations of Mr. Watt, and a sense of the importance of fostering interests which might eventually prove advantageous, to oppose the disposition to withdraw from the contract, and decided to give the service a further trial, but as it is evident that in order to accomplish this successfully the service must be as far as possible both safe to the travelling public and the vessels employed, and reasonably remunerative to the contractors, the interests of the Pacific Mail Steamship Company compel them to make an early decision as to which of the two alternatives shall be adopted.

Consideration for the safety of life and property it would seem should alone have the necessary influence to induce an immediate change in the route, apart from the expressions of approbation of such change which are so universal among all who have considered the matter.

Under these circumstances we have the honor to request that the privileges of the C route or *via* Bay of Islands may be immediately granted, and the steamers permitted to avoid Fiji and the New Zealand Coastal Service, pending such action as the Colonial Parliaments may deem necessary; and as the longer absence of any replies may result in an abandonment of the service by the Pacific Mail Steamship Company, a contingency which would prove a great disadvantage to the Colony, we have the honor to request an early reply that we may communicate with the contractors in New York your decision.

We

We have the honor to enclose copy of a letter from the commander of the "City of Sydney," dated 4th September, at Kandavau, and would beg your special attention to the delay and danger caused to the mail steamers by the frequent thick weather and strong currents in that locality. In this case a loss of twenty-four hours time was occasioned and the vessel drifting utterly helpless in a fog.

We have, &c.,
GILCHRIST, WATT, & Co.,
General Agents for the Contractors, San Francisco Mail Service.

[Enclosure.]

Captain John M. Dow to Messrs. Gilchrist, Watt, & Co.

P. M. S. S. "City of Sydney,"

Kandavau, Fiji, 4 September, 1876.

Dear Sirs,

We discharged pilot at Sydney Heads at 3:50 p.m. on the 25th ultimo. On the passage to this port we experienced good weather, until the night previous to our arrival in sight of Kandavau Island, at noon of the 31st ultimo, when the sky became overcast, and the wind veered to eastward. Our first day's run (20 hours), was 218 miles; the second, 301 miles; third, 279 miles; fourth, 290 miles; fifth, 286 miles; sixth, 279 miles, with the port of Kandavau distant 38 miles (at noon 31st), this latter named distance would have been accomplished by 3:30 p.m. had it not been for the weather, which allowed us to sight the opening through the reef to the port at 2:30 p.m., when the rains set in so thick as to shut out all objects a hundred yards distant. I was therefore compelled, from prudential motives, to slow the engine, and to turn the ship's head off shore. The weather continued thick and rainy throughout the remainder of the day and through the night, and a current during the time set me so far to the S.E. that it was not until 3 p.m. the following day that we made fast to the "Zealandia," which arrived that morning (September 1st), at 9 o'clock. We are now (3 p.m.) waiting the arrival of the "City of San Francisco," due this morning, but not yet in sight, when we shall continue our voyage to New Zealand.

JOHN M. DOW, Captain.

No. 12.

The Secretary, General Post Office, Sydney, to Messrs. Gilchrist, Watt, & Co., Sydney.

Gentlemen,

General Post Office, Sydney, 21 September, 1876.

I am directed to state, in reply to your letter dated the 15th instant, that the Postmaster General is disposed to give due consideration to the representations of the Directors of the Pacific Mail Steamship Co., and that he has placed himself in communication with the Government of New Zealand in reference to the proposals of the Directors, and hopes to be in a position to inform you definitely, before the departure of the next mail, the intentions of this Government in relation thereto.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 13.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Postmaster General, Sydney.

Sir,

Sydney, 9 October, 1876.

With reference to our respects, dated 15th, and your reply of 21st ultimo, we have again the honor to ask your permission to adopt a direct service *via* Auckland or Bay of Islands, omitting Fiji, inasmuch as we have to-day received the following telegram from the Pacific Mail Company, dated New York, 28th September:—

"Return San Francisco—immediately to 'Frisco—stopping Honolulu. Urge Governments allow steamers perform direct service until Parliament meets. Answer."

This instruction we look upon as a confirmation of their determination to abandon the service wholly rather than encounter the enormous risk to life and property which a continuance of the coastal service of New Zealand with these large steamers entails.

By the mail from New Zealand we have received a copy of the Select Committee's Report on the Californian Mail Service, and enclose same. You will observe that their first recommendation is, "that the service should be direct from San Francisco to Sydney, calling at Honolulu and at the Bay of Islands or Auckland."

We make a similar request to the New Zealand Government as we make now to you, viz., that pending the approval or disapproval of Parliament the mail steamers may be allowed to adopt the direct service; and we have asked the New Zealand Government to communicate with you on the subject, as prompt action is necessary to avoid a break-up of the service.

We have, &c.,

GILCHRIST, WATT, & Co.,
General Agents for the Contractors, Cal. Mail Service.

[Enclosure in above.]

Copy of Select Committee's Report on Californian Mail Service.

THE Select Committee to whom it was referred to consider and report to the House what alterations or modifications (if any) it is desirable to make in the contract for the Californian Mail Service, have agreed to the following resolutions:—That it is expedient that the existing contract be modified as follows, viz.:—

1. That the service be direct from San Francisco to Sydney, calling at Honolulu and at the Bay of Islands or Auckland.
2. That the coastal service be performed by the Company by 10-knot boats, to be approved of by the Government.
3. That the share of New Zealand's contribution to the subsidy be reduced by £10,000.

The Committee having also had under their consideration the offer of Mr. Cunningham, one of the sureties of the Hall Forbes Contract, to pay the sum of £10,000 in discharge of his liabilities, resolved to recommend that the offer be accepted.

F. WHITTAKER,
Chairman.

22nd September, 1876.

No. 14.

No. 14.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.
12 October, 1876.

HOPE that in obtaining sanction your Parliament to modification Mail Service you will secure option to call Bay Islands. Please reply.

No. 15.

Telegram from The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

13 October, 1876.

GREAT difficulty about coastal service if Bay of Islands port of call. Auckland will probably be fixed Difference of time to Sydney few hours only.

No. 16.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

13 October, 1876.

IF you wish our co-operation you had better seek alternative permission. Auckland is twelve hours longer. Most objectionable.

No. 17.

Telegram from The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

14 October, 1876.

THE question of modifying existing San Francisco Service discussed in House of Representatives last night; appended resolutions carried by large majority. It will be observed that it has been left to the contractor to determine port of call. Presume this will meet objections your Government. The modified service must be a four-weekly one, as there are fatal objections to calendar monthly trips. Hope the resolutions may be acceptable to your Government and to contractors, and that question may be now settled without further delay. Government regret being unable to obtain Parliamentary sanction at an earlier period. Will you please furnish Gilchrist with copy this telegram.

Resolutions referred to:—

Resolved,—That in the event of the contractors for the San Francisco Mail Service being desirous of modifying conditions of their contract, and in the event of the Government of New South Wales deeming it expedient that the contract should be modified, this House would consent to such modification on the following terms:—

1. That the service be direct from San Francisco to Sydney, calling at Honolulu and at Auckland or Bay of Islands, at option of the contractors.
2. That coastal service be performed by the Company by 10-knot boats, to be approved of by the Government.
3. That the share of New Zealand contribution to subsidy be reduced by seven thousand five hundred pounds (£7,500) if calling at Auckland, or ten thousand pounds (£10,000) if calling at the Bay of Islands.

No. 18.

Telegram from The Colonial Secretary, N.Z., to The Colonial Secretary, N.S.W.

17 October, 1876.

HAS Gilchrist power to negotiate modification? If not, as Vogel goes to England, *via* New York, we propose he should negotiate with Pacific Company to make a formal offer for approval of two Governments, but without binding either on the basis of New Zealand resolutions. Do you agree?

No. 19.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

17 October, 1866.

IN answer to your telegram of this date Gilchrist has authority to negotiate.

No. 20.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

17 October, 1876.

YOUR Parliament's conditions, as communicated to us on the 14th instant, would render continuance of service by Pacific Company impossible. The Company have telegraphed Gilchrist that they will forfeit penalty and withdraw entirely rather than run your coastal service, or undertake any responsibility in connection with it. Again, this Colony will not be content with longer postal time without sharing in savings on subsidy, which by your proposal you claim entirely, nor is it clear that there would be £10,000 saving, for if the Company were to run coastal service the reduction from present subsidy would be small. The only principle likely to be approved by our Parliament is that whatever saving be effected should be shared equally by both Colonies. We recommend re-consideration, and that the two Colonies offer to the Company £75,000, Frisco, Honolulu, Bay of Islands, Sydney, thirteen trips a year. Separate tenders for the coastal service to be called and jointly approved, the cost thereof to be joint and equal between our respective Governments. The whole to be subject to the approval of Parliament; meantime the service might be performed by proposed new route.

7

No. 21.

Telegrams from The Colonial Secretary, N.Z., to The Colonial Secretary, N.S.W.

1st Telegram.

18 October, 1876.

WE did not propose to take all savings effected by alteration of contract, but to divide them with you. Our proposal was to take originally proposed "C" service for £75,000, and therefore limited our payments to one-half, namely, £37,500. We think that Company should make some deductions from £75,000, their former offer, in consideration of being relieved from our coastal service. Will they do this, or are we to consider present proposal final, and ask Parliament to say yes or no? Hope you will assent to Auckland instead of Bay, as it will be great convenience to us in distribution of mails to places not provided for by arrangements with you, and will cost much less.

2nd Telegram.

18 October, 1876.

Have made careful inquiries as to cost of distributing mails. Probable cost from Auckland *via* West Coast about £5,000—from Bay more than double, as East Coast of New Zealand has no ports between Auckland and Wellington suitable for mail steamers, and most of traffic on West Coast. As you will get whole benefit of terminus we think you should not insist on additional expense and inconvenience for the sake of twelve hours at most.

No. 22.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

20 October, 1876.

WITH reference to your first telegram of the 18th instant, we are with you that the saving on any new arrangement for the Pacific Mail Service shall be equally divided between our respective Colonies. You say in effect in your second telegram of same date, that while £5,000 would be sufficient for your coastal service if the mails be landed at Auckland, it would require more than £10,000 if they were delivered at Bay of Islands. We are unable to understand why you cannot arrange for the mails being carried from Bay of Islands to Auckland, which would place them in the position which you seem to desire, which we believe could be done for an annual subsidy of £1,000. You are already aware that the contractors will rather forfeit penalty than do coastal service. Pending our negotiation, Pacific Mail Service, Gilchrist asks permission, in accordance with the concluding paragraph of our telegram of the 17th instant, to perform service by way of Honolulu, Bay of Islands, and Sydney—do you consent? Reply promptly, as Gilchrist urgently desires to send instructions to Fiji by "Australia," leaving Auckland to-morrow.

No. 23.

Telegram from The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

21 October, 1876.

As temporary arrangement, pending negotiations, we consent to your proposal in telegram 17th October, substituting Auckland for Bay of Islands; could not be otherwise for present, as only one small coastal steamer, unsuitable for Frisco passengers, runs between Auckland and Bay, and no suitable steamer could be got to take up service pending negotiation only. If you arranged with Gilchrist, please telegraph that we may arrange for temporary coastal service.

No. 24.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

23 October, 1876.

WE cannot consent to substitute Auckland for Bay of Islands.

No. 25.

The Colonial Secretary, N.Z., to The Colonial Secretary, N.S.W.

(Received on the 25th Oct.)

Sir, New Zealand, Colonial Secretary's Office, Wellington, 14 October, 1876.

With reference to previous communications relating to the proposed modifications of the route for the San Francisco Mail Service, I have the honor to inform you that the question having been brought under the consideration of the House of Representatives of this Colony, the House has agreed to the following resolution:—

"That in the event of the contractors for the San Francisco Mail Service being desirous of modifying the conditions of their contract, and in the event of the Government of New South Wales deeming it expedient that the contract should be modified, this House agrees to its modification on the following terms:—That such service be direct from San Francisco to Sydney, calling at Honolulu and at Auckland, or the Bay of Islands, at the option of the contractors; that the coastal service be performed by 10-knot boats, to be approved of by the Government; that the share of the New Zealand contributions to the subsidy be reduced by £7,500 if calling at Auckland, or £10,000 if calling at the Bay of Islands."

2. I have by this mail communicated a copy of this resolution to the agents in Sydney of the Pacific Mail Company, informing them that subject to the concurrence of the Government of New South Wales this Government would be prepared to agree to a modification of the contract on the terms stated in the resolution.

3.

3. You will perceive that, in deference to the views of your Government, an alternative authority has been obtained, to make the Bay of Islands the New Zealand port of call; it has, however, been impossible to do this without stipulating for some pecuniary concession, to meet the extra expenditure which would thereby be entailed upon this Government. The abandonment of Auckland would save so little time in the voyage to Sydney, while it would be so inconvenient to New Zealand, and in all probability so disadvantageous to the Company, that I trust, upon re-consideration, your Government may not think it necessary to insist upon this condition.

4. I shall be glad to receive at your early convenience any information which you may be able to communicate on the subject of this service.

5. My colleague, the Postmaster General, transmitted to you by telegraph this morning, a copy of the above resolution, requesting you to be good enough to communicate a copy of the same to Messrs. Gilchrist, Watt, & Co.

6. I enclose a copy of that telegram.

I have, &c.,
DANIEL POLLEN.

[Enclosure—Copy of telegram of the 14th October, 1875, see No. 17, page 6.]

No. 26.

The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

Sir,

Colonial Secretary's Office, Sydney, 25 October, 1876.
I have the honor to acknowledge the receipt of your letter of the 14th instant, forwarding resolutions with reference to modification of the San Francisco Mail Service.

I have, &c.,
(For the Colonial Secretary),
HENRY HALLORAN.

No. 27.

Telegram from The Postmaster General, N.Z., to The Postmaster General, N.S.W.

28 October, 1876.

SAN FRANCISCO service again under consideration by Parliament, and resolutions passed, affirming my telegram of 14th October to Colonial Secretary, but authorizing omission of Honolulu, and adding that in the event of contractors electing to call at Auckland, and desiring to discontinue coastal service, they may be permitted to do so on making further deduction of five thousand pounds from subsidy payable to them,—the two Colonies in such case undertaking to provide for that service at their joint expense; this will give contractors £75,000 if they perform coastal service, and £70,000 if that service is taken off their hands by Colonies,—all savings and expense being shared equally by two Colonies. Please communicate decision without delay, as we must at once make arrangements for mails if San Francisco service be discontinued. Please let Gilchrist have copy.

No. 28.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Postmaster General, Sydney.

Sir,

Sydney, 30 October, 1876.

We have the honor to acknowledge receipt of a copy of a telegram, addressed by the Postmaster General, Wellington, to yourself, under date 28th instant, viz. :—

“San Francisco service again under consideration by Parliament, and resolutions passed, affirming my telegram of 14th October to Colonial Secretary, but authorizing omission of Honolulu, and adding that *in the event* of contractors electing to call at Auckland and desiring to discontinue coastal service, they may be permitted to do so on making a further deduction of £5,000 from subsidy payable to them, the two Colonies in such case undertaking to provide for that service at their joint expense; this will give contractors £75,000 if they perform coastal service, and £70,000 if that service taken off their hands by Colonies, all savings and expenses being shared equally by two Colonies. Please communicate decision without delay, as we must at once make arrangements for mails if San Francisco service be discontinued. Please let Gilchrist have copy.”

The New Zealand Government now appears to be willing to divide all savings and expenses equally with this Government, and to relieve the contractors of the coastal service; but the latter permission is clogged with the condition that the subsidy shall be reduced to £70,000 if *via* Auckland.

We venture respectfully to refer you to our letter of 15th September, containing the offer of the contractors to change the route. The subsidy they name is £80,000—a very large reduction on the present rate paid; and we contend that in view of the magnificent vessels placed in the service, and the satisfactory manner in which the time schedule is being carried out, the Governments should not seek to force upon the contractors so heavy a reduction.

The interpretation of the telegram from New Zealand is not very clear, but as we read it we think they intend that only £65,000 shall be paid to the contractors if they go by the Bay of Islands and the Governments undertake the cost of the coastal service.

This sum would be a reduction of £25,000 on the amount the contractors earn under the present contract, and £15,000 less than the contractors propose for the change of route in their offer of 8th August, as conveyed to you by us on the 15th September, and we feel confident that they cannot assent to the proposals of New Zealand, and that it is useless for us to telegraph any such offers.

I have, &c.,
GILCHRIST, WATT, & Co.,
Agents for the Contractors, San Francisco Mail Service.

No. 29.

No. 29.

Telegrams from The Colonial Secretary, N.S.W., to The Postmaster General, N.Z.

First Telegram.

30 October, 1876.

Your telegram to us not very clear as received. However, Gilchrist says, as Company names £80,000, Bay of Islands or Auckland and no coastal service, it would be almost useless to telegraph your offer to Company of £65,000 for Bay of Islands, or £70,000 for Auckland, also without coastal service; which he with us interprets your telegram to mean.

Second Telegram.

30 October, 1876.

We are willing to submit to our Parliament the following, which Gilchrist thinks Company might accept:—Frisco, Honolulu (option of Company), Bay of Islands, Sydney and back, thirteen trips each year, for £75,000. Each Government dividing savings of £15,000 from contractors, but from it to pay your East Coast coastal service from Bay of Islands.

On your approving, we would give consent for immediate temporary adoption of route.

No. 30.

Telegram from The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

1 November, 1876.

SAN FRANCISCO service, after investigation by a Committee and several discussions, Parliament (now prorogued) has decided as follows, that present contract may be annulled, substituting any one of three alternatives:—

1st.—C. Service, as tendered for by contractors, omitting Honolulu if desired.

2nd.—Service from San Francisco to Sydney, calling at Auckland or Bay of Islands, at the option of contractors, they performing coastal service subsidy, £75,000.

3rd.—Service from San Francisco to Sydney, calling at Auckland or Bay of Islands, two Colonies providing coastal service at joint expense, deduction to be made from subsidy of £75,000; if Auckland port of call, £5,000, and if Bay of Islands port of call, £10,000; if either above services agreed to it may be temporarily commenced at once. Pending final arrangement please inform Gilchrist.

No. 31.

Telegram from The Colonial Secretary, N.S.W., to The Postmaster General, N.Z.

1 November, 1876.

PLEASE repeat the third of your propositions of this day. As received unintelligible.

No. 32.

Telegram from The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

2 November, 1876.

I REPEAT third proposal of yesterday. 3rd. Service from San Francisco to Sydney, calling at Auckland or Bay of Islands, two Colonies providing coastal service at joint expense, deduction to be made from subsidy of £75,000; if Auckland port of call, £5,000—and if Bay of Islands port of call, £10,000. We mean by this to relieve contractors from coastal service, leaving port of call to be settled by you with contractors, we requiring a deduction from subsidy of £75,000 to cover cost of coastal service as follows:—If Auckland port of call £5,000; if Bay, £10,000, leaving contractors to receive in one case £70,000, and in the other £65,000, saving on contract to be shared equally between Colonies, and actual cost of coastal service paid in equal shares.

No. 33.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Colonial Secretary, Sydney.

Sir,

Sydney, 10 November, 1876.

We have the honor to acknowledge receipt of copies of telegrams from the Postmaster General of New Zealand, dated 1st and 2nd November, to yourself, stating the decisions arrived at in Wellington regarding the San Francisco service, after investigation by a Committee and several discussions in Parliament, and offering three alternatives as substitutes for the present contract.

In considering these alternatives we would respectfully point out that Nos. 1 and 2 cannot be acceptable to the contractors, inasmuch as their chief object in seeking for a change in the present contract route is to be relieved of the New Zealand coastal service which has proved so dangerous and impracticable to their large ships, but which can be performed satisfactorily by local steamers under the control of owners on the spot—a supervision and responsibility which the contractors in New York could not efficiently undertake.

The third alternative proposes to relieve the contractors from the coastal service at a reduction of £5,000 from £75,000 if Auckland be made the port of call, or £10,000 from £75,000 if Bay of Islands be made the port of call, so that in the former case the contractors would thus receive a net subsidy of £70,000, and in the latter case a net subsidy of £65,000.

We are at a loss to understand why the sum of £75,000 is named as the offer made by the contractors to run the proposed new service *via* Auckland or the Bay of Islands, omitting Fiji and Honolulu (the latter at their option), and being relieved of all expenses and responsibility of New Zealand coastal service, is £80,000 per annum, and we respectfully submit that it would be unreasonable to expect them to come to the terms named, seeing that in the one case they amount to a reduction of £25,000 per annum, and in the other £20,000 per annum on the present subsidy under the contract.

The

The comparative rates for calling at Bay of Islands or Auckland, named by the New Zealand Government, appear to us out of all proportion, seeing that the two ports are only about 120 miles apart, and the same rate of subsidy is named by the contractors for delivering the mails at either of the two; but as they do not express any preference for either, it remains for this Government and New Zealand to decide which they prefer, and we are of opinion that the calling at Auckland would be much more advantageous to New Zealand passengers, and conduce greatly to the increase of trade between New Zealand and this Colony, as well as afford other advantages which will more than compensate for the short additional time in postal service.

The Bay of Islands, though well situated and a good harbour, has no wharfage accommodation, and there are no lights on that part of the coast. The population is limited to some 150 souls, so that all supplies in the way of meat, vegetables, &c., would have to be brought from Auckland, and as there is no white labour available any help required in the way of discharging or loading cargo would also have to be imported from Auckland, as the natives are of no use.

Moreover, we understand that a coastal service from Bay of Islands would be more expensive, as the East Coast trade of the North Island has always been unremunerative, while from Auckland the mails can be economically and speedily distributed from the Manukau, and as the New Zealand Government share the subsidy it appears but equitable that one of their leading cities should be a port of call for the steamers to afford some fair equivalent for the advantages this Colony derives from the trade the mail service opens up with America.

The comparative distances are as follows:—

From Sydney, <i>viâ</i> Bay of Islands, to San 'Frisco	... ..	7,008 miles.
Do. <i>viâ</i> Auckland do.	... ..	7,201 "

or a difference in time of about 17 hours at 11 knots; but in view of the delay attending the calling at Bay of Islands, from the disadvantages already set forth, the additional facilities and despatch the vessels would obtain in Auckland would in a great measure compensate for the time lost by the detour; and as communication by wire is now-a-days so general, regularity with our mail service and comfort of passengers are of more importance to the community than a few hours saving in time.

We therefore respectfully venture to hope that early permission may be granted to change the route to a direct voyage *viâ* Auckland, and that the Governments may arrange to accept the offer of the contractors to perform this service at a reduction of £10,000 per annum on the present rate, or £30,000 per annum.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, San Francisco Mail Service.

No. 34.

The Colonial Secretary, N.S.W., to The Colonial Secretary, New Zealand.

Sir,

Colonial Secretary's Office, Sydney, 16 November, 1876.

With reference to recent telegraphic correspondence concerning proposed modification of the contract for the San Francisco Mail Service, I have the honor to transmit to you, for the information of the Government of New Zealand, the enclosed copy of a letter on that subject from Messrs. Gilchrist, Watt, and Company, the general agents at Sydney for the contractors.

I have, &c.,

ALEX. STUART.

[Enclosure, see No. 33.]

No. 35.

Messrs. Gilchrist, Watt, & Co., to The Colonial Secretary, Sydney.

Sir,

Sydney, 22 November, 1876.

With reference to our respects, dated 10th instant, addressed to the Colonial Secretary, we have the honor to advise having received the following telegram from the Pacific Mail S.S. Co., New York, dated 6 November, and we respectfully beg your favorable consideration of the same:—"Advantage New Zealand business and local traffic Auckland to Sydney make Auckland preferable—induce Government to yield. Utmost importance commence direct service December. Have calling Honolulu—left optional Hawaiian Government—acting unfairly. Answer."

We have also the honor to advise that by the last mail we received advices from Mr. Watt in London, and he states that he had had several communications with Mr. Russell of New Zealand, and other colonists much interested in the question, on the subject of the proposed change of route, and it appears to be the general opinion that the simplest settlement of the contract would be as follows: New Zealand to receive her mails at Auckland, and from that port take all cost and risk of their distribution in that Colony by coastal service, and the mails of this continent to be brought on here, and (in consideration of the extra distance travelled on account of New South Wales, besides the expense New Zealand will be put to for her coastal service) that the New South Wales share of the subsidy paid to contractors should be some £5,000 in excess of New Zealand's contribution.

We venture to offer this suggestion as it appears to us fair as between the Governments, and it will relieve this Government of any responsibility in settlements with New Zealand for coastal service, and each Government thus contributes a fair proportion for the services respectively rendered to it.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, San Francisco Mail Service.

No. 36.

The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

Sir,

Colonial Secretary's Office, Sydney, 29 November, 1876.

I have the honor to enclose, for the consideration of your Government, copies of two letters from Messrs. Gilchrist, Watt, & Co., agent for the contractors, on the subject of the Pacific Mail Service. 2-10 & 22
November, 1876.

2. This Government has delayed the dealing with your proposals and those of Messrs. Gilchrist, Watt, & Company until now, in consequence of its reluctance to comply with the conditions which you seek to make imperative at the peril of the total discontinuance of the service.

3. We are unwilling to assent to the extra delay to the mail service of this Colony that would be involved in the making of Auckland the port of call in New Zealand, and we fear that the conditions which you seek to impose on the company if the Bay of Islands be made the place of call, are such as will lead to the breaking up of the service, for the agents assure us that the Company will not undertake the service either for £70,000 to Auckland, or for £65,000 to the Bay of Islands.

4. The only solution which appears to us to be open is this: That the Company receive £75,000 for the route by way of the Bay of Islands; that this Colony pay £40,000 of that subsidy, and New Zealand £35,000, the reason for allotting to New South Wales the larger share being that it is this Colony that chiefly uses the service for the extra distance from New Zealand to Sydney.

5. New South Wales would thus save £5,000 on its present share of subsidy in consideration of the prolonging of its mail service; and New Zealand would obtain a quicker service by reason of the not calling at Fiji, and would have £10,000 applicable to the performance of its coasting service, the cost of which would probably not be more than £5,000 or at most £6,000.

6. This plan would leave New Zealand free to make any arrangement that might suit her for her own coasting service, and quite untrammelled by having to submit her negotiations to this Colony.

7. In submitting this proposition we must be understood to do so subject to the approval of our Parliament, which meets next month.

I have, &c.,

JOHN ROBERTSON.

[Enclosures see Nos. 33 and 35.]

No. 37.

Messrs. Gilchrist, Watt, & Co., Sydney, to The Colonial Secretary, Sydney.

Sir,

Sydney, 7 December, 1876.

We have the honor to wait upon you with copy of a letter received yesterday from Mr. W. P. Clyde, President of the Pacific Mail Steamship Company, dated New York, 31st October, and we beg your favourable consideration of the same in order that the proposed change in the Californian Mail Service route may be brought about as early as possible.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, Cal. Mail Service.

[Enclosure to No. 37.]

President, Pacific Mail Steamship Co., to Messrs. Gilchrist, Watt, & Co.

Office of Pacific Mail Steamship Co.,

No. 6, Bowling Green, New York, 31 October, 1876.

Gents,

I have had a very full conference with Sir Daniel Cooper upon the matter of the change of contract, and also with Captain Dow, whom I ordered here on his arrival at San Francisco, and am pleased to learn from both of them the favourable disposition in your Colonies, which is manifested toward the route *via* San Francisco.

From their statements from your leading newspapers and *from your cablegrams it would seem that all recognize the necessity of a change to the direct service *via* Auckland in order to continue the route.† *The difficulty seems to lie in the adjustment of the share of the subsidy which shall be contributed by each of the two Colonies.* New Zealand having succeeded in getting the Company to accept an impracticable contract, appears while most favourably disposed toward the Company to hesitate to make the necessary changes without exacting concessions, which of themselves would destroy the entire profit of the service to the Company. As I wrote you before, I have influenced the direction of the Company to continue the service, notwithstanding its unprofitableness and the great risk incurred in the coastal service along New Zealand, until sufficient time had elapsed for proper negotiations in regard to the matter; I feel that I cannot longer under any circumstances advise the continuance of the coastal service, and unless I see reason to change, shall have telegraphed you long before this reaches you that we cannot continue the coastal service, and that the steamer of January 3rd will commence the C. Service. If it is impracticable by negotiation and an appeal to their sense of right to get the consent of the New Zealand Government to the change, we must, out of regard for the safety of the ships, and in order to continue the service at all without involving the Company in a loss too serious to be willingly encountered, elect what seems to us the least of two evils. It has been my hope that we should not be forced to take any step which would be regarded unfavourably in New Zealand, as it is the wish of the Company that they should have the earnest and hearty co-operation of the Governments and people of both Colonies in establishing this important route; the only modification of the C. Service which Captain Dow suggests, would be the change of the calling port in New Zealand from the Bay of Islands to Auckland, in order to give the steamers the advantage of a portion of the valuable trade which he represents is now done by a small steamer between Auckland and Sydney, and which if the Bay of Islands was used as the calling port in New Zealand instead of Auckland the steamers could not take.

Being upon the spot you will be able to estimate the value of this trade; as Captain Dow presents it it seems to me quite sufficient to lead to a selection of Auckland in place of the Bay of Islands.

The Company rely much upon your valuable influence in adjusting this matter, and are by no means without hope of the object being accomplished without resorting to means other than negotiation; but the long time involved, especially now, as I understand the Parliament of New Zealand is in Session, calls for positive action upon the part of the Company in relation to the matter.

Very respectfully,

WM. P. CLYDE,

President, Sayers.

No. 38.

* We have not in any way favoured *via* Auckland but the contrary.—JOHN R.

† The difficulty of adjustment of cost is by no means the principal money difficulty. New Zealand proposes that the United Colonies should pay £65,000 for the service *via* the Bay of Islands, or £70,000 *via* Auckland, while the only sum raised for either by the Company is £80,000.—JOHN R.

No. 38.

Mr. J. L. Sinclair, Wellington, N.Z., to The Colonial Secretary, N.S.W.

Sir,

Taita, Wellington, New Zealand, 21 October, 1876.

I beg to enclose some extracts from a letter written by me to the Premier of New Zealand in favour of the Bay of Islands as the terminus in this Colony for the San Francisco Mail Service.

The Bay, as you know, is an excellent harbour—it would save time on the whole service; it is connected by telegraph with the rest of the Colony, and there is an unlimited supply of coal in the immediate neighbourhood. The suggestion made to-day in the General Assembly that the "Hinemoa" (a small Government steamer) might be employed to distribute the mails coastwise is a very good one if the boat mentioned be not too small for passengers—if there were any number.

I enclose also a note of proceedings in the House to-day, but I may add that in a Committee of the whole House on Friday, the 13th, the Hon. Mr. Stafford himself moved an amendment to the effect "That the service be direct from San Francisco to Sydney, calling at Honolulu and at Auckland, or the Bay of Islands, at the option of the contractors," &c.

I have, &c.,

J. L. SINCLAIR.

[Enclosure No. 1.]

COPY of Letter J. L. Sinclair to the Hon. the Premier of New Zealand.

Sir,

Taita, Wellington, 30 September, 1876.

I am sorry to trespass on your time, but a paragraph in the *Argus* last night, throwing cold water on the modification of the San Francisco mail contract in the manner indicated by the Select Committee on the subject, has induced me to trouble you with a few words of comment.

Having the Bay as a port of call, the commercial interests of the States might lead the great Republic to subsidise that line. Particular stores might be sent from America for the whalers that resort to the Bay, and sperm in casks might be shipped from thence to Britain, Australia, and America. A spermaceti manufactory might be erected at the Bay, and the American ships saved the long round to Newhaven and New Bedford by the Horn. The steamers could never run short of coal at Russell (Bay of Islands), and the saving of time would be great on the whole service, but the Aucklanders would need to have a good connecting line between the Bay and Auckland.

I have, &c.,

J.L.S.

[Enclosure No. 2.]

SOME further papers on the San Francisco Service have been laid on the table. The Colonial Secretary of New South Wales telegraphed on the 17th that the conditions of modification agreed to by our House rendered the continuation of the service impossible, as the Company would rather forfeit the penalty and give up the service than undertake any responsibility as to the coastal service. He also claims for New South Wales half of any saving in the subsidy, and recommends a service Frisco to Sydney, *via* Honolulu and Bay of Islands, thirteen trips a year, at £75,000. Dr. Pollen replies that the Government propose to divide the saving with the sister Colony, but think the sum should be less than £75,000, and that Auckland should be substituted for Bay of Islands. The Colonial Secretary of New South Wales replied yesterday, urging an immediate reply to whether the Colony would agree to the Bay of Islands. The Postmaster General to-day proposed to agree to the proposed new route as a temporary arrangement until permanent arrangements could be made. The coastal carriage of the mails would have to be provided for at the joint expense of New South Wales and New Zealand. Sir R. Douglas suggested the employment of the "Hinemoa" for the purpose. Mr. Burns advised the Government to consider the propriety of a direct line by the Cape, as he was convinced that the San Francisco Service would never be a satisfactory one. Mr. Larnach asked whether the Colony could get out of its contract as easily as the contractors. Mr. Stafford thought the unreasonable demands of New South Wales should be resisted. The Postmaster General said the Government would consult the House before making any permanent arrangement. The motion was then agreed to.—*E. Argus*, 21/10/76.

[Enclosure No. 3.]

THE outward San Francisco mail per s.s. "Australia," which left yesterday, consisted of:—For England: 3,725 letters, 2,983 newspapers, and 290 books. For America: 325 letters, 189 newspapers, and 51 books.—*E. Argus*, 21/10/76.

No. 39.

Telegram from The Colonial Secretary, N.S.W., to The Colonial Secretary, N.Z.

18 November, 1876.

LETTER by post, dated 16th instant, forwarding a copy of letter from contractors, as to proposed modifications of the San Francisco Mail Service.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(PROPOSED MODIFICATION OF CONTRACT—FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 17 January, 1877.

No. 1.

The Colonial Secretary, N.Z., to The Colonial Secretary, N.S.W.

Sir,

Colonial Secretary's Office, Wellington, 19 December, 1876.

I have the honor to acknowledge receipt of your letter of November 29th, respecting the San Francisco Service, and of the enclosed copy of a letter dated November 22nd, addressed to you by Messrs. Gilchrist, Watt, and Co.

2. I have to state that, whilst desirous to meet as far as possible the wishes of your Government, this Government cannot consent to any payment on account of the Service which is in excess of the authority given, after very careful consideration of the whole subject, by the House of Representatives.

- (1.) That the C Service as tendered for by the contractors may be adopted, calling at Honolulu being omitted if the contractors so desire.
- (2.) That the boats run from San Francisco to the Bay of Islands, or to Auckland, and from the New Zealand port of call to Sydney; the contractors to decide the port of call, to perform the coastal service, and to receive seventy-five thousand pounds per annum subsidy. £75,000.
- (3.) The boats to run as in No. 2, but the coastal service to be arranged for by the two Colonies. If Auckland be the port of call, five thousand pounds to be deducted from the subsidy of £5,000. seventy-five thousand pounds; if the Bay of Islands, ten thousand pounds to be deducted; £75,000. any saving on the present contract to be divided equally between the Colonies, and each to pay half the actual cost of the coastal service. £10,000.
- (4.) This Government reciprocates the desire expressed by you not to do anything which will lead to the breaking up of the service; but I must point out to you how very much worse for this Colony, than those contemplated by the House of Representatives, are the conditions which you state seem to offer the only solution of the existing difficulty. You suggest that the Bay of Islands shall be our port of call, although the contractors themselves, by their telegram of November 6th to Messrs. Gilchrist, Watt, and Co., recognize that very valid reasons make Auckland the preferable port. You suggest further, that for this Service—San Francisco to Bay of Islands and Sydney—New Zealand should pay thirty-five thousand pounds towards a subsidy of seventy-five thousand pounds, and should pay the whole cost of its coastal service. You will see that under these conditions the contractors would receive ten thousand pounds a year more, and that New Zealand would pay seven thousand five hundred pounds a year more, than was considered by the House of Representatives to be reasonable under such arrangements. It has been before explained to you why it is felt that a coastal service from the Bay of Islands cannot be efficiently performed for a less subsidy than ten thousand pounds; and, therefore, in addition to the consequences just stated, New Zealand would, under your proposals, have to pay five thousand pounds a year for the service in excess of New South Wales payment. £35,000. £75,000. £10,000. £7,500.
- (5.) The arrangement suggested to you would, in other ways than that stated, be most disadvantageous to New Zealand, not only as compared with New South Wales but as compared with what was originally contracted for. New Zealand has now her coastal service performed by the main line boats; passengers from or to the Colony are conveyed by them with the least inconvenience consistent with a "fork service," and the possibilities of trade with the United States are not checked by the existence of bad shipping arrangements. Under your proposals passengers would be inconvenienced, wharf accommodation would have to be provided at the Bay of Islands, and the coastal service to and from that Port would cost about double the sum for which with the same class of boats it could be worked with Auckland as the port of call. New Zealand now shares the advantages of having a terminal port for the service; but the plan proposed by you would give those advantages wholly to New South Wales. £10,000. £5,000.

- (6.) For these reasons your proposal would be inadmissible, even had the House of Representatives not so carefully defined the limits within which the liability of the Colony is to be kept. It must be remembered that modification of the service was sought in the interest of the contractors and in view of all the negotiations and Parliamentary discussions on the subject, we are, while very desirous to see a service by way of San Francisco maintained, compelled to repeat that no arrangements which are less favourable than those specified by the House of Representatives can be accepted by this Government. We would, should you so desire, undertake to arrange and pay for the coastal service, provided that Auckland be the port of call, and New Zealand's contribution to the subsidy be not more than thirty-two thousand five hundred pounds. This with the cost of a coastal service to and from Auckland, which is estimated at five thousand pounds, would make New Zealand's total payment thirty-seven thousand five hundred pounds, and that is the limit fixed by our Parliament.

I have, &c.,

H. A. ATKINSON.

£22,500.

£5,000.

£37,500.

No. 2.

Messrs. Gilchrist, Watt, & Co., N.S.W., to The Colonial Secretary, N.S.W.

Sir,

Sydney, 30 December, 1876.

We have the honor to advise the receipt by us this day of the following telegram from New York, 25th December:—

“If necessary compromise Auckland till Bay Islands now impracticable is lightered (? lighted), and transfer facilitie (? facilities) provided; will make same time by either route; immediate change necessary.”

We have also received, under same date, a telegram from the head office, in reply to ours, asking the cost of direct service, which says—

“Expense of Sydney service practical (? practically) same as *via* New Zealand.”

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, San Francisco Mail Service.

No. 3.

Messrs. Gilchrist, Watt, & Co., N.S.W., to The Colonial Secretary, N.S.W.

Sir,

Sydney, 9 January, 1877.

With reference to our interview and the discussion as to the difference in time between the route *via* Auckland and Bay of Islands, we have the honor to refer you to our respects, dated 30th ultimo, in which we advise receipt of a cablegram from New York containing the following words:—

“Will make same time by either route.”

We have, &c.,

GILCHRIST, WATT, & Co.,

Agents for the Contractors, Californian Mail Service.

No. 4.

The Principal Under Secretary, N.S.W., to Messrs. Gilchrist, Watt, & Co., N.S.W.

Gentlemen,

Colonial Secretary's Office, Sydney, 10 January, 1877.

With reference to your letters of the 10th and 22nd November last, and later communications, concerning proposed modifications of the Pacific Mail Service, I am now directed by the Colonial Secretary to transmit to you the enclosed copy of a letter which he has received from the Colonial Secretary of New Zealand in answer to a letter addressed to him on that subject on the 29th of November.

2. With regard to this matter the Colonial Secretary desires me to state that this Government is willing, subject to the approval of Parliament, to contribute £40,000 to the subsidy for a service by way of Auckland, provided the contractors undertake to make up the 20 hours difference in time between the service by way of Auckland and that by way of the Bay of Islands, this Government being free from any contributions in respect of the New Zealand coasting service.

3. In view however of the large concession which this Government is thus prepared to make, it is suggested that the term be reduced to three years.

I have, &c.,

HENRY HALLORAN.

No. 5.

Messrs. Gilchrist, Watt, & Co., N.S.W., to The Colonial Secretary, N.S.W.

Sir,

Sydney, 11 January, 1877.

We have the honor to acknowledge receipt of your letter of yesterday's date, handing copy of letter received from the Colonial Secretary of New Zealand, in reply to your letter of 29th November, regarding the proposed modification in the Pacific Mail Service, and also stating the terms on which you are willing to assent to the said modification.

We have cabled to the Pacific Mail Steamship Company the purport of the above letters, and on receiving their reply we shall at once communicate with you.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, Cal. Mail Service.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(PROPOSED MODIFICATION OF CONTRACT—FURTHER PAPER.)

Ordered by the Legislative Assembly to be printed, 23 January, 1877.

Gilchrist, Watt, & Co. to The Colonial Secretary.

Sir,

Spring-street, Sydney, 20 January, 1877.

With reference to your letter (77/144), dated 10th instant, we have the honor to advise that we telegraphed at once to the Pacific Mail Steamship Company, New York, to the following effect, viz. :—

“ From Gilchrist, Watt, & Co., Sydney, to the Pacific Mail Steamship Company, New York.

“ Service Frisco., Honolulu, optional Auckland, and *vice versa*. New Zealand Government willing pay thirty-two thousand five hundred pounds, that Government receiving mails Auckland and undertaking distribution and Coastal Service thence. This Government willing, subject approval Parliament, contribute forty thousand pounds, provided contractors undertake to make up the twenty hours difference in time between service by Auckland and Bay Islands. Shall we accept on your behalf? Answer. Government suggests reducing term of contract to three years. Answer.”

And have, this morning, received the following answer from Clyde, President, New York:—

“ Accept 72,500, if cannot obtain 75,000. Do not reduce term of contract. Obtain permission to commence direct sea [? C.] service immediately.”

We have the honor to request that the above may have your early consideration, in order that the direct “C.” service may be commenced without delay from both ends.

We have, &c.,

GILCHRIST, WATT, & Co.,

General Agents for the Contractors, Cal. Mail Service.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(PROPOSED MODIFICATION OF CONTRACT—FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 20 March, 1877.

The Colonial Secretary, Sydney, to the Colonial Secretary, Wellington, N.Z.

[Immediate.]

Sir,

Colonial Secretary's Office, Sydney, 22 January, 1877.

With reference to your letter of the 19th ultimo respecting proposed modifications of the Pacific Mail Service, I have the honor to transmit herewith for your information, copies of communications on the subject that have passed between this Office and Messrs. Gilchrist, Watt, and Company, the General Agents for the Contractors for the San Francisco Mail Service.

10 January, 1877
20 January, 1877

I have, &c.,

JOHN ROBERTSON.

Telegram from the Colonial Secretary, Sydney, to the Colonial Secretary, N.Z., dated the 15th February, 1877.

WE are awaiting your reply to letter of twenty-second January, forwarding for your information copies of correspondence with Messrs. Gilchrist, Watt, & Co., respecting Pacific Mail Service.

Telegram from the Postmaster General, N.Z., to the Colonial Secretary, N.S.W., dated the 16th February, 1877.

TERMS accepted by contractors agree with those proposed in letter nineteenth December, namely, that we pay £32,500 and take risk of Coastal Service, Auckland being port of call.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.

(FURTHER PAPERS.)

Ordered by the Legislative Assembly to be printed, 8 August, 1877.

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SAN FRANCISCO MAIL SERVICE.

No. 1.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir, Sydney, 2 January, 1877.
 We have the honor to advise receipt of the following telegrams from Auckland, dated 30th December, 1876:—

“‘Australia’ and ‘City of Sydney’ arrived Auckland this morning. ‘Australia’ quarantined, one case small-pox, died yesterday. No communication between ships.”

To which we replied, after consultation with the Hon. the Colonial Treasurer and Dr. Alleyne:—

“Fumigate and tranship mails only. Send ‘City of Sydney’ here immediately with Australian mails. Obtain and send with her a certificate from Health Officer that no other communication has been allowed with ‘Australia,’ and that ‘City of Sydney’s’ crew have clean bill of health. Arrange fumigation and distribution New Zealand mails according Government regulations by local steamers as cheaply and expeditiously as possible.”

Later telegrams from Auckland inform us that the “City of Sydney” was to leave on 31st ultimo for Sydney direct, a clean ship, and that the ‘Australia’ would follow forthwith with Australian mails and passengers (the New Zealand passengers having probably been landed in quarantine in Auckland and the mails distributed).

As under these circumstances the “Australia” will in all probability be delayed in quarantine some time here, and our having withdrawn the “City of Sydney” from the service along the New Zealand coast this month (to take the mails from here on 13th January, 1877) will deprive us of a steamer for the Coastal Service of New Zealand and to run direct from Auckland to Fiji to junction with the Sydney boat, as hitherto, we have the honor to request that you will grant permission to us to send her *viâ* Auckland (instead of Fiji) to Honolulu and San Francisco on 13th instant.

Your early reply will be esteemed a favour, inasmuch as we have not much time at our disposal, and we shall have to telegraph to New Zealand to arrange the conveyance of this month’s mails and passengers from the Southern ports to Auckland to meet the “City of Sydney” there.

We have, &c.,
GILCHRIST, WATT, & CO.,
 General Agents for the Contractors San Francisco Mail Service.

No. 2.

Cabinet Minute.

UNDER the peculiar circumstances of emergency in this case, the Government consents to the “City of Sydney” making this month’s trip *viâ* Auckland, but cannot consent to leaving Fiji out of the route.

A.S., 2/1/77.

No. 3.

The Secretary to the Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 2 January, 1877.

In reply to the application preferred in your letter of this day’s date, for permission to send “the ‘City of Sydney’ *viâ* Auckland (instead of Fiji) to Honolulu and San Francisco on 13th instant,” I am directed to inform you that, under the peculiar circumstances of urgency in this case, the Government consents to the “City of Sydney” making this month’s trip *viâ* Auckland, but cannot consent to leaving Fiji out of the route.

I have, &c.,
S. H. LAMBTON,
 Secretary.

No. 4.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 3 January, 1877.

We have the honor to acknowledge receipt of your letter of 2nd instant (in reply to ours of same date), intimating that the Government consents to the “City of Sydney” making this month’s trip *viâ* Auckland, *Kandavu*, and Honolulu to San Francisco, and to thank you for such permission.

In our letter above referred to, the date (13th) is incorrectly quoted, we having followed the printed Time-table in which that date is inserted in error.

We therefore beg you to note that the “City of Sydney” will be despatched on Friday, 12th instant, at 3 p.m., in accordance with your letter, dated 2nd December, 1876.

We have, &c.,
GILCHRIST, WATT, & CO.,
 General Agents for the Contractors San Francisco Mail Service.

Seen.—A.S., 3/1/77.

No. 5.

3

No. 5.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 15 January, 1877.

We have the honor to request permission to despatch the next mail steamer leaving on 9th February for San Francisco by Auckland.

We beg that early permission may be granted, in order that satisfactory arrangements may be made for conveyance of mails down the New Zealand coast from Auckland on arrival of "City of New York" there on 26th instant, and again up the coast to meet the outgoing steamer about 13th February, pending such other modification of the contract as may be made.

In making this application, we beg to point out that the necessity arises from no fault of the contractors, but owing to the unfortunate quarantine of the "Australia"; and the possibility of further delays with steamers arriving from San Francisco in terms of recent proclamations renders it imperative for us to make timely arrangements for the proper conduct of the service.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors Californian Mail Service.

Submitted.—JAS. D., 16/1/77. Leave can be granted, subject to the concurrence of Government of New Zealand; but the steamer must call at Kandavu for mails.—J.F.B., 17/1/77.

No. 6.

The Secretary to the Post Office to Messrs Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 18 January, 1877.

In reply to the request contained in your letter, dated the 15th instant, I am directed to inform you that, subject to the concurrence of the Government of New Zealand, the Postmaster General is willing to grant permission for the mail steamer leaving on the 9th proximo for San Francisco to be despatched *via* Auckland, provided that the vessel calls at Kandavu to receive and deliver mails.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 7.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

18 January, 1877.

CONTRACTORS' agents have applied for permission to send steamer leaving here for 'Frisco on ninth proximo *via* Auckland. Have given permission, subject to your concurrence, provided steamer also proceeds *via* Kandavu. The reason given is the quarantining of the "Australia" and the possibility of further delays with steamers arriving from 'Frisco in terms of recent proclamations.

No. 8.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

18 January, 1877.

We have the honor to acknowledge receipt of your letter of to-day's date, and to state that we have telegraphed to the Postmaster General of New Zealand asking his concurrence to the steamers taking the route sanctioned by you.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors San Francisco Mail Service.

Read.—J.F.B., 20/1/77.

No. 9.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

20 January, 1877.

To meet the difficulties of the case, we consent to next month's outward steamer going *via* Auckland and Kandavau, but will not be prepared to grant further concessions until question of modification of contract settled.

No. 10.

The Secretary to Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 23 January, 1877.

Adverting to previous correspondence on the subject, I am directed to inform you that the authorities of New Zealand have been communicated with in regard to the next outgoing mail steamer proceeding *via* Auckland and Kandavau, and that, under the circumstances, they concur in sanctioning the adoption of this route for the mail steamer in question.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 11.

No. 11.

The Secretary to the Post Office, Sydney, to The Secretary General Post Office,
New Zealand.

Sir,

General Post Office, Sydney, 8 February, 1877.

I am directed to forward herewith, for your information, copies of the printed papers recently laid before the Parliament of this Colony, relating to the proposed modification of the contract for the Mail Service *via* San Francisco.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 12.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 15 February, 1877.

We have the honor to request that, pending the adoption of such resolution as may be brought before the Assembly regarding the arranged change of route, the next steamer, "City of New York," sailing on 9th March, 1877, may be permitted to proceed to San Francisco *via* Auckland. We beg the favour of an early reply, as arrangements for receipt and despatch of mails, &c., along the New Zealand coast have necessarily to be made.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors Californian Mail Service.

No. 13.

Telegram from Colonial Secretary, New Zealand, to Colonial Secretary, New South
Wales.

19 February, 1877.

AGREE to outgoing mail steamer for 'Frisko going *via* Auckland.

Postmaster General.—JOHN R., 20/2/77.
Approved.—J.F.B., 21/2/77.

The Secretary to the Post Office, B.C., 20/2/77.—H.H.

No. 14.

Messrs. Gilchrist, Watt, & Co. to The Colonial Secretary.

Sir,

Sydney, 20 February, 1877.

Referring to our letter of 15th February, the Hon. the Postmaster General (as per copy enclosed), asking permission to send the steamer of 9th March *via* Auckland, we hand copy of telegram received from New Zealand, and will be glad of an early reply.

We observe that the "Ly-ee-Moon," under contract with New South Wales and Fiji Governments, is to leave for Levuka on 9th March; and we shall be glad to learn whether it is necessary that the "City of New York" (leaving here same date) and following steamers should go *via* Kandavau.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors San Francisco Mail Service.

[Enclosures.]

Sir,

Sydney, 15 February, 1877.

We have the honor to request that, pending the adoption of such resolution as may be brought before the Assembly regarding the arranged change of route, the next steamer, "City of New York," sailing on 9th March, 1877, may be permitted to proceed to San Francisco *via* Auckland.

We beg the favour of an early reply, as arrangements for receipt and despatch of mails, &c., along the New Zealand coast have necessarily to be made.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors Californian Mail Service.

Telegram from Wellington to Gilchrist, Sydney.

19 February, 1877.

Your Colonial Secretary informed that this Government agrees to outgoing San Francisco mail steamer proceeding *via* Auckland.

W. GRAY.

I think this has been dealt with; if so, may go with papers.—JOHN R., 27/2/77.

Place with other papers (minute Principal Under Secretary).

The Secretary to the Post Office.—B.C., 10/3/77.—H.H.

Papers can be put away.—J.F.B., 17/3/77.

No. 15.

The Secretary to the Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 23 February, 1877.

In reply to the request contained in your letter, dated the 15th instant, I am directed to inform you that, subject to the concurrence of the Government of New Zealand, the Postmaster General is willing to grant permission for the mail steamer, leaving on the 9th proximo for San Francisco, to be despatched *via* Auckland, provided that the vessel calls at Kandavu to receive and deliver mails.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 16.

No. 16.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 26 February, 1877.

We have the honor to acknowledge receipt of your letter of 23rd instant, intimating that the Government consents to the mail steamer (leaving here 9th March) making this trip *viâ* Auckland, Kandavu, and Honolulu to San Francisco, and to thank you for such permission.

We have received a telegram from the Postmaster General of New Zealand signifying his concurrence in the above.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors San Francisco Mail Service.

I notice that the telegram from New Zealand to the Honorable the Colonial Secretary makes no mention of the outgoing steamer going *viâ* Kandavu. I informed contractors in similar terms as previous permission was given, namely, that the steamer was to go *viâ* Fiji as well as *viâ* Auckland. Will it be desirable to ask the New Zealand Government whether they understand this to be the route?—S.H.L., 28/2/77. Yes.—J.F.B., 1/3/77.

No. 17.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

1 March, 1877.

With reference to telegram of 19th ultimo from your Government to Colonial Secretary of this Colony, it is presumed it is understood by you that the packet sailing hence on the 9th instant will proceed *viâ* Kandavu as well as Auckland.

No. 18.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 2 March, 1877.

We understand that until modified contract executed, steamers should call at Kandavu. It is understood modified contract will not provide for steamer proceeding *viâ* Kandavu.

Read.—J.F.B., 3/3/77.

No. 19.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 8 March, 1877.

We have the honor to request permission to despatch the next mail steamer, leaving on 6th April for San Francisco, by Auckland.

We beg that early permission may be granted, in order that we may be enabled to make the necessary arrangements for the conveyance of the mails, &c., along the New Zealand coast.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

Submitted.—S.H.L., 9/3/77. For my successor.—J.F.B., 17/3/77.

No. 20.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 19 March, 1877.

Re Frisco Service. Government advised that under altered terms of Contract, sureties should be parties to alterations. What have you done to keep alive the liability of sureties? It will be necessary to consider amount of subsidy to be paid for service as now performed. What chance is there of early decision of your Parliament?

No. 21.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

Sydney, 20 March, 1877.

We have done nothing to vitiate the original contract, which, of course, still remains intact. We can do no more in the matter of the proposed modification, as we only hold office till our successors are appointed.

No. 22.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 23 March, 1877.

Would be glad if Government gave early consideration to my telegram of 19th addressed to your predecessors.

No. 23.

No. 23.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

24 March, 1877.

THE whole question of the Pacific Mail Service is now under our consideration, and I am conferring with the Crown Law Officers. Will communicate with you further as early as possible.

No. 24.

The Secretary to the Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 3 April, 1877.

With reference to the question of the mail steamers between Sydney and San Francisco proceeding *via* Auckland, the Contractors arranging for the conveyance of the New Zealand mails along the New Zealand coast to Auckland, I am directed to state that the Postmaster General has no objection to the deviation from the original route, if you will procure the assent, under seal, of the Contractors' sureties to such an alteration of the Contract, with a continuance of their suretyship notwithstanding.

I have, &c.,

S. H. LAMBTON,

Secretary.

P.S.—It is of course understood that the outgoing steamer will call at Kandavau.

No. 25.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 4 April, 1877.

We have the honor to acknowledge receipt of your letter of 3rd instant, and while thanking you for the permission therein contained, beg to state that we have cabled the purport to the Contractors and to their sureties, and on receipt of reply will at once advise you.

We are sending this steamer by Kandavau.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

Seen.—S.S., 4/4/77.

No. 26.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

5 April, 1877.

REFERRING to your telegram of 23rd and my reply of 24th, Contractors' agents applied to my predecessors for permission to send the outgoing steamer *via* Auckland, they arranging as before to convey the New Zealand coast mails to Auckland. This application was undetermined when your telegram of 19th arrived, stating your Government were advised that under altered terms of Contract sureties should be parties to alterations, and asking what had been done to keep alive liability of sureties. After consultation with Law Officers, and in view of the action of our predecessors in their arrangements with you, we are prepared to assent to the proposed deviation from original route, and we have so informed agents, on the condition that they procure assent of sureties under seal to such an alteration of Contract, with a continuance of their suretyship notwithstanding. This I think is all that can be done. The document can scarcely be procured before the departure of the steamer, and I presume there is no alternative but to let her go *via* Auckland as before. I purpose recommending to my Colleagues that Agent General be instructed to see to preparation of necessary instrument, which would hold good until new Contract executed, as will of course be necessary if Parliament approve of modification.

No. 27.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

6 April, 1877.

WE were very unwilling to press you for decision as to the course you were to take in bringing before and recommending to your Parliament the proposed alteration of Contract, knowing that with the change you must have many questions of no small importance to consider; but if you refer to schedule to Contract as to the larger subsidy paid while Contractors doing only modified service, and probable disputes likely to arise as to payment of bonuses, and how this all weighs on New Zealand, you will, I hope, understand our impatience, and press the matter on your Parliament for final decision within a few days.

No. 28.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

9 April, 1877.

QUITE understand your position. My predecessor appears to have considered it unnecessary to propose any change in amount of payments pending Parliamentary approval of modification, because it was supposed the route *via* Auckland and Fiji and Contractors doing your coastal service, was about equal to original for fork service. I purpose consulting Colleagues at earliest possible moment with regard to the whole matter, including modification. Our Parliament does not meet until 24th instant.

No. 29.

No. 29.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 10 April, 1877.

We have the honor to forward, for your information, the following copies of correspondence:—Kandavau, 20th March, 1877,—Letter from our agent and pilot (D. T. Rich) to us (extract); and, same date,—Copy of letter from same to the Colonial Secretary, Fiji.

From these you will gather the following facts:—Mr. Rich, upon leaving the s.s. "City of New York" at his destination, was placed in quarantine, although the above steamer was in possession of a clean bill of health from this port and from Auckland, and he handed a certificate to that effect to the Authorities there.

You will also perceive that our agent and pilot will probably be detained for some weeks in quarantine, and it is uncertain for how long a time the mail steamers may be deprived of his services.

As this is the most dangerous period of the year in those latitudes, and as the above proceedings will result in even greater risks than usual to these large steamers, we have the honor to request that in our future instructions to the commanders of the steamers, we may direct them to omit altogether the calling at Fiji, and thus relieve the steamers of a very serious risk:

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

[Enclosures.]

Mr. D. T. Rich, Kandavau, to The Colonial Secretary, Levuka.

Sir,

Quarantine Station, Galoa Bay, Kandavau, 20 March, 1877.

I have the honor to inform you that, upon the arrival of the "City of New York" at Auckland, I had a conversation with Mr. Maudsley, who told me that Lady Gordon and family intended to arrive here per mail steamer of next month (April), and requested me to write such information regarding the Mail Service as I had given him, viz., that the "Ly-ee-moon," after being placed on the berth for Levuka, was withdrawn, on account of the Ministry of New South Wales being defeated, and the fact of the continuance of the Pacific-Mail Co.'s contract as hitherto performed until arrangements are completed.

There being but few passengers on board the "City of New York," and little or no cargo, the captain decided upon not entering the harbour of Galoa, and to send them ashore in the pilot boat with the mails, being also anxious to be clear of the group, as his barometer was falling, and this is the worst hurricane month.

After placing the mails and passengers in my boat and receiving from the surgeon of the ship a health certificate, I came in and stood for this place, there to await the coming of the Health Officer, when I was hailed by the police boat and told to anchor near the shore until the doctor came, which he soon did; and we were at once placed in quarantine, although the ship had clean bills of health from both Sydney and Auckland, and I had given to the Health Officer the certificate before referred to.

Knowing your authority and the high position which you fill, I have to request that you will be as lenient as possible with an old sailor who had no intention of breaking the law and was quite ignorant of the new ordinance which has been passed during my absence in Sydney, and am so ignorant at the present writing.

I have, &c.,

D. T. RICH,

Agent and Pilot P.M.S.S. Co.

D. T. Rich, Esq., Kandavau, Fiji, to Messrs. Gilchrist, Watt, & Co., Sydney.

Gentlemen,

Quarantine Station, Galoa Bay, Kandavau, 20 March, 1877.

I have the honor to inform you that the "City of New York" arrived off this port at 5.30 a.m. yesterday, the 19th instant, and was then boarded by the Company's pilot boat, which took off all mails, passengers, and cargo for this place; the steamer then proceeded on her voyage, as per instructions.

On the arrival of the pilot boat inside the harbour she was hailed by the police boat, and I was told to anchor and await the coming of the Health Officer. Upon his arrival, I gave him a health certificate handed me by the surgeon of the "New York," which the latter said would admit my boat to pratique, but, after reading the document, the Health Officer peremptorily ordered the boat and occupants into quarantine, saying that there had been a new ordinance passed regarding vessels calling here from Sydney; and also informed me that I was likely to be fined £100 for holding communication with the pilot boat before he had given the steamer pratique; but I cannot tell what truth there may be in that until I am relieved from quarantine, which may be twenty-one days from 19th.

I told him the captain's reasons for not coming into the port—that this being the worst hurricane month he was desirous of getting out of the group with all despatch.

D. T. RICH.

Submitted.—S.H.L., 11/4/77.

No. 30.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Government Buildings Station, 17 April, 1877.

Will be glad to learn if you have instructed sureties, as you proposed, to lodge their consent with Agent General, so that the outgoing steamer commence modified service and accept the subsidy of £72,500, on our undertaking Coastal Service. Should your Parliament decide against the alteration, we should be compelled to insist on Company at once performing service as at present contracted for.

No. 31.

Telegram from Colonial Secretary, New South Wales, to Agent General, London.

Sydney, 18 April, 1877.

CHANGE of Ministry necessarily delayed decision on proposed modification 'Frisko Contract. Contractors apply to go *via* Auckland pending decision. No objection as a temporary arrangement if sureties assent under seal to alteration. Please procure such assent, and telegraph when document executed.

No. 32.

No. 32.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 19 April, 1877.

Referring to your letter of 3rd instant, we have the honor to advise the despatch by us of the following cablegram to London and New York on the 4th instant:—

“New Ministry refuse permission further deviation from original contract pending approval Parliament, unless assent under seal of Contractors’ sureties to such alteration of contract with continuance of suretyship notwithstanding, be procured. Answer immediate.”

And the receipt by us of the following reply thereto, dated London, 17th April:—

“Sureties consent (consent?) Government wish. Posting formal sanction. M’Gregor been absent.”

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

No. 33.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

19 April, 1877.

REFERRING to your last telegram, Gilchrist, Watt, & Co. telegraphed to contractors for assent of sureties to temporary deviation from contract, and have just received following reply:—“Sureties consent Government wish—Posting formal sanction—M’Gregor been absent.” We also telegraphed to Agent General to procure proper document.—Matter of modification as arranged by predecessors still under consideration of Cabinet. Understood assent we proposed to procure from sureties was to cover past and any further temporary concessions of a like character. No arrangement yet has been entered into for payment of reduced subsidy named by you; this will involve fresh negotiations, doubtless. If Fiji is dropt, and you do your own coastal service, contractors will take reduced subsidy; if we assent to this, it can only be pending decision of Government and Parliament upon modification.

No. 34.

The Secretary to the Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 21 April, 1877.

Referring to the negotiations for a modification of the existing Pacific Mail Contract that have taken place between yourselves, as agents for the contractors, and the late Administration, I am directed by the Postmaster General to inquire for what amount would the Pacific Mail Company be willing to undertake a direct service between Sydney and San Francisco, *via* Kandavau, with the present sized vessels; and I am also to ask for what amount they would be disposed to perform a branch service between Kandavau and the New Zealand ports with vessels of—say from fifteen hundred to two thousand tons.

Mr. Samuel will be glad if you will obtain the information he requires by cable, with as little delay as possible.

I have, &c.,

JAS. DALGARNO,

For Secretary.

No. 35.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 25 April, 1877.

We have the honor to acknowledge receipt of your letter of 21st inst., and to state that we have telegraphed to the Pacific Mail Company for the desired information (as per copy of telegram enclosed), and their reply shall be promptly communicated to you upon receipt.

We enclose memorandum of the cost of this telegram, which we submit for your approval.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

[Enclosure.]

Telegram from Messrs. Gilchrist, Watt, & Co., Sydney, to Pacific Mail Company, New York.

Ramentosus.—Government ask what will you do direct service for between Sydney and San Francisco *via* Kandavau, with present boats. Also state amount for branch service between Kandavau and New Zealand ports, with boat about 2,000 tons. Think performance latter by local boats would be popular in New Zealand.

No. 36.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, N.Z., 25 April, 1877.

It would be very desirable proposed modified service should be commenced by the outgoing steamer, now that the consent of sureties has been secured, and that they should be paid reduced subsidy. We quite understand this is subject to the assent of your Parliament. We trust the seeking of such decision will not be longer delayed. We would suggest, in negotiating, you stipulate that any penalties and bonuses that may be agreed upon should be receivable and payable on termination of voyage at Sydney and San Francisco, and be equally shared or paid by both Colonies. In your negotiations nothing should be agreed to which would release contractors and sureties from their liabilities under existing contract, which should have legal effect until modified contract executed. Consent of sureties understood to be to the proposal made by contractors for modifying service.

No. 37.

No. 37.

Telegram from Agent General, London, to Colonial Secretary, New South Wales.

London, 26 April, 1877.

To prepare document for sureties, Mackrell asks are mails to be delivered with times mentioned in published conditions of 1875 for eleven knot service route C. What payments to be made by each Colony.

The Postmaster General.—H.P., 27/4/77.

The Secretary to the Post Office.—B.C., 27/4/77.—H.H.

No. 38.

The Postmaster General to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

Sydney, 2 May, 1877.

I have the honor to inform you, in reply to the request contained in your letter of the 10th ultimo, and in reference to conversations on the subject with your Mr. Gilchrist, that I consent to the steamers of the Pacific Mail Company going by way of Auckland, and omitting Fiji; in fact, temporarily adopting the plan of the modified service as arranged between the late Administration, the Government of New Zealand, and the Contractors, the New Zealand Government undertaking its own coastal service, and the Contractors to be paid from this date at the rate of £72,500 per annum, of which amount £40,000 to be contributed by New South Wales, and £32,500 by New Zealand.

It is, however, to be distinctly understood that this arrangement is only assented to as a temporary measure pending the decision of the New South Wales Government and Parliament as to the question of a modification of the San Francisco Mail Service, and that this assent is in no way to prejudice the existing contract should it hereafter be decided to be inexpedient to agree to the permanent modification of the service.

I have, &c.,

SAUL SAMUEL.

No. 39.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 3 May, 1877.

We have the honor to acknowledge receipt of your letter of 2nd May, consenting to the mail steamers going by way of Auckland and omitting Fiji, on the understanding that this assent is of a temporary nature, pending the decision of Parliament as to the question of modification of route.

We thank you for the consent as above contained, and

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

No. 40.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 3 May, 1877.

With reference to your letter of yesterday's date, we have the honor to request that you will inform us if it is your wish that the next steamer leaving San Francisco should adopt the route *via* Honolulu and Auckland (omitting Fiji); also, if we shall telegraph instructions to that effect to San Francisco.

We have the honor to request the favour of an early reply.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

The next vessel leaves San F'co about 23 May.

Submitted. I think the letter of 2nd answers this question. All vessels starting on a voyage after the 2nd instant, come under the new *temporary* arrangement both as regards route and subsidy.—S.H.L., 4/5/77.

Certainly, this must be placed beyond all doubt. Messrs. Gilchrist, Watt, & Co. should be informed that the conditions stated in our letter of the 2nd instant applies to the service until the Government and Parliament shall decide whether any and what alteration shall be made in the present contract. Let draft of letter be submitted to me.—S.S., 4/5/77.

No. 41.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

REFERENCE to your telegram of the 25th ultimo, I have now to state that on 2nd instant I wrote Gilchrist, Watt, as follows:—

"I have the honor to inform you, in reply to the request contained in your letter of the 10th ultimo, and in reference to conversations on the subject with your Mr. Gilchrist, that I consent to the steamers of the Pacific Mail Company going by way of Auckland, and omitting Fiji; in fact temporarily adopting the plan of the modified service as arranged between the late Administration, the Government of

of New Zealand, and the Contractors, the New Zealand Government undertaking its own coastal service, and the Contractors to be paid from this date at the rate of £72,500 per annum, of which amount £40,000 to be contributed by New South Wales, and £32,500 by New Zealand.

"It is, however, to be distinctly understood that this arrangement is only assented to as a temporary measure pending the decision of the New South Wales Government and Parliament as to the question of a modification of the San Francisco Mail Service, and that this assent is in no way to prejudice the existing contract should it hereafter be decided to be inexpedient to agree to the permanent modification of the service."

Gilchrist yesterday acknowledged this letter as follows:—"We have the honor to acknowledge receipt of your letter of 2nd May, consenting to the mail steamers going by way of Auckland, and omitting Fiji, on the understanding that this assent is of a temporary nature pending the decision of Parliament as to the question of modification of route. We thank you for the consent as above contained."

Trust this will be satisfactory as temporary arrangement, pending recovery of Premier from severe illness, when permanent arrangement of the service will be considered in Cabinet.—4/5/77.

No. 42.

The Postmaster General to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 5 May, 1877.

With reference to your letter, dated the 3rd instant, inquiring if it is my wish that the next steamer leaving San Francisco should adopt the route *via* Honolulu and Auckland (omitting Fiji), and if you should telegraph instructions to that effect to San Francisco, I beg to refer to my letter, dated the 2nd idem, which intimated that all vessels starting on a voyage after the 2nd May would come under the temporary arrangement, both as regards route and subsidy, until the Government and Parliament shall decide whether any and what alteration shall be made in the present contract.

I have, &c.,
SAUL SAMUEL.

No. 43.

Minute of the Postmaster General.

In view of the present position of the Pacific Mail Service, I recommend that the following telegram be sent to the Agent General:—

Have now arranged with Gilchrist pending decision regarding permanent modification of contract. The service is in future to be performed *via* Auckland (omitting Fiji), New Zealand arranging her own coastal service. Subsidy to be forty thousand from us, thirty-two thousand five hundred from New Zealand. In all other respects contract to remain as before. Get deed executed, securing assent of sureties to the above temporary arrangement.—S.S., 7/5/77.

The Principal Under Secretary, B.C., 8/5/77.—S.H.L.

Telegram sent to Agent General on 23 May, 1877. The Secretary to the Post Office.—B.C., 23/5/77.

No. 44.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 8 May, 1877.

We have the honor to acknowledge receipt of your letter of 5th May, and to advise that in accordance therewith, we have cabled to the Contractors to send steamers in future *via* Honolulu and Auckland, omitting Kandavau.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors, San Francisco Mail Service.

Submitted.—S.H.L., 10/5/77.

No. 45.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 12 May, 1877.

We are satisfied with arrangement, but are very anxious for permanent settlement of question; we therefore hope you will urge it forward as soon as possible. The Imperial Government have undertaken the delivery of mails across the Atlantic, and we think that a representation as to the present unsatisfactory service ought to be sufficient, without our supplementing contribution. On final adoption of modified service, a re-arrangement of the Time-table will be necessary, to insure regularity.

No. 46.

Messrs. Gilchrist, Watt, & Co. to The Postmaster General.

Sir,

Sydney, 15 May, 1877.

We have the honor to advise the receipt of the following telegram from the Pacific Mail Steamship Co., in reply to our message of 21st April:—

"New

“ New York, 10 May.
 “ Flink [think] reducion [reduction] revenue ommitting [omitting] Auckland would more than
 offset reducion [reduction] expense present line present subsidy direct service including
 Auckland small as line can be properly maintained upon.
 “ Would run proposed branch line for fair cost maintenance, prefer present service.
 “ Does Government really desire us to continue or is embarassment [sic] object of delty [delay]
 confirming mortifacure cabled [cable] Government views and your opinion situation,
 expense branch line, fixed policy and co-operation necessary to success of route.

W. P. CLYDE.”

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

Submitted.—S.H.L., 15/5/77.

No. 47.

Minute of the Postmaster General.

THE following are the principal conditions of the Contract with the Pacific Mail Company, as arranged in England in 1875, by Sir Daniel Cooper and Mr. Russell, Representatives for New South Wales and New Zealand:—

Subsidy—£89,950 per annum.

Period—eight years.

Steamers of 2,500 tons.

Route—From San Francisco to Sydney direct, and from New Zealand to San Francisco direct, the mails to New Zealand being transhipped at and forwarded from Kandavau, and the mails from Sydney being forwarded to and transhipped at Kandavau.

Time—between Sydney and San Francisco, 648 hours.

The expense of the Contract to be shared jointly by the New South Wales and New Zealand Governments.

This Contract was dated 23rd July, and was duly ratified by the Parliament of New South Wales on 29th July, 1875, and by the Legislature of New Zealand on the 11th October, 1875; but the ratification by the New Zealand Parliament was coupled with the following Resolution:—

“ That, in the opinion of this House, the annual charge imposed on the revenue of New Zealand for the Mail Steam Service ought not to exceed £40,000; and that it is the duty of the Government immediately to enter into negotiations to procure such modification of the terms and conditions of the Contract as, subject to future ratification by the House, will effect that object.”

A modification was accordingly mooted at the Telegraphic Conference held in January, 1876, between the Colonial Secretary and the Postmaster General of New South Wales and Sir Julius Vogel of New Zealand.

Sir Julius Vogel then suggested that a direct Service between Sydney and San Francisco *via* Fiji would probably be acceptable to the New Zealand Government, with a branch service from Fiji to Port Chalmers; and again, in a telegram of the 2nd June, he stated, “ Should you insist on retaining the Fiji route, we would be inclined to recommend Parliament following plan:—Branch boat Chalmers and Fiji and back, not less than 2,000 tons. Our share of present payment to be reduced by £20,000; you would have main boat both ways, and might see way to pay £5,000 more than at present; we should have mere branch.”

The Contractors, shortly after commencing the Service, complained of certain conditions of the Contract, more especially of the performance of the New Zealand Coastal Service by such large boats, and of the difficulties attending the navigation of the Fiji Group.

And although their first written application for a modification was dated 29th May, no definite proposals were received from them until the 21st August. Their offer then submitted was to run between Sydney and San Francisco *via* Auckland and Honolulu, and to be relieved of the New Zealand Coastal Service—subsidy to be £80,000 per annum.

Negotiations of a lengthy character then commenced between the two Governments, the Contractors, and their agents, which appear to have extended up to February last, in the course of which it transpired that if the present Forked Service were insisted upon the Contractors would forfeit the penalty of the bond and throw up the Contract.

During the progress of the negotiations the matter appears to have again come before the New Zealand Parliament, about October, 1876, when it was decided that the New Zealand subsidy should be reduced to £37,500 if calling at Auckland, and £35,000 if calling at Bay of Islands.

These negotiations resulted in the late Postmaster General giving notice of the following Resolutions in the Legislative Assembly, as having been agreed to by the various parties concerned:—

(1.) That, inasmuch as the Pacific Mail Steamship Company have intimated that they cannot carry out the Contract commonly called the “ Forked Service,” entered into between them and this Government and that of the Colony of New Zealand; and inasmuch as the Colony of New Zealand has expressed through its Government and Parliament that it will not consent to the Bay of Islands as the port of call without an additional payment of £5,000 by this Colony; and inasmuch as the Contractors have agreed that the service *via* Auckland shall be performed within the same time as it would have been *via* the Bay of Islands,—it is expedient, in the opinion of this House, that this Colony should consent to the change of the route of the Pacific Mail Service to the following, *viz.*:—To and from Sydney and San Francisco *via* Auckland and Honolulu.

(2.) That the annual subsidy for the Service be reduced from £89,950 to £72,500, of which amount £40,000 shall be contributed by New South Wales, and £32,500 by New Zealand; the Coastal Service, the cost of which is now included in the £89,950, being borne by New Zealand only.

After,

After giving the matter full consideration, I still entertain the same opinion I held when the Service was first established in 1873, namely, that the direct route *via* Fiji is the one most calculated to advance the interests of this Colony; and it is to be regretted that when Sir Julius Vogel intimated, at the Conference held in January, 1876, and again in his telegram of the 2nd June following, that the New Zealand Government were disposed to negotiate for a direct route, with a branch service for New Zealand, the late Government did not adopt more decisive measures to secure a modification of the Contract on that basis, instead of arranging for the steamers to and from Sydney and San Francisco making the detour *via* Auckland.

Feeling very strongly the desirability of establishing a direct service, I caused, with a view, if possible, to open fresh negotiations, inquiries to be made of the Contractors, through their agents, as to the terms on which they would perform a direct service between San Francisco, Honolulu, and Sydney, with a branch service to Port Chalmers, New Zealand.

The telegraphic reply received from Contractors at New York evidently manifests an indisposition on their part to take up the direct service, while they ask for its performance as large a subsidy as it is proposed to pay for the route *via* Auckland, and this would be exclusive of the cost (which they do not state) of a branch service from Fiji to Port Chalmers, which would necessarily be more expensive than a branch service from Auckland to Port Chalmers, and would involve the re-opening of the whole question with New Zealand.

Although I believe a direct service would be the more beneficial one for this Colony, yet, looking at the complications that now surround the question, and to the danger of the Service falling through entirely if we were to insist upon the Contractors reverting to their original Contract and performing the Forked Service, I recommend my colleagues, I confess reluctantly, to adopt the arrangement agreed to by the late Government, the Government of New Zealand, and the Contractors, as detailed in the Resolutions intended to have been moved by my predecessor.

Should this view be concurred in by the Cabinet, it will be necessary for this Government to submit for the approval of Parliament Resolutions for the modification of Service as arranged.

I have only to add, that under temporary arrangements the Pacific Company are now conducting the Service by the Auckland route. This change was brought about in consequence of the Contractors, in January last, not having sufficient steamers to carry on the Service, through one of their boats being placed in quarantine on account of small-pox; and this disturbance of the Service led the late Government to sanction the adoption of the route *via* Auckland and Kandavau on three occasions, and the same route was followed a fourth time. But it being apparent that the deviation to Kandavau was prejudicial to the Service, and that a less subsidy was required for the more direct service *via* Auckland (avoiding the detour from Auckland to Kandavau), I, with the consent of the Cabinet, temporarily arranged for the performance of the modified service on the distinct understanding that in the event of its not being permanently agreed to the Forked Service should be reverted to.

28/5/77.

SAUL SAMUEL.

No. 48.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 7 June, 1877.

We have the honor to advise the receipt by us of the following cablegram from New York dated 5th instant.

"Answer last cable.—Houston proposes coming to Sydney next steamer with Seal full powers.
CLYDE."

The next steamer leaves San Francisco on 20th instant, and we have the honor to request the favour of a reply to the last cablegram referred to above, in order that we may communicate with the Head office previous to the departure of Mr. Houston.

We have, &c.,

GILCHRIST, WATT, & CO.,
General Agents for the Contractors, San Francisco Mail Service.

If the cablegram of 10th May herewith is the one referred to, they ought to be informed that their offer for a direct service *via* Fiji being so high, it has been determined not to entertain it.

S.S., 8/6/77.

No. 49.

The Secretary to the Post Office to Messrs. Gilchrist, Watt, & Co.

Gentlemen,

General Post Office, Sydney, 9 June, 1877.

I am directed to acknowledge the receipt of your letter, dated the 7th instant, forwarding a copy of a cablegram received from New York, dated the 5th idem, and to state that if the cablegram of the 10th idem is the one to which you request a reply, your offer for a direct service *via* Fiji being so high, it has been determined not to entertain it.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 50.

Telegram from Agent General, London, to Colonial Secretary, New South Wales.

6 June, 1877.

Deed binding only for 1877 executed by sureties sent New York for execution by Company.

The Postmaster General.—H.P.—28/6/77. The Secretary to the Post Office, B.C., 28/6/77.—
H.H. Read—S.S., 29/6/77.

No. 51.

13

No. 51.

Messrs. Gilchrist, Watt, & Co., to The Postmaster General.

Sir,

Sydney, 25 June, 1877.

Referring to your letter dated 3rd April last, we have the honor to enclose herein original document signed under seal conveying the assent of the sureties to the deviation from the original contract.

We have, &c.,

GILCHRIST, WATT, & CO.,

General Agents for the Contractors, San Francisco Mail Service.

Seen,—S.S., 28/6/77.

[Enclosure.]

London, 17 April, 1877.

WE, John Elder & Co. and Donald Robert Macgregor, sureties for the Pacific Mail Steam Ship Co., of New York, for the due performance by them of their contract with the Government of New South Wales and the Government of New Zealand, for conveyance of mails between these Colonies and San Francisco, do hereby consent to the variation of the route temporary or permanent, as has been already arranged, and that without in any way invalidating our suretyship.

We further agree to sign such documents as may be deemed necessary to carry out this arrangement.

In witness whereof we have hereto set our hands and seals at London, this seventeenth day of April, eighteen hundred and seventy-seven, in the presence of these witnesses—John Bell, merchant, 5 East India Avenue, and John Robert Dawthwaite, clerk at same address.

JOHN ELDER & CO. (L.S.)

DONALD MACGREGOR. (L.S.)

Witnesses to the signature of both parties,—

JOHN BELL.

JOHN R. DAWTHWAITE.

No. 52.

Telegram from Postmaster General, New Zealand, to Postmaster General, New South Wales.

Wellington, 19 July, 1877.

MUST remind you that we are still without answers to my telegrams as to modified 'Frisco service. Our Parliament being now in Session, we are anxious to inform them as to position as early as possible.

No. 53.

Telegram from Postmaster General, New South Wales, to Postmaster General, New Zealand.

Sydney, 24 July, 1877.

REFERRING to your telegram dated 19th, relative to modified 'Frisco Service, resolutions will shortly be submitted to Parliament. Pressure of business has hitherto prevented this being done.

[L.S.]

Sydney: Charles Potter, Acting Government Printer.—1877

* 502—C

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

OCEAN MAIL SERVICES.

(VIA SAN FRANCISCO AND SUEZ—INFORMATION RESPECTING.)

Ordered by the Legislative Assembly to be printed, 19 September, 1877.

RETURNS affording information with reference to the Ocean Mail Service for the year ended 30th June, 1877, on the following points:—

1. The cost to New South Wales of the San Francisco Mail Service.
2. The number of newspapers and letters received and despatched each voyage; the several dates of the despatch of the mails from England and their delivery in Sydney; also the dates of despatch from Sydney and their delivery in England *via* San Francisco.
3. The number of first-class and second-class passengers arrived each voyage in Sydney from and beyond San Francisco.
4. The amounts received for postage from New South Wales, the other Australasian Colonies (New Zealand excepted), and England.
5. The number of newspapers and letters received and despatched each voyage by the Peninsular and Oriental Company's Service; the several dates of the despatch of the mails from England and their delivery in Sydney; also the dates of despatch from Sydney and their delivery in England.
6. The number of first-class and second-class passengers to Sydney each voyage from and beyond Point de Galle.

No. 1.

RETURN of the Cost of the San Francisco Mail Service to the Colony of New South Wales, for the year ended 30th June, 1877:—

Gross expenditure	£44,376	8	8
The actual or net cost is as under, viz.:—			
Gross amount in subsidies, cablegrams, &c., less penalties	£44,376	8	8
Less postages.....	£2,248	14	4
	5,780	17	1
	8,424	8	2
		16,453	19
			7
Actual cost	£27,922	9	1

General Post Office,
Sydney, 18th September, 1877.

S. H. LAMBTON,
Secretary.

No. 2.

RETURN showing the several dates of the despatch of the Mails from England and their delivery in Sydney; also the dates of despatch from Sydney and their delivery in England *via* San Francisco; and the number of Letters, Books, and Newspapers received and despatched each voyage.

Name of Steamer.	Date from England.	Date of arrival at Sydney.	No. of Letters.	Books	Newspapers.	Name of Steamer.	Date from Sydney.	Date of arrival at England.	No. of Letters.	Books	Newspapers.
City of Sydney	1876. 1 June..	1876. 20 July..	15,405	2,445	17,001	Zealandia	1876. 29 July..	1876. 12 Sept..	18,420	359	22,032
Australia	29 June..	16 Aug..	16,405	2,559	16,731	(City of New York from Fiji.) City of Sydney	25 Aug..	10 Oct..	14,208	683	16,838
City of San Francisco	27 July..	14 Sept..	17,533	2,635	17,872	(Zealandia from Fiji.) Australia	22 Sept..	7 Nov..	13,985	525	18,281
City of New York	24 Aug..	11 Oct..	16,353	2,034	17,572	(City of Sydney from Fiji.) City of New York	20 Oct..	5 Dec..	12,246	511	16,165
Zealandia	21 Sept..	9 Nov..	16,923	1,908	20,305	(Australia from Fiji.) Zealandia	17 Nov..	2 Jan..	12,798	753	16,225
City of Sydney	19 Oct..	6 Dec..	18,292	2,169	18,501	(City of New York from Fiji.) Zealandia	15 Dec..	30 ,,	13,709	1,039	18,521
Australia	16 Nov..	1877. 4 Jan..	19,032	2,444	19,422	(Zealandia from Fiji.) City of Sydney	12 Jan..	4 Mar..	14,165	560	18,811
(City of Sydney from Fiji.) City of New York	14 Dec..	1877. 2 Feb..	18,952	3,618	19,357	Australia	9 Feb..	26 ,,	15,441	842	19,462
Zealandia	13 Jan..	3 Mar..	18,122	2,807	23,080	City of New York	9 Mar..	25 April.	14,754	1,032	17,412
City of Sydney	10 Feb..	8 April..	18,966	2,911	20,741	Zealandia	7 April..	26 May..	11,999	666	19,096
Australia	10 Mar..	25 ,,	19,360	2,226	22,250	City of Sydney	4 May..	19 June..	16,684	742	19,476
City of New York	5 April..	26 May..	16,468	2,612	16,806	Australia	1 June..	17 July..	16,029	604	18,466
Zealandia	3 May..	23 June..	18,021	2,139	20,495	City of New York	29 ,,	.....	16,312	779	19,612

General Post Office,
Sydney, 18th September, 1877.

S. H. LAMBTON,
Secretary.

No. 3.

A RETURN showing the number of first and second class Passengers arrived each voyage in Sydney from and beyond San Francisco by the Pacific Mail steamships, during the year ending the 30th June, 1877.

Date of Arrival.	Name of Steamship.	First-class.	Second-class.	Totals.
20 July, 1876	City of Sydney	17	31	48
16 August, "	Australia	23	27	50
14 September, "	City of San Francisco	28	20	48
11 October, "	City of New York	35	62	97
9 November, "	Zealandia	38	31	69
6 December, "	City of Sydney	68	46	114
4 January, 1877	"	1	4	5
2 February, "	City of New York	25	35	60
3 March, "	Zealandia	15	40	55
8 April, "	City of Sydney	37	45	82
25 ,,	Australia	17	32	49
26 May, "	City of New York	35	36	71
23 June, "	Zealandia	23	55	78
		362	464	826

Custom House, Sydney,
12th September, 1877.

W. A. DUNCAN,
Collector of Customs.

No. 4.

RETURN showing the amounts received for postage from New South Wales, the other Australasian Colonies (New Zealand excepted) on correspondence transmitted by the San Francisco mail packets, during the year ended 30th June, 1877.

The amount of postage on New South Wales correspondence...	£	s.	d.
	8,424	8	2
The amount of postage on correspondence of other Australasian Colonies (New Zealand excepted) ...	2,248	14	4
The amount of postage credited by England to the Colony of New South Wales ...	5,780	17	1

General Post Office,
Sydney, 18th September, 1877.

S. H. LAMBTON,
Secretary.

No. 5.

RETURN showing the several dates of the despatch of the Mails from England and their delivery in Sydney; also the dates of despatch from Sydney and their delivery in England *via* Melbourne and Galle; and the number of Letters, Books, and Newspapers received and despatched each voyage.

Name of Steamer.	Date from England.		Date of Arrival at Sydney.	No. of Letters.	Books.	Newspapers.	Name of Steamer.	Date from Sydney.	Arrival in England.		No. of Letters.	Books.	Newspapers.
	<i>Via</i> South-ampton.	<i>Via</i> Brindisi.							<i>Via</i> South-ampton.	<i>Via</i> Brindisi.			
Bangalore	1876. 1 June..	1876. 9 June..	1876. 22 July..	10,259	650	3,685	China.....	1876. 8 July..	1876. 3 Sept..	1876. 28 Aug..	6,674	193	3,988
Assam	29 ,, ..	7 July..	19 Aug..	10,251	695	4,088	Bangalore....	5 Aug..	1 Oct..	25 Sept..	8,144	293	7,145
China	27 July..	4 Aug..	18 Sept..	11,163	789	3,633	Avoca	2 Sept..	30 Oct..	23 Oct..	7,990	316	6,333
Bangalore	24 Aug..	1 Sept..	14 Oct..	10,467	747	4,624	Assam	2 Oct..	30 Nov..	22 Nov..	8,236	130	9,089
Tanjore	21 Sept..	29 Sept..	12 Nov..	10,116	894	4,019	Bangalore....	30 ,, ..	29 Dec..	16 Dec..	8,518	185	7,191
Assam	19 Oct..	27 Oct..	12 Dec. 1877.	11,351	1,164	3,375	Tanjore	27 Nov..	21 Jan..	13 Jan..	8,802	296	7,245
Bangalore	16 Nov..	24 Nov..	9 Jan..	12,229	788	4,034	China.....	25 Dec. 1877.	19 Feb..	10 Feb..	7,360	178	8,153
Tanjore	14 Dec. 1877.	22 Dec. 1877.	5 Feb..	11,397	1,206	3,903	Bangalore....	22 Jan..	21 Mar..	12 Mar..	9,127	289	8,314
China	11 Jan..	19 Jan..	7 Mar..	11,883	1,315	5,598	Tanjore	19 Feb..	15 April.	7 April.	9,169	255	7,320
Bangalore	8 Feb..	16 Feb..	5 April.	10,424	877	4,630	Assam	19 Mar..	13 May..	6 May..	9,898	213	7,814
Tanjore	8 Mar..	16 Mar..	30 ,, ..	10,790	1,176	3,470	Bangalore....	14 April.	10 June..	2 June..	8,296	201	7,083
Travancore ..	5 April.	13 April.	31 May..	10,473	905	3,649	Tanjore	12 May..	9 July..	1 July..	8,985	345	7,507
Bangalore	3 May..	11 May..	25 June..	10,283	735	3,915	Travancore ..	9 June..	.....	29 July..	8,869	260	7,882

General Post Office,
Sydney, 18th September, 1877.

S. H. LAMBTON,
Secretary.

No. 6.

A RETURN showing the number of first and second class Passengers arrived each voyage in Sydney from and beyond Galle by the Peninsular and Oriental steamships, during the year ended 30th June, 1877.

Date of Arrival.	Name of Steamship.	First-class.	Second-class.	Total.
22 July, 1876	Avoca	6	.....	6
19 August, "	"	20	6	26
18 September, "	China	20	.....	20
14 October, "	"	11	.....	11
12 November, "	"	24	.....	24
12 December, "	"	33	.....	33
9 January, 1877	"	14	.....	14
5 February, "	"	45	.....	45
7 March, "	"	35	.....	35
5 April, "	"	34	.....	34
30 ,, "	"	27	.....	27
31 May, "	"	26	.....	26
25 June, "	"	19	.....	19
		314	6	320

Custom House, Sydney,
12th September, 1877.

W. A. DUNCAN,
Collector of Customs.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LAND ADJOINING THE GENERAL POST OFFICE.

(CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 7 August, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 13th July, 1877, That there be laid upon the Table of this House,—

“Copies of all Correspondence, Reports, or Minutes thereon, that have
 “taken place between the Government and the proprietors of any lands
 “required for extending the Post Office eastward, and for the widening of
 “the street in front of the same, since the advent of the late Government
 “to office, to present date.”*

(Mr. Macintosh.)

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* NOTE.—Papers Nos. 1 to 6 are in addition to those ordered by the House.

LAND ADJOINING THE GENERAL POST OFFICE.

No. 1.

Minute of Postmaster General.

WRITE to the Works Department that Mr. Henry A. Perkins, son of Mr. Perkins, the owner of the property in George-street, occupied by Messrs. Thompson & Giles, joining the Post Office, called upon me to say that his father was prepared to sell this property to the Government. I would suggest that the Secretary for Works give instructions that a letter should be written to Mr. Perkins, asking him on what terms he will dispose of the property.

S.S.,
25/11/74.

No. 2.

The Secretary to the Post Office to The Under Secretary for Public Works.

General Post Office,

Sydney, 27 November, 1874.

Sir,

I am directed to inform you that Mr. Henry A. Perkins, son of the owner of the property in George-street, occupied by Messrs. Thompson & Giles, and adjoining the proposed new street on the north side of this office, has represented to the Postmaster General that Mr. Perkins, senr., is prepared to sell the property in question to the Government.

Mr. Samuel would therefore suggest that the Secretary for Public Works might see fit to give instructions for a letter to be addressed to Mr. Perkins, senior, inquiring on what terms he is willing to dispose of the property referred to.

I have, &c.,

S. H. LAMBTON.

No. 3.

The Secretary for Public Works to Thomas Perkins, Esq.

Sir,

Department of Public Works, Sydney, 2 December, 1874.

It having been represented to the Government that you are disposed to treat for the sale of the premises and land at present occupied by Messrs. Thompson, Giles, and Company, in George-street, Sydney, I have the honor to request that you will inform me the terms upon which you are prepared to dispose of the property referred to.

I have, &c.,

JOHN SUTHERLAND.

No. 4.

Thomas Perkins, Esq., to The Secretary for Public Works.

Dear Sir,

Balmain, 14 December, 1874.

I am in receipt of your favour of the 2nd instant, asking me if I am disposed to sell my property in George-street, at present leased to Messrs. Thompson & Giles.

I am very unwilling to part with it, as every year enhances its value, and I hope to leave it an heirloom to my family. Mr. Stubbs came to negotiate with me several times; for whom he came I know not, but the last time he came he pressed me to name a price. I told him that in 1862, Mr. Giles told me he charged his co-partners at the rate of £1,800 per annum; he agreed with me, that if I sold I was entitled to a premium over that, as the position of the property is unequalled in the Colony, and that I would expect £2,000 per annum in the Government Funded Stocks, and I now add on £50,000. I also possess a right of way from my property through Mr. Holt's property into Pitt-street; this of course, if I sold, goes with the property.

I believe there is a plan in the office of the Colonial Architect that suggests taking 6 feet of my property. If this is done, it will compel me to rebuild the premises altogether, and I am willing to give this, provided I get sufficient compensation to do so, and I obtain the consent of the lessees, who must be consulted in the matter.

If the Government decide to leave the street the present width, will they give me permission to ornament my southern wall facing the new Post Office?

I remain, &c.,

THOMAS PERKINS.

No. 5.

3

No. 5.

The Secretary to the Post Office to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 22 January, 1875.

Adverting to my letter, dated the 27th November last, informing you that Mr. Henry A. Perkins had represented to the Postmaster General that Mr. Perkins, senr., is prepared to sell the property in George-street occupied by Messrs. Thompson & Giles, and adjoining the proposed new street on the north side of this office, and conveying Mr. Samuel's suggestion that the Secretary for Public Works might see fit to cause inquiry to be made as to the terms on which it would be disposed of,—I am directed to state that the Postmaster General will be glad to know if any steps have been taken in the matter.

I have, &c.,

S. H. LAMBTON.

No. 6.

Minute for the Cabinet.

New Street, Northern front of New Post Office.

To enable the Government to take steps towards opening for traffic the street leading from George to Pitt Street along the northern front of the New General Post Office, and acting upon the suggestion of the Postmaster General, I caused inquiries to be made of the owner of the premises, at present occupied by Messrs. Thompson & Giles, namely, Mr. Thomas Perkins, as to the terms upon which he would be prepared to dispose of the land, &c., required for widening the street in question; and I herewith enclose Mr. Perkins's reply, for consideration by the Cabinet.

JOHN SUTHERLAND,

25/1/75.

The Cabinet have not sufficient time now to consider this subject; these papers may be brought under the notice of our successors.—J. SUTHERLAND, 29/1/75. Submitted.—1/3/75.

No. 7.

W. P. Woolcott, Esq., to The Postmaster General.

Dear Sir,

Bell's Chambers, Pitt-street, Sydney, 17 April, 1875.

Referring to our late interview on the subject of securing the land necessary for the formation, completion, and opening of the intended new street adjoining the Post Office, I have the honor to put the matter fully before you as you desired, for the consideration of the Government.

It must be admitted that, in its present state, it is not only unsightly but inconvenient to the Post Office officials and to the public generally; and I can show that by the unnecessary delay which has already taken place in getting this matter settled, new interests have been created which may be made costly to deal with, and that they are likely to increase rather than diminish by further delay.

By the Colonial Architect's plan (to make this street wider than George-street) 6 feet more land is required in George-street (Mr. Perkins's property), and 14 feet to Pitt-street (Mr. Holt's).

I have arranged with Mr. Holt for a ninety-nine years lease of a very large portion of his land in Pitt-street (including said 14 feet), for a purpose that will greatly improve this part of the city, and which, as I have already explained it to several Members of the Government, it is not necessary to refer to it further here beyond giving it as my reason for taking so much interest in seeing this matter completed. This is a valuable lease, but I offer no obstacle to the formation of the street if the plan I respectfully suggest is adopted, and which I think you will see is the most expeditious, economical, and beneficial for the public interest.

Messrs. Giles & Co. have a fourteen years lease of the George-street frontage. This would be a large item for the Government to deal with, but as my plans suit these gentlemen's purpose, I believe I can, if not overcome it, at least make it easy. I would suggest that the Government allow me to negotiate for the lands required for the new street, ascertain the terms upon which they can be secured, to be submitted to them for their approval.

I confidently say I can arrange with Mr. Holt for the 14 feet to Pitt-street required, at a *fair price*. With Mr. Perkins, the owner of the George-street frontage, there will be greater difficulty; he is old and infirm, and does not care to alter the present arrangement of his property; but further, he has been *much annoyed* by an agent having been sent to treat with him by a Member of the late Government without first advising him, and without official authority, (I was so informed at a meeting I attended of the late Government on this subject.) The Member referred to was not present, and it has so nettled him that I have not thought it prudent to go near him.

But if the Government would formally authorize me, and advise him of it, I think he may yet be brought to terms, especially as I can show him how he can increase his revenue from the said property by so doing, and further that I can deal with his tenants where he cannot.

At all events no harm can arise from my being authorized to make the trial; and if I fail, the Government will have made the attempt, and justify their resorting to the extreme measure of introducing a short Act to take by arbitration.

I submit that I am in the best position to deal with this matter, and best likely to bring it to a speedy and favourable issue.

Yours truly,

W. P. WOOLCOTT.

Forward the papers in reference to this matter to the Hon. the Minister for Public Works.—J.F.B., 14/6/75. Papers herewith,—Jas. D., for Secy., B.C., 14/6/75. The Under Secretary, Public Works. Previous papers.—J.R., 15/6/75. Mr. Perkins to be written to to ascertain the amount required for this property in order that the work may be completed without delay.—J.L., 16/6/75.

No. 8.

No. 8.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, 28th April, 1875.

QUESTIONS.

1. LAND ADJOINING GENERAL POST OFFICE :—Mr. Macintosh asked the Postmaster General, pursuant to Notice,—

(1.) Has the Government had any correspondence, direct or otherwise, with the proprietors or leaseholders of the land abutting upon the proposed street to the north of the New Post Office, with the object of purchasing their interest in the said land?

(2.) If so, will he be pleased to state the purport of such correspondence.

Mr. Burns answered,—A proposal in reference to this matter has recently been made in writing by one of the parties interested in the land abutting upon the proposed street to the north of the General Post Office, and is now under the consideration of the Government. It is not deemed expedient to make public, at present, the nature of the proposal.

No. 9.

Messrs. Holdsworth & Brown to The Secretary for Public Works.

Sir,

69, Pitt-street, 20 May, 1876.

We have been requested by Messrs. Thompson & Giles to write you with respect to their business premises in George-street, near the site of the Post Office. Rumours have from time to time reached their ears that the Government have it in contemplation to purchase the property for the purpose of widening the street intended to run from George-street to Pitt-street, but no official intimation of the fact has ever been conveyed to them. For some time past they have intended making considerable alterations in and additions to their premises, and the plans have been prepared for some months, and they can no longer delay the work. As an act of courtesy, however, to the Government, they think it right to inform them of their intentions, because the alterations and additions they intend making will involve a considerable outlay, and if the Government do hereafter purchase the property, the cost of this outlay will necessarily fall upon them, as forming a portion of the value of the premises when appraised.

We have therefore the honor to request that, if it is the intention of the Government to purchase the property in question, our clients may be furnished with an official intimation to that effect within one week from this date, coupled with an assurance that the purchase will be completed within a reasonable time. In default of such intimation and assurance, Messrs. Thompson & Giles will feel themselves at liberty to advertise for contracts for the work they intend having done, without considering the Government further in the matter.

We have, &c.,

HOLDSWORTH & BROWN.

Colonial Secretary.—J.L., 6/6/76. Principal Under Secretary.—B.C., 7/6/76, J.R.

If either of these gentlemen, or if their attorney, or either of them, will call upon me, I shall be glad to negotiate. In the meantime ascertain what money (if any) is applicable to the purpose.—JOHN R., 12/6/76.

No. 10.

The Principal Under Secretary to Messrs. Holdsworth & Brown, Sydney.

Gentlemen,

Colonial Secretary's Office, Sydney, 12 June, 1876.

In acknowledging the receipt of your letter of the 20th ultimo, addressed to the Minister for Works, stating that you have been requested by Messrs. Thompson & Giles to write respecting their business premises in George-street, near the site of the Post Office, I am directed to state that if either of the above-named gentlemen, or if their solicitors, or either of them, will call upon the Colonial Secretary, Mr. Robertson will be glad to negotiate the matter to which you refer.

I have, &c.,

HENRY HALLORAN.

The Under Secretary for Public Works, with reference to the latter part of the Colonial Secretary's minute of this date.—H.H., B.C., 12 June, /76. *Very urgent.*—To be returned. Colonial Architect, for report.—J.R., B.C., 13/6/76.

There is £1,000 balance of vote for completion of the Post Office available, and there is also £3,000 on the Loan Estimates for this year for which there does not seem to be any special necessity, and which I presume could be devoted to the purchase of land.—J.B., 15 June, /76. Principal Under Secretary.—B.C., 19/6/76, J.R.

£4,000 would appear to be available. The papers do not show whether Messrs. Holdsworth & Brown called upon the Colonial Secretary as desired. Submitted for instructions, 18/9/76.

I ascertained that Mr. Perkins could not be induced to sell.—JOHN R., 19/9/76. Put carefully by for the present. Note Register, 19/9/76.

No. 11.

Minute of Secretary for Public Works.

Post Office Improvements.

I DESIRE to bring under the notice of my honorable colleague, the Postmaster General, the necessity of completing the projected alterations and improvements connected with the New Post Office, more especially that part which will necessitate the opening up of the thoroughfare between George and Pitt Streets. I am sure it only requires to be called to the notice of Mr. Burns, to at once secure his active attention to what has been permitted to remain neglected during the last eighteen months, during which time it has been a positive eyesore to that portion of the city in which it is. I may add that the proprietor of the adjoining property—that occupied by Mr. Giles—is anxious to know what the Government intend doing in the case.—JOHN LACEY, 10/6/75.

No. 12.

No. 12.

The Under Secretary for Public Works to Thomas Perkins, Esq.

Sir,

Department of Public Works, Sydney, 18 June, 1875.

I am directed by the Secretary for Public Works to request that you will inform me upon what terms you are prepared to treat with the Government for the sale of the land and premises, your property, at present occupied by Messrs. Thompson & Giles, in George-street, Sydney, near the New General Post Office.

I have, &c.,
JOHN RAE.

No. 13.

Thomas Perkins, Esq., to The Under Secretary for Public Works.

Sir,

Menevia, Balmain, 21 June, 1875.

I am in receipt of your letter of the 18th instant, asking me upon what terms I am prepared to treat with the Government for the disposal of my property in George-street, at present occupied by Messrs. Thompson & Giles, near the New General Post Office.

In reply, I beg to refer you to the answer I forwarded to Mr. Sutherland, relative to the same question, in December last.

I have, &c.,
THOS. PERKINS.

Mr. Cowlshaw will be requested to inspect and report approximate value of Mr. Perkins's property.—J.L., 29/6/75. Railways, B.C., 29/6/75, G.H., Mr. Cowlshaw, B.C. Report herewith.—T.C., 29/7/75. The Under Secretary. Submitted, 30/7/75.—J.R.

I HAVE examined the property of Mr. Perkins, in George-street, now in the occupation of Messrs. Thompson & Giles, and submit the following estimate of value:—

For 65 feet 6 inches frontage to George-street, by an average depth of about 174 feet	£16,375 0 0
For buildings erected thereon	3,000 0 0
	<hr/>
	£19,375 0 0
If a forced sale, 10 per cent. should be added	1,937 10 0
	<hr/>
Total... ..	£21,312 10 0

In this amount no consideration has been made for right of passage way into Pitt-street through what is known as Lyons' Buildings (now Holt's), which I am informed Mr. Perkins has secured.

I have waited on Messrs. Thompson & Giles to learn what was their position in this property, and they inform me they have a lease of the premises, 12½ years of which is unexpired, and their rent is £1,500 per year. I endeavoured to ascertain what were their views with regard to their removal from the premises, but their reply, after several days' consideration, was that they would thwart the action of the Government.

T.C., 29/7/75.

Colonial Architect, for plan and report—B.C., 12/10/75., J.R.

I forward a tracing* showing the Post Office land, the present street, and the land adjoining. The strip coloured red being part of Mr. Perkins's property in George-street, having 6 feet 6 inches frontage to that street, which is required to increase the new street to the desired width: For this narrow strip I consider the valuable frontage to the new street of the remainder of the land would be ample compensation. Mr. Perkins expresses his willingness to give up this portion, but seems to expect further compensation than the increased value which his property would derive. The additional frontage he would obtain will be 174 feet to a street of equal value for business purposes to George-street itself. As regards the alternative of purchasing the whole of Mr. Perkins's property, I consider the price asked by him to be exorbitant; the frontage to George-street being 65 feet 6 inches by a depth of 174 feet, the sum named (£50,000) is at the rate of about £762 per foot of frontage, with apparently the additional necessity of compensating the present lessees. Mr. Cowlshaw's valuation, £21,312, or about £324 per foot frontage, I consider a liberal one. The proprietors of the property in the rear have expressed their willingness to give up the necessary portion of their land for widening the street, accepting the frontage to that street as compensation for the land surrendered. As it does not seem likely that Mr. Perkins will be induced to accept reasonable terms, I would suggest that the Government procure an Act of Parliament to enable them to resume the quantity of land required. In this connection I should observe that it has been suggested that the whole of the land from the Post Office up to Wynyard-street, should be resumed for formation of an open space.—J.B., 29 Oct., /75.

*Appendix A;

No. 14.

Captain R. F. Pockley to The Postmaster General.

Sir,

77, Pitt-street, 17 October, 1876.

I do myself the honor of informing you that, as agent for the proprietor of the land in Pitt-street, adjoining the southern boundary of the Post Office land fronting that street, I am authorized to sell the land; and believing as I do that it would be a valuable block to the Government for any contemplated addition to the Post Office, I respectfully beg to ask whether you are disposed to purchase the said land if I place it under offer to you at the reserved price, viz., £200 per foot frontage to Pitt-street.

I remain, &c.,
ROBT. F. POCKLEY.

Refer to the Colonial Architect, per Works Department.—J.F.B., 26/10/76. Should any reply be sent to Mr. Pockley at present?—S.H.L., 1/11/76. (Minute of the Postmaster General)—No.

No. 15.

No. 15.

The Secretary to the Post Office to The Under Secretary for Public Works.

Sir, General Post Office, Sydney, 31 October, 1876.
I am directed to inform you that an offer has been made to this department to sell, at the rate of £200 per foot, the land on the southern side adjoining the Post Office frontage to Pitt-street. As it is stated that the block of land in question would be very valuable in view of any contemplated addition to this building, or for stabling purposes, the Postmaster General would be glad to have the opinion of the Colonial Architect in the matter.

I have, &c.,
S. H. LAMBTON.

The Colonial Architect.—B.C., 1/11/76, J.R.
The price asked, £200 per foot, seems to me excessive: the adjoining land was purchased by the Government for £80 per foot; the City Bank paid £100 per foot for their land with buildings upon it; and the land opposite was sold for £50 per foot. In my opinion, an Act of Parliament should be obtained for purchasing the land required, and the price be fixed by valuation in the usual way.—J.B., 9 Jan., 1877. Submitted.—JAS. D., 15/1/77.
This matter can be brought under the notice of my successor.—J.F.B., 16/3/77.

No. 16.

The Hon. Alex. Campbell, M.L.C., to The Postmaster General.

Sir, Rosemount, Woollahra, 29 January, 1877.
On examining the deeds and ground plan of the piece of land I recently purchased in Pitt-street, adjoining the site on which I understand it is intended to build the extension of the Post Office into that street, I find that a portion of the western boundary of my land has been enclosed with a stone wall and fence by your department, and added to the Post Office premises.

My present object is to call your attention to this encroachment with a view to its removal; and, as I am now about to dispose of the land for building purposes on ninety-nine years leases, I shall esteem it a great favour if you will give your early attention to this matter to enable me to complete my arrangements.

I have, &c.,
ALEX. CAMPBELL.

Forward to the Works Department.—J.F.B., 31/1/77. Under Secretary for Works, B.C., 1/2/77.—S.H.L. Col. Architect, B.C., 3/2/77.—J.R.

*Appendix B.

I forward a tracing* showing the encroachment complained of; it is on reclaimed land on the bank of the Tank Stream, and is at the back of the Post Office out-offices; it was enclosed to prevent it becoming a nuisance, which seemed probable at the time. I recommended the purchase of the land, of which this forms a part, as far back as 1869, and it is quite as desirable now that it should be purchased if possible.—J.B., 13 Feby., /77.

Before replying to Mr. Campbell, I would suggest that the Surveyor General be instructed to define accurately the boundaries of the land.—J.B., 13 Feb., 77.

Under Secretary for Lands. Very urgent, B.C., 19/2/77.—J.R. Surveyor General, 27/2/77.
Deputy Surveyor General. Probably Mr. Surveyor Woolrych might be instructed to make this survey, in which case it might with advantage be connected with his recent measurement, shown by P. 37-574 and to show G.P.O. buildings.—10 April, 1877.

Mr. Woolrych is requested to make the survey as suggested.—J. H. FITZGERALD, 10 April, 1877.

No. 17.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, 31st January, 1877.

- (2.) New Street fronting the Post Office.—*Mr. Davies*, on behalf of Mr. Macintosh, asked the Colonial Secretary, pursuant to Notice,—Is it the intention of the Government to submit a Bill to the Assembly during the present Session making provision to empower the Government to deal with the proprietors of the land abutting on the north side of the new street fronting the Post Office, so that the street could be made available for the public during the present year?
Mr. Robertson answered—Some time ago I had the honor of an interview with the lessee and proprietor of this land, and I endeavoured and hoped at the time we should be able to purchase this land without compulsion. That hope has waned away, and I have very little hope now. I think it exceedingly desirable that the Government should have the land, but the natural unwillingness of a Government to take perforce any land from a citizen has held us back in the meantime, and therefore nothing has been done.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, 11th May, 1877.

- (7.) New Street fronting the Post Office.—*Mr. Davies*, on behalf of Mr. Macintosh, asked the Colonial Secretary, pursuant to Notice,—
(1.) When will the Government take active measures to cause the street in front of the Post Office to be opened for public convenience?
(2.) Is it the intention of the Government to extend the Post Office buildings eastward to Pitt-street?
Mr. Parkes answered,—A sum of money will be amongst the sums asked to be re-voted in the Estimates for this purpose. The attention of the Government will be given to the improvement at once.

No. 18.

A. H. M'Culloch, Esq., to The Postmaster General.

Sir,

165, Pitt-street, Sydney, 21 May, 1877.

I have the honor to inform you that Messrs. Paling, Beyers, and myself, have become the owners of the property adjoining the site purchased by the Government for the extension of the General Post Office into Pitt-street (upon a small portion of which there is already an encroachment of the present Post Office buildings). It is our intention to erect buildings on the land at once; but as I have been informed that another portion of our land will be required to carry out the design of the Government, I think it as well to give you the opportunity of making arrangements with us for the purchase of such land as will be required before the extra expense of building is incurred.

I have, &c.,

A. H. M'CULLOCH.

Submitted.—S.H.L., 22/5/77.

This matter seems to me to require immediate attention if we are to secure this piece of land at a reasonable price.—S.S., 28/5/77. The Secretary for Works.

Under Secretary for Works.—B.C., 28/5/77, S.H.L.

The Secretary to the Post Office is requested to return the previous papers.—J.R., B.C., 29/5/77.

Herewith.—S.H.L., B.C., 31/5/77.

The Under Secretary for Works will please have a letter written to Mr. M'Culloch asking the price which would be required from the Government for any of the land indicated in this letter for an extension of the Post Office.—J.H., 7/6/77.

No. 19.

J. Macintosh, Esq., M.P., to The Postmaster General.

My dear Sir,

1 June, 1877.

A few days ago I received an answer to a question, to the effect that the Government contemplate extending the New Post Office eastwards to Pitt-street. I am of opinion that the extension should take place, and would now beg most respectfully to draw your attention to the fact that the land fronting Pitt-street, belonging to Mr. A. Campbell, is being now dealt with by him, and, I think, it would be necessary to resume a portion of his land so as the allotment on which the Post Office now stands could be carried out straight to Pitt-street.

I would not take the liberty of writing to you on this subject only that I am aware that he is dealing with his land, and that it is highly necessary it should be resumed for the requirements of extending the Post Office, and the matter urgent.

I remain, &c.,

Submitted.—S.H.L., 2/6/77.

JOHN MACINTOSH.

No. 20.

Minute of Secretary for Public Works.

[Urgent.]

Proposed extension of the Post Office to Pitt-street.

THE Cabinet wish to be informed as soon as possible of the frontage to Pitt-street, and area of land which the Crown would require to purchase if they considered it desirable to extend the present building used as a Post Office, from George-street to Pitt-street.—J.H., 7/6/77.

Colonial Architect, B.C., 7/6/77.—J.R.

To carry out the accompanying plan* of the Post Office it will be necessary to purchase 67 feet of additional frontage to Pitt-street.—J.B., 8 June, 1877. Seen.—J.H., 14/6/77.

* Sketch plan for extension of Post Office.

No. 21.

The Under Secretary for Public Works to A. H. M'Culloch, Esq.

Sir,

Department of Public Works, Sydney, 8 June, 1877.

Referring to your letter of the 21st ultimo on the subject of certain land in Pitt-street, adjoining the site of the New General Post Office, I am directed by the Secretary for Public Works to request that you will inform me of the price required by the owners for the whole or portion of the land in question.

I have, &c.,

JOHN RAE.

No. 22.

A. H. M'Culloch, Esq., to The Secretary for Public Works.

Sir,

165, Pitt-street, Sydney, 16 June, 1877.

I have the honor to inform you that my ownership of the land in Pitt-street is not such that I can name any price at which I will sell the property.

My interest is substantially a freehold—being leasehold for ninety-nine years, with a right to convert it into freehold at the end of that term at a price named in my lease.

The property is divided into two blocks—one being vacant land adjoining the Post Office site, and having 35 feet frontage to Pitt-street, on which the ground rent is £600 per annum. I have accepted tenders for erecting buildings on this land for £5,000, which will produce a rental of at least £2,132 per annum, and after all deductions I shall have a clear profit of £920 per annum, for which I shall require to be compensated if the land be resumed.

I do not desire to part with the property at all, but as I heard that the Government would require this part of my purchase, and as on inspection I saw that at all events part of it would be necessary to carry out the design for the extension of the Post Office into Pitt-street, I thought it best to draw the attention of the Government to the fact that I intended to build.

My ground rent amounts to such a large sum that it will not pay me to keep the land vacant; and I have therefore, as I have already stated, accepted contracts for the erection of buildings upon it. The calculations upon which I base my statement, that I shall make a clear profit of £920 per annum out of the property, are shown on the paper attached hereto.

I am of course aware that the Government can at any time get an Act passed which would enable them to take what land they require, and there can be no advantage to me in occasioning that delay and trouble. I am therefore prepared to give up my interest in the property upon payment of fair compensation for my loss, but until some arrangement be made I must proceed with my building.

I have, &c.,
A. H. M'ULLOCH.

[Enclosure referred to.]

RECEIPTS.

Rent of 2 shops at per week	... ..	£8 0 0	
„ 11 offices (ground floor) at per week	... ..	13 15 0	
„ 15 offices (first floor) at per week	... ..	15 0 0	
„ 3 cellars at per week	... ..	4 5 0	
		<hr/>	
		£41 0 0	per ann. £2,132
		<hr/>	
Less—Commission	... ..	106 0 0	
Insurance	... ..	26 0 0	
		<hr/>	
			132
			<hr/>
			2,000

DISBURSEMENTS.

Contract	... ..	£5,000 0 0	
Architect's Commission	... ..	250 0 0	
Eight months rent	... ..	400 0 0	
Sundries (say)	... ..	350 0 0	
		<hr/>	
		£6,000 0 0	
		<hr/>	
Interest at 8 per cent.	... ..	480 0 0	
Ground rent	... ..	600 0 0	
		<hr/>	
			1,080
			<hr/>
			£920

The Under Secretary for Works.—J.H., 18/6/77. Mr. Byrnes may be requested to furnish a report with value of land.—J.R., B.C., 20/6/77. Send this direct to Mr. Byrnes.—G.H.
[Negotiations not being concluded, Mr. Byrnes' valuation is not published.]

No. 23.

Minute of the Postmaster General.

REQUEST Crown Solicitor at once to give notice to the proprietors of the land at the rear of this building, fronting Pitt-street, that the Government intend to resume a portion of it under the deed of grant, and that a full description of the portion the Government requires will be sent to them in a few days; further warning them, if they now proceed to build it will be in their own wrong.—S.S., 21/6/77.

No. 24.

The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 21 June, 1877.

I am directed to request that you will be so good as to at once give notice to the proprietors of the land at the rear of this building, fronting Pitt-street, that the Government intend to resume a portion of it under the deed of grant, and that a full description of the portion the Government requires will be sent to them in a few days; further warning them, if they now proceed to build it will be in their own wrong.

I have, &c.,
S. H. LAMBTON.

No. 25.

No. 25.

Minute of Postmaster General.

21 June, 1877.

HAVING ascertained that the Government have the power, under the deeds of grant, to resume the land in Pitt-street, recently purchased by the Honorable Alexander Campbell, M.L.C., and also the land in Pitt-street belonging to the Honorable Thomas Holt, M.L.C., at the rear of the premises occupied by Messrs. Thompson & Giles, of George-street, upon payment of the value of the land—such value to be determined by arbitration, I recommend to my colleagues that the Crown Solicitor be at once instructed to give notice of the intention of the Government, and to take the necessary steps to resume such quantities of the land belonging now to Mr. Campbell as may be required for the extension and completion of the present Post Office, and for the whole of the land belonging to Mr. Holt, in order to complete the projected design for opening and forming a new street, to connect George and Pitt Streets.

And I further recommend that a Bill be introduced into Parliament, at the earliest possible period, for taking possession of the land now in the occupation of Messrs. Thompson & Giles for a like purpose.

SAUL SAMUEL.

Inform the Works Department of the action I have taken in this matter, and request they will take no further steps without communicating with me.—S.S., 29/6/77.

Submitted to Cabinet and approved. Resolution to be submitted to Parliament.—H.P., 11/7/77.

No. 26.

The Colonial Architect to The Under Secretary for Public Works.

Sir,

Colonial Architect's Office, 22 June, 1877.

I do myself the honor to forward herewith a plan* and description, prepared at request of the Postmaster General, of land in Pitt-street, required for extension of the Post Office building. The land in question is a portion of grant to Inch. I am informed this grant contains a clause enabling the Government to resume if it think proper, and I would recommend that the whole of this land be resumed, as although not required for present extension, the unused portion will be available for future purposes, and in the meantime can be rented for mercantile uses.

* Appendix C.

I have, &c.,

JAMES BARNET,
Colonial Architect.

These papers should be sent to the Postmaster General.—J.H., 27/6/77. The Secretary to the Post Office. B.C., 27/6/77.—J.R.

No. 27.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, 28 June, 1877.

With reference to the instructions forwarded to me to take the necessary steps to resume, for public purposes, a portion of the land in Pitt-street granted to Joseph Inch, I have the honor to forward herewith notice in duplicate, which will have to be signed by His Excellency the Governor.

It will be necessary to publish a copy of this notice in the Government Gazette; and as the lessee of the land persists in going on with the buildings, notwithstanding he has been informed of the intention of the Government to take a portion of the land, it is desirable that this notice should appear in the Gazette of Friday, 29th instant.

May I therefore request that you will be pleased to give the matter your early attention.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

I shall feel obliged if the Colonial Secretary will procure His Excellency's signature to the notice in duplicate sent herewith, as the matter is urgent, and it should appear in the Government Gazette to-morrow.—S.S., 28/6/77.

The Principal Under Secretary, B.C., 28/6/77.—S.H.L.

[Enclosure.]

NOTICE referred to which was published in the New South Wales Government Gazette on Tuesday, 3 July, 1877.

NEW SOUTH WALES, to wit. { 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.

To the Honorable Alexander Campbell, of Rosemont, Woollahra, near the city of Sydney, in the Colony of New South Wales, a Member of the Legislative Council of the said Colony, and all others whom it may concern:

GREETING:

WHEREAS by a certain deed poll or grant, in writing, bearing date the fifth day of August, in the year of our Lord one thousand eight hundred and thirty-five, under the hand of His Excellency Major-General Sir RICHARD BOURKE, Commander of the Most Honorable Military Order of the Bath, then Captain-General and Governor-in-Chief in and over the territory of New South Wales, and under the seal of the said

said territory, the said Sir RICHARD BOURKE, in pursuance of the powers by His Majesty the King vested in him as Governor of the said territory, did grant unto Joseph Inch all that parcel of land containing by admeasurement one rood and thirty-six and a half perches, and situated in the town of Sydney, parish of St. James, County of Cumberland, allotment number seventeen of section number thirty-seven: Bounded on the east by Pitt-street bearing north four degrees fifteen minutes west one hundred and ninety-two and a half links; on the north by allotment number eighteen bearing west thirty minutes south two hundred and sixty-seven and a half links; on the west by the stream of the Tanks bearing south five degrees east fifty-seven links, then south thirty-nine degrees fifteen minutes east seventy-three links, then south thirteen degrees thirty minutes east thirty-eight links, then south two degrees east fifty-two links; and on the south by allotment number sixteen bearing east three degrees thirty minutes north two hundred and twenty-seven links; to have and to hold the said piece or parcel of land unto the said Joseph Inch, his heirs and assigns for ever, as and in the said deed poll mentioned: And in and by the said deed poll is provided and declared (*inter alia*) that the said grant is made upon condition and that it shall be lawful at all times for the Governor of the said territory for the time-being to resume the whole or any part of the said land which may be required at any time for the improvement of the said town or for any other public purpose, on giving twelve calendar months notice thereof, and paying for the fee-simple of the land so resumed, and for such buildings as may be then standing thereon, at a valuation thereof to be fixed by two indifferent arbitrators, in the manner therein specified, that is to say,—in every case of arbitration which may arise at any time upon the premises therein alluded to, one arbitrator shall be chosen on either side in the customary manner, with power to elect a third as umpire in the event of their disagreeing; but if the proprietor of the said land shall refuse or neglect to appoint an arbitrator on his part within one calendar month after being required to do so by public advertisement or otherwise, then both the said arbitrators shall be appointed by the Government of the said territory for the time being: And whereas the land described in the Schedule hereinafter written being a portion of the land described in the said grant, is required by the Government of the said territory for the purpose of erecting thereon additions to the General Post Office; and whereas you, the said Alexander Campbell, claim to be the legal proprietor of the said land in the said Schedule mentioned: Now therefore, I, the said Sir HERCULES GEORGE ROBERT ROBINSON, as such Governor as aforesaid, under and in pursuance of the said proviso and condition in the said grant, do hereby give you notice that I intend, for the purpose of additions being made to the said General Post Office, upon the expiration of twelve calendar months from the service of this notice upon you, to resume the said land set out in the said Schedule in the terms and on the conditions in the said deed poll set forth: And I hereby call upon and require you, the said Alexander Campbell, as the owner in fee-simple of the said land, to nominate and appoint a person on your part and behalf to join in the valuation of the said buildings and of the fee-simple of and in the said land set out in the said Schedule.

In testimony whereof, I, the said SIR HERCULES GEORGE ROBERT ROBINSON, as such Governor as aforesaid, have hereunto set my hand, at Government House, Sydney, in New South Wales aforesaid, this second day of July, in the year of our Lord one thousand eight hundred and seventy-seven.

HERCULES ROBINSON.

Schedule hereinbefore referred to.

All that piece of land, portion of the grant hereinbefore mentioned, situated on the west side of Pitt-street; bounded on the east by the western side of that street bearing southerly, commencing from the south-east corner of General Post Office site, a distance of seventy-four feet or thereabouts, to a point at the south-east corner of new shops in said street; thence on the south by southern boundary of said shops and a line bearing westerly a distance of one hundred and forty-seven feet or thereabouts, to the Tank Stream; thence on the west by the Tank Stream, bearing northerly a distance of eighty-five feet or thereabouts, to a point being the inner middle boundary of General Post Office site, at the Tank Stream; thence on the north by a line bearing easterly a distance of one hundred and seventy-six feet six inches or thereabouts, to the point of commencement.

HERCULES ROBINSON.

No. 28.

The Secretary to Post Office to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 29 June, 1877.

I am directed to acknowledge the receipt of the papers forwarded by you, under blank cover, dated the 27th instant, having reference to the resumption by the Government of the land in Pitt-street, adjoining and required for the extension of the General Post Office, and to inform you that a proclamation has been inserted in the Government Gazette of this day, notifying the intention of the Government to resume the land in question, as provided for in the original deed of grant.

The proprietors of the land have also been specially informed, through the Crown Solicitor, of this intention.

I am to add, that the Postmaster General will be glad if no further steps are taken without your first communicating with him on the matter.

I have, &c.,
S. H. LAMBTON.

No. 29.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, 3 July, 1877.

- (2.) Land behind General Post Office:—Mr. Hill asked the Colonial Secretary, pursuant to Notice,—
- (1.) If the land now about to be resumed at the rear of the General Post Office was at any time offered for sale to the late Government: and if so, when?
 - (2.) By whom was it offered, and at what price?
 - (3.) What reply was given?

Sir

Sir Henry Parkes answered,—

(1.) The land in question was offered to the Government on the 17th October, 1876, by letter to the late Postmaster General.

(2.) The offer was made by Captain R. F. Pockley, as agent for the proprietor, at £200 per foot.

(3.) The offer was submitted to the Works Department, which referred it to the Colonial Architect, and he reported, on the 9th January, that the price asked was excessive, and that, in his opinion, an Act of Parliament should be obtained for purchasing the land required—the price to be fixed by valuation in the usual way. So far as the papers show, nothing was done until the 16th of March, 1877, when the following minute was made by the late Postmaster General:—"This matter can be brought under the notice of my successor.—J.F.B., 16/3/77."

No. 30.

Minute of Postmaster General.

WRITE to the Crown Solicitor and say that, as it appears Mr. Alexander Campbell, who owns the fee simple of the land in Pitt-street, has leased the same to Mr. McCulloch, Mr. Paling, and Mr. Beyers, on a building lease for ninety-nine years, I shall be glad if he will take the opinion of the Attorney General as to the manner in which the respective interests of the lessor and lessees are to be dealt with in the proposed reference to arbitration of this matter. S.S., 9/7/77.

No. 31.

The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 10 July, 1877.

Adverting to my letter dated the 21st ultimo, relative to the resumption by the Government of the land in Pitt-street, adjoining and required for the extension of the General Post Office, I am directed to state that, as it appears that the Honorable Alexander Campbell, who owns the fee simple of the land in question, has leased it to Mr. McCulloch, Mr. Paling, and Mr. Beyers, on a building lease for ninety-nine years, the Postmaster General will be glad if you will take the opinion of the Attorney General as to the manner in which the respective interests of the lessor and lessees are to be dealt with in the proposed reference to arbitration of this matter.

I have, &c.,

S. H. LAMBTON.

No. 32.

The Crown Solicitor to The Secretary to the Post Office.

Sir,

Crown Solicitor's Office, Sydney, 20 July, 1877.

I have the honor to forward herewith a letter I have this day received from Mr. A. H. McCulloch, respecting his claim in respect of the land in Pitt-street, proposed to be taken from the Honorable A. Campbell for the Post Office.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

[Enclosure.]

A. H. McCulloch, Esq., to The Crown Solicitor.

Dear Sir,

165 Pitt-street, Sydney, 18 July, 1877.

Referring to our interview of yesterday on the subject of the Pitt-street resumption for Post Office and other purposes, I have to submit a proposition for settlement of the matter which I think will meet the wishes of the Government, and render any litigation or differences unnecessary.

In the first place I must inform you that, although in my communications with you I have put myself forward as the sole person interested, I am in fact acting in concert with Mr. W. H. Paling and Mr. H. L. Beyers, the leases of the property being granted to them and myself.

I enclose you a plan* of the entire property. That coloured red and yellow is included in one lease, * Appendix D. and that coloured blue in another, and for convenience I will hereafter refer to them as the red and yellow lease, and the blue lease.

The term in each case is ninety-nine years, and the rentals are £1,400 and £600 per annum, respectively.

I do not wish to conceal from you that on taking the leases I was aware of the resumption clause in the grant; but I considered and still consider and am advised that its operation as against myself and co-lessees is, to say the least of very doubtful application.

Apart from this power however, I saw the probable necessity for Post Office extension, and of course contemplated the possibility of legislation supplying the defects, if any, in the powers of resumption.

Acting on this impression, I, on the 21st May, formally addressed the Postmaster General on the subject and intimated my intention to build, as it will be obvious to your mind that we could not long sit under a charge of £600 per annum without securing improved rental.

During the whole of the negotiation of this venture and the process of its development, it never once occurred to us or the superior landlord (as we believe) that the Government would require more than that portion of the blue lease north of the dotted line on the plan, or at most, the whole of the blue lease, and the extent of the Government resumption has entirely upset our plans and filled us with consternation. We have heard that a larger portion of the land has been included in the notice to Mr. Campbell than is actually required for Post Office purposes, the surplus portion being intended to be used for stables for the Electric Telegraph Department. We submit that it is straining the alleged power to a very extended limit, and dealing very harshly with us to deprive us of so valuable a property for such a purpose;

purpose ; and it would hardly be right that we should refrain, if only on the ground of contiguous ownership, from protesting against the erection of stables in a place so unsuited for the purpose, and calculated to inflict such a nuisance on the neighbouring property.

We sincerely hope that the Government may see their way to confine their resumption (which for the sake of negotiation may be admitted provisionally to exist) to the land comprised in the blue lease.

As an inducement to the Government to reduce the resumption to this limited area, and surrender their claims to the red and yellow lease, we are prepared to make a great sacrifice and to make the following proposition :—

Let the Government take our position with reference to the blue lease, settle with the contractors for the buildings and refund our outlay, and pay us £500 apiece to represent their improved value in the premises substantially ; this will amount to about £2,500.

If this proposition is acceded to, I shall be prepared to assist you as far as possible in arranging with the contractors.

By the arrangement above proposed we can easily show that the resumption of the blue lease will disappoint us of a certain profit of £7,500, at the very lowest calculation, as you will see upon reference to my letter of the 10th ultimo to the Under Secretary for Works, that I show a clear yearly profit of £920 per annum upon the venture, but we are prepared to make this great sacrifice in order to save intact the red and yellow lease. Of course the offer is made without prejudice.

An early reply will oblige,—

Yours truly,
A. H. M'CULLOCH.

No. 33.

The Colonial Architect to The Under Secretary for Public Works.

Department of Public Works, Colonial Architect's Office,
Sydney, 27 July, 1877.

Sir,

Having been requested by the Postmaster General to prepare sketches for buildings to be erected opposite the Post Office, on the northern side of the new street from George to Pitt Streets, I do myself the honor to forward two designs*—one showing a range of three-story buildings extending from George to Pitt Streets, and having shops with arcade over footpath, the carriage-way at each end to be stopped, and the space between the buildings forming a place or piazza ; the other plan is for a row of three-story shops without arcade from Pitt to George Streets, the street to be open for carriage traffic.

I have, &c.,

JAMES BARNET,

Colonial Architect.

Secretary to the Post Office, B.C., 30/7/77.—G.H., for U.S.

No. 34.

Minute of the Postmaster General to the Secretary for Public Works.

THE land in Pitt-street, immediately at the rear of the General Post Office, is required for the extension of that building into Pitt-street. This land is the property of the Hon. Alexander Campbell, M.L.C., and is leased to Messrs. M'Culloch, Paling, & Beyers. A notice has been given to these gentlemen that Government intend to resume possession of it, under a provision in the original deed of grant from the Crown, which provides that whenever the land shall be required by the Government it may be resumed, and a valuation arrived at by arbitration in the usual manner.

The land in George-street, at present belonging to Mr. Perkins, and leased to Messrs. Thompson & Giles, together with the land in Pitt-street, belonging to the Hon. Thomas Holt, M.L.C., is required to complete a new street, which it is proposed to form from George-street into Pitt-street—not only as an improvement to the city, but for the convenience of the public.

In the deed of grant of the land belonging to the Hon. Thomas Holt, there is the same power to resume possession by the Government as that contained in the deed of grant of the land belonging to the Hon. Alexander Campbell, but there is no such provision in the deed of grant of the land belonging to Mr. Perkins ; although there is a provision that that land might be taken for the purpose of widening George-street. Therefore, an Act of Parliament will be necessary to enable the Government to get possession of this land, unless the parties concerned will consent to go to arbitration without it.

If this land on the north side of the present Post Office be purchased by Government, it will give sufficient to complete a street through to Pitt-street, and leave a considerable quantity of land fronting that street on the north side, to be sold for the purpose of erecting buildings on an architectural design to be approved by the Government.

I send herewith plans which have been prepared by the Colonial Architect from designs which I have suggested, with a view to show the character of the buildings which might be erected, so as to ensure for the new street not only a handsome appearance, but a class of buildings likely to render the land saleable at a fair price. The designs are for a street for traffic of vehicles, and an alternative one for foot-passengers only. I strongly recommend the latter.

It is possible an arrangement may be made with Messrs. Thompson & Giles to sell to them, without competition, a portion of the land on which their present premises are situated, to erect new buildings, in accordance with the Colonial Architect's designs, and thus get rid of their claim for compensation for the good-will of their business, which need not be interrupted, as they might be allowed to erect a temporary building on the present vacant land.

The proceeds from the sale of the remainder of the land will, in my opinion, nearly if not quite recoup the Government for what they may have to pay for the whole.

SAUL SAMUEL,
2 Aug., 1877.

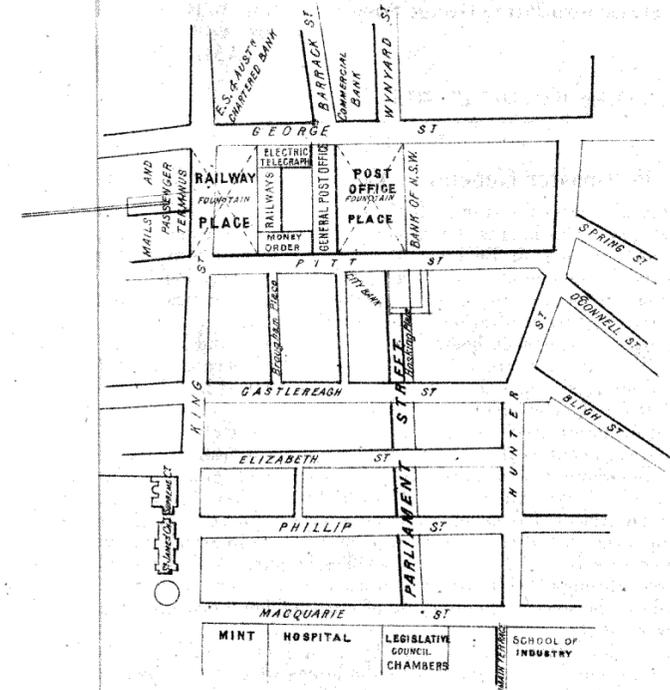
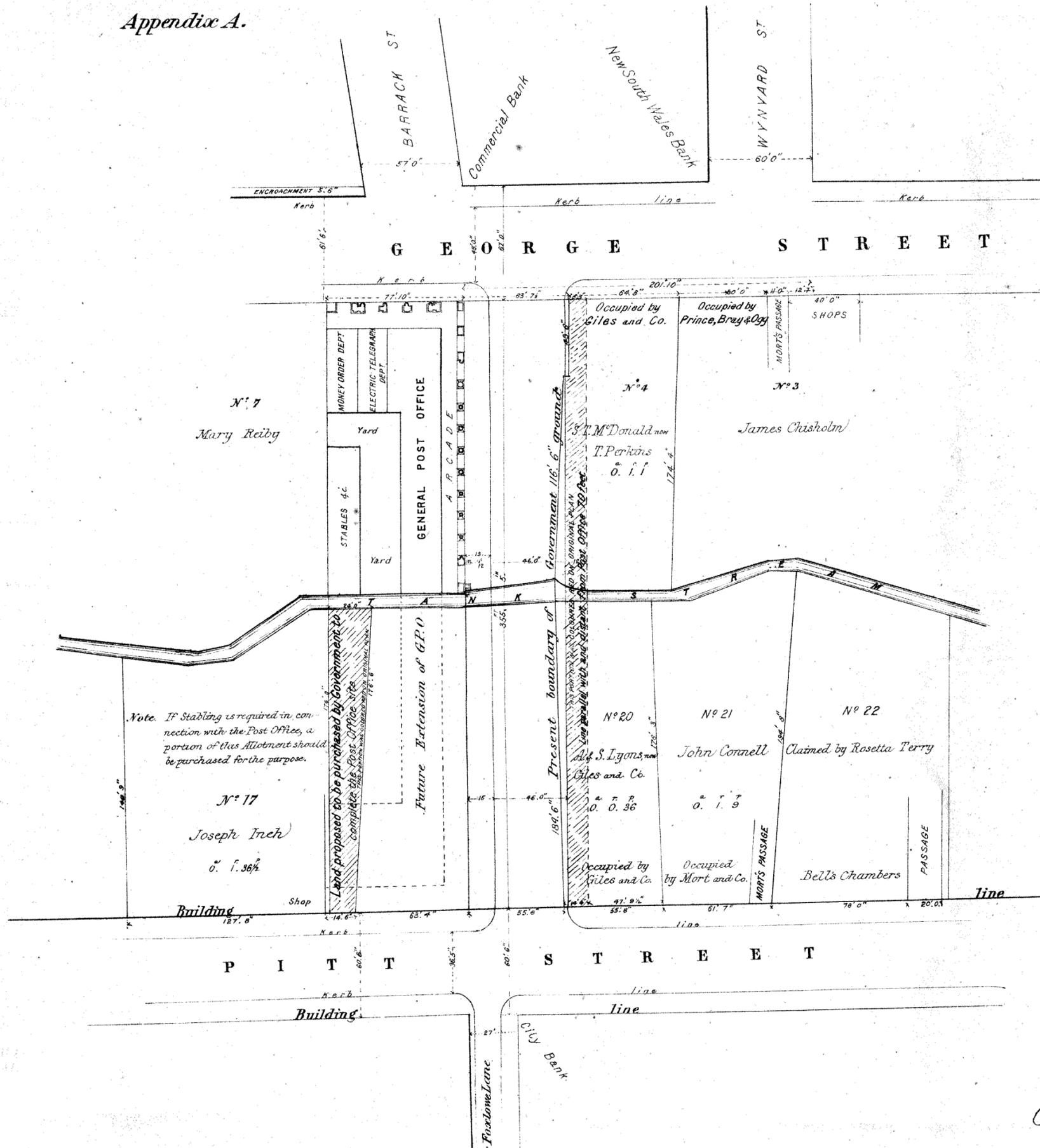
[Six plans.]

Appendix A.

GENERAL POST OFFICE, Sydney.

PLAN

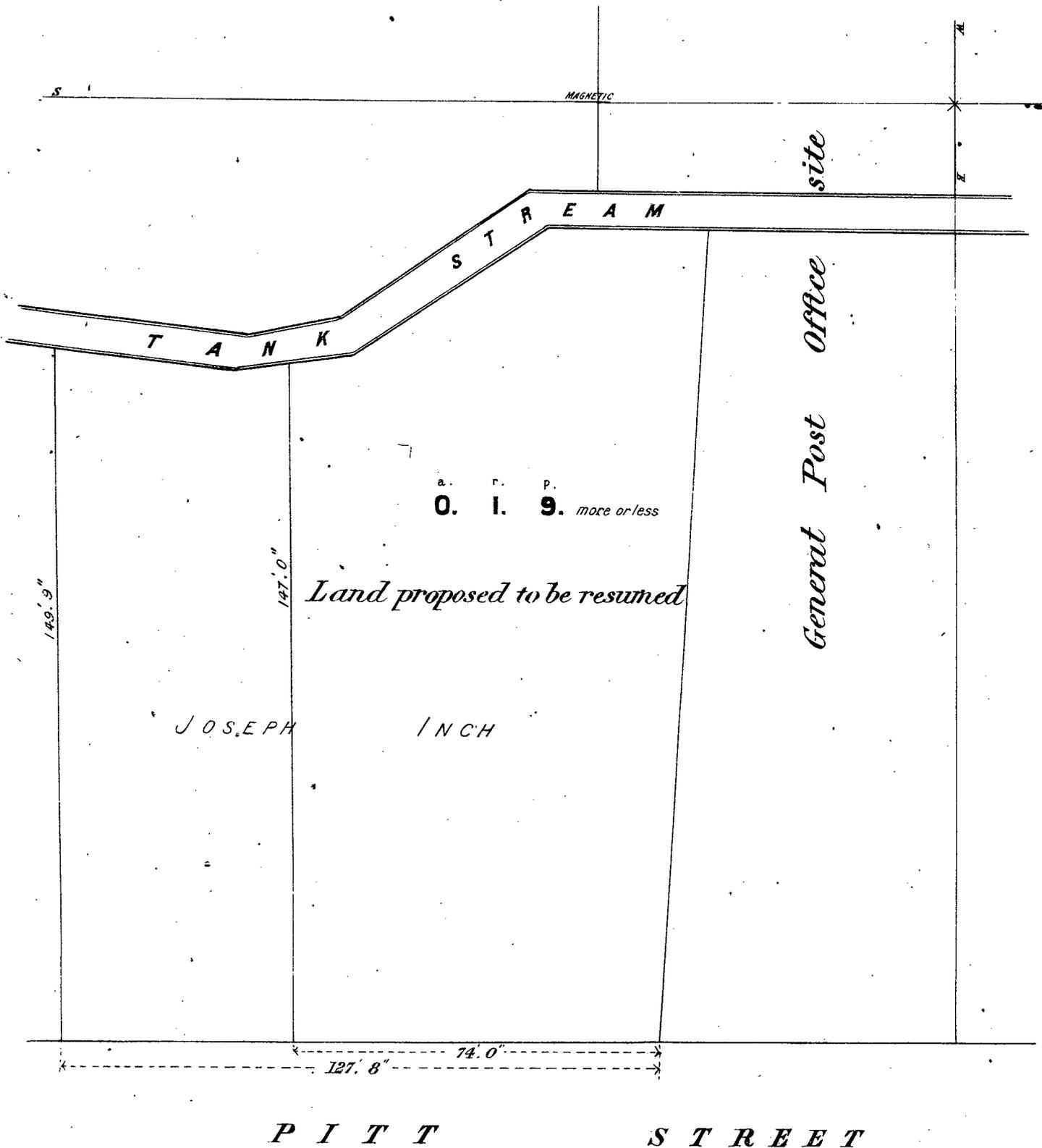
Showing land proposed to be purchased to complete
New Street and Post Office site.



James Barnett
Col. Archd.
 29th Oct. 75.

(Sig. 498)

That piece of land situated on the west side of Pitt-street, bounded on the east by the western side of that street bearing southerly, commencing from the south-east corner of General Post Office site, a distance of 74 ft. or thereabouts, to a point at the south-east corner of new shops in said street; thence on the south by the southern boundary of said shops and a line bearing westerly, a distance of 147 ft. or thereabouts, to the Tank Stream; thence on the west by the Tank Stream bearing northerly, a distance of 85 ft. or thereabouts, to a point being the inner middle boundary of General Post Office site at the Tank Stream; thence on the north by a line bearing easterly, a distance of 176 ft. 6 in. or thereabouts, to the point of commencement.

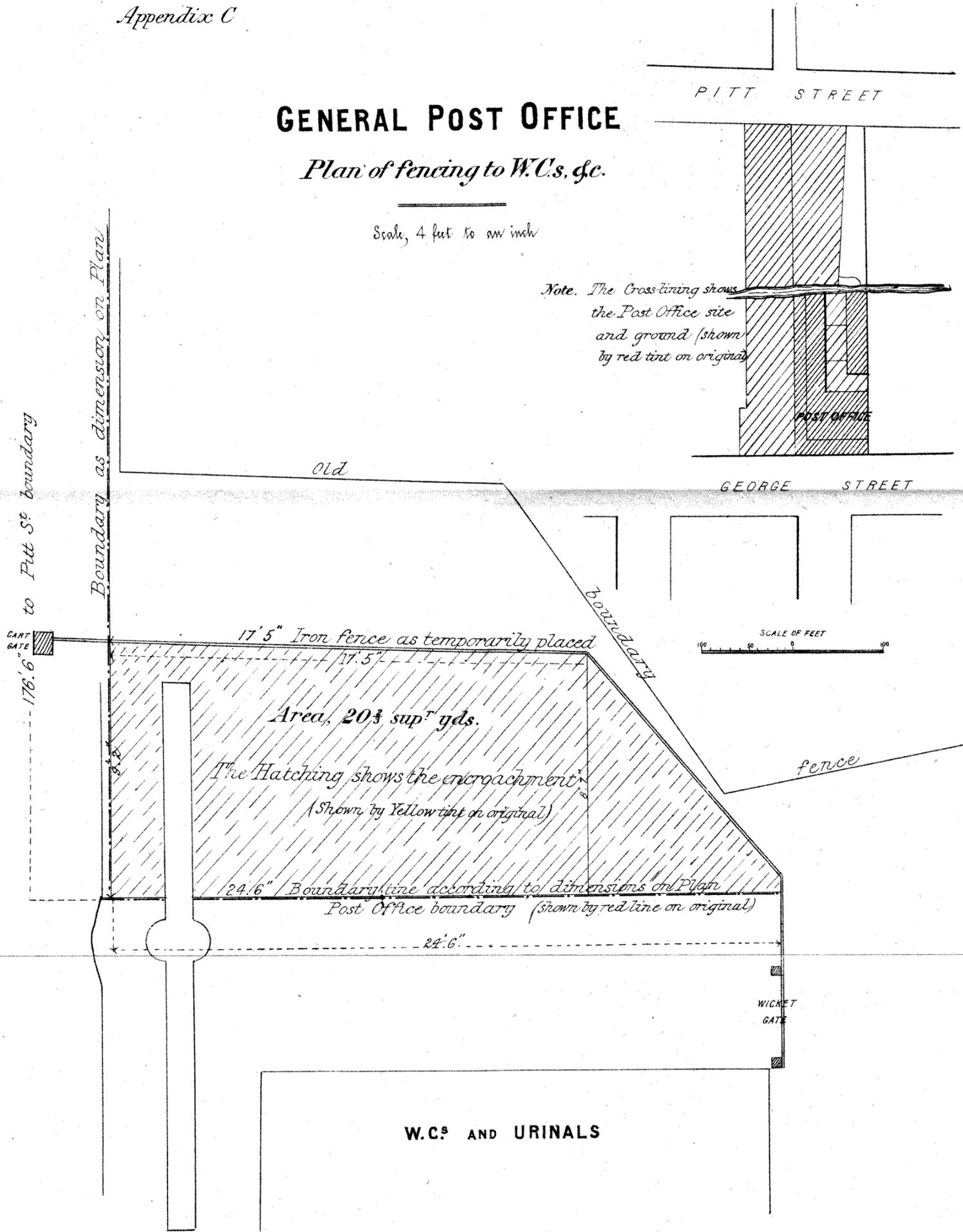


GENERAL POST OFFICE

Plan of fencing to W.C.s, &c.

Scale, 4 feet to an inch

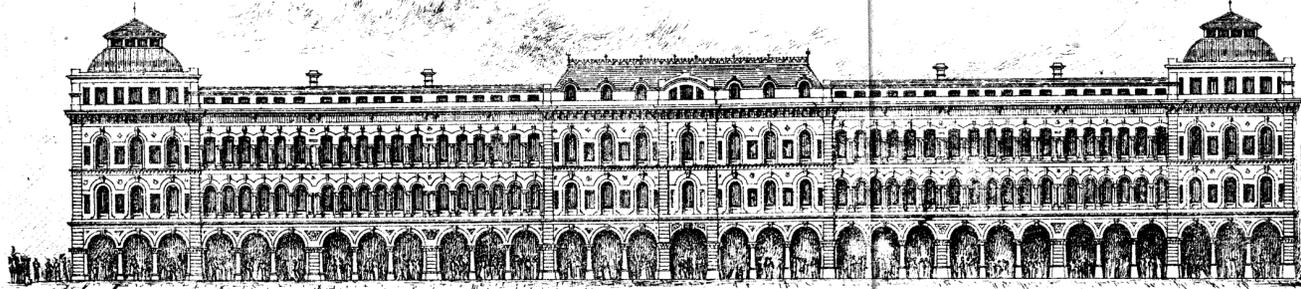
Note. The Cross lining shows the Post Office site and ground (shown by red tint on original)



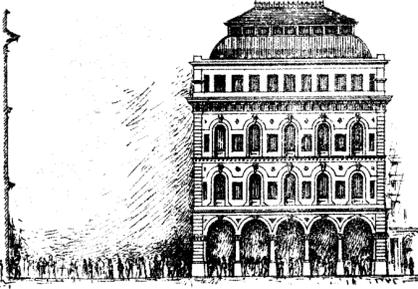
— SKETCH OF PROPOSED BUILDINGS —
— OPPOSITE THE NEW GENERAL POST OFFICE —



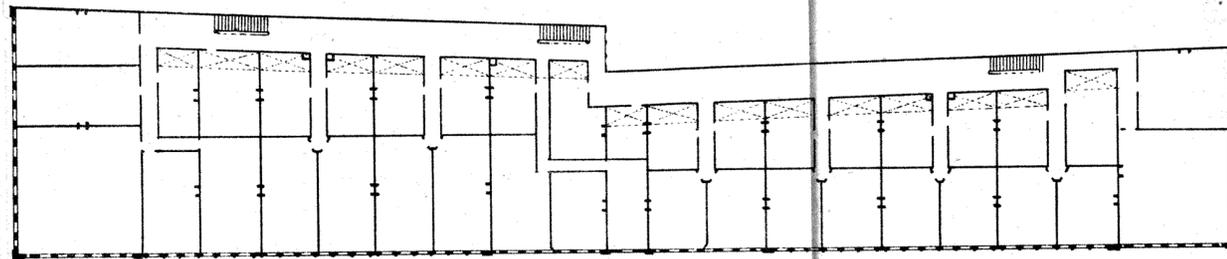
— GEORGE ST ELEVATION —



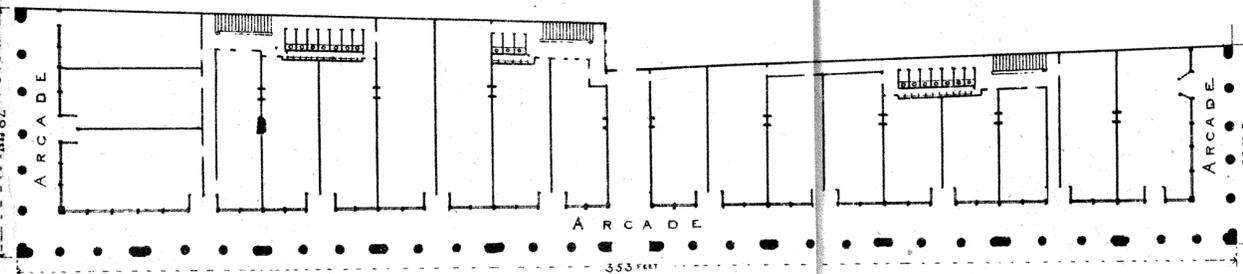
— FRONT ELEVATION —



— WIDTH OF STREET - PITT ST ELEVATION —



— GROUND - FIRST - AND - SECOND - FLOOR - PLANS —



GEORGE STREET

PITT STREET

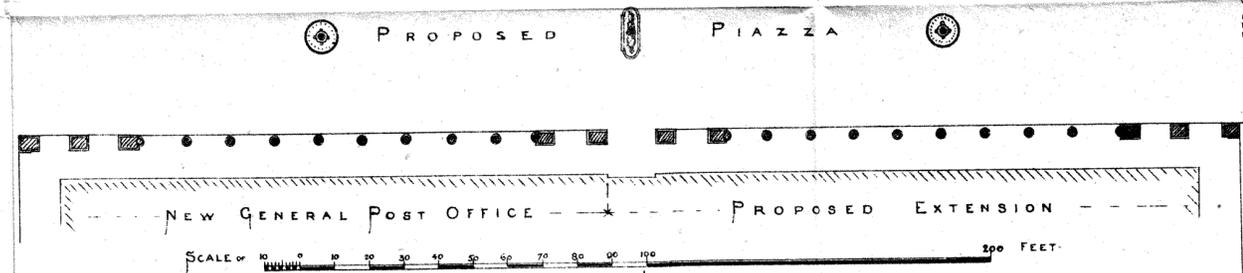
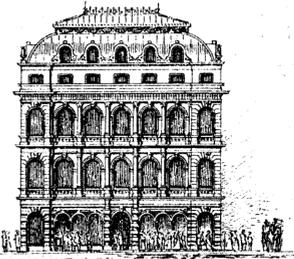


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

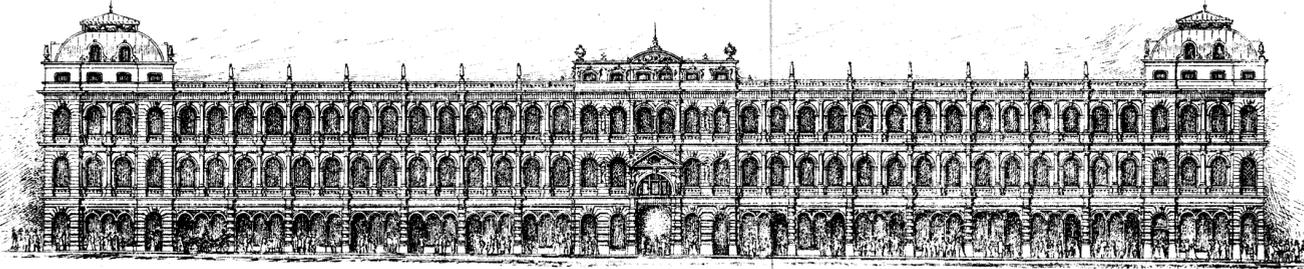
James Barnett
Architect
26 July 1877
ARCHITECT

SKETCH OF PROPOSED BUILDINGS

OPPOSITE THE NEW GENERAL POST OFFICE



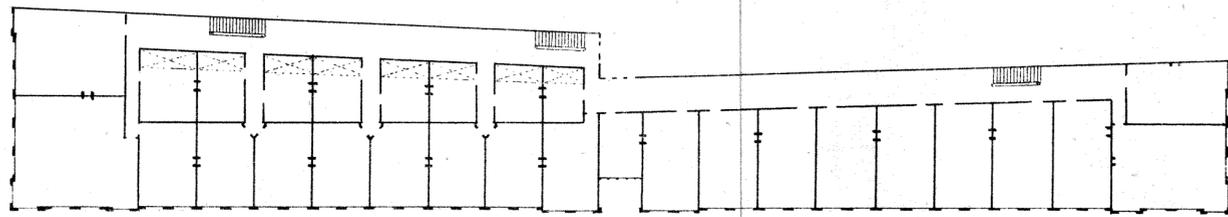
GEORGE ST. ELEVATION



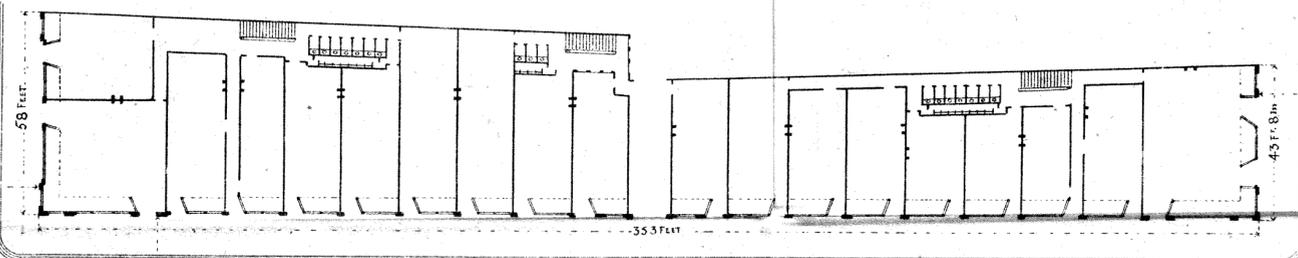
FRONT ELEVATION



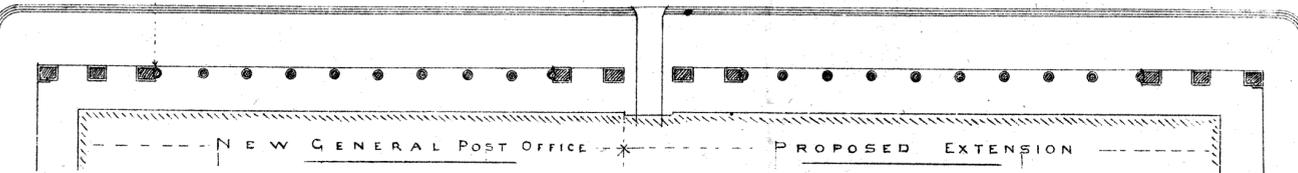
PITT ST. ELEVATION



GROUND FIRST AND SECOND FLOOR PLANS



PROPOSED NEW STREET



NEW GENERAL POST OFFICE PROPOSED EXTENSION

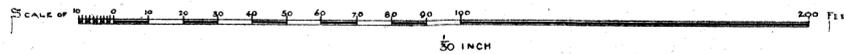


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

James Rossiter



1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ALLEGED BURGLARY IN OXFORD-STREET.

(REPORT FROM BOARD OF INQUIRY TO POSTMASTER GENERAL.)

Ordered by the Legislative Assembly to be printed, 30 January, 1877.

REPORT of the Board appointed to inquire into the alleged burglary at the Oxford-street Branch Post, Telegraph, Money Order, and Government Savings' Bank Office, on the morning of the 4th December, 1876.

The Board of Inquiry to The Postmaster General.

Sir,

Sydney, 10 January, 1877.

We do ourselves the honor to report that, on the 14th of December, in pursuance of instructions, we commenced the inquiry into the circumstances connected with the burglary alleged to have occurred on the morning of the 4th of December last, at the Oxford-street Branch Post, Telegraph, Money Order, and Government Savings' Bank Office; and having completed the required investigation, submit herewith, for your information, the evidence of thirty-seven persons we have examined, together with a memorandum showing the names of the witnesses and the time occupied in the inquiry.

Before alluding especially to Mr. Levy's account of the burglary, as contained in his evidence, it will be convenient for us to mention that we personally inspected the Oxford-street Post Office premises, and required Mr. Levy, the Postmaster, to point out particularly the positions of himself and the burglars during the scuffle alleged to have taken place.

In order that the evidence may be better comprehended, we forward herewith a plan of that portion of the premises where Mr. Levy says that he received his injuries.

According to the statement of Mr. Levy and his family, the burglars entered by a window (marked 3 on the plan) in the kitchen. This window is some 7 feet from the ground, and under it were found—immediately after the burglary—a stool and some boxes, which could indicate nothing else than use for the purpose of entering by that window.

It will be seen from the evidence of Sub-inspector Waters (folios 214 and 224), Mr. Moyse (243), Mr. W. J. Davies (257), Detective Lyons (273), Inspector Wager (306), and Detective Hogan (338), that no marks or trace of entry by this window could be found beyond the stool and boxes alluded to, the dust on the window-sill being undisturbed. A cup imbedded in grease and a nail standing up $1\frac{1}{2}$ inch were, moreover, on this sill at such distances as to preclude the possibility of any one getting in there without injury from the nail or knocking over the cup.

The only fastening on the premises that has been forcibly dealt with is the lock of the door marked 6 on the plan, the key of which Mr. Levy states he took up to his room, when he went to bed on the evening of the 3rd of December. One screw of the box of this lock has been withdrawn, and in this manner it is said entrance into the office (marked 7 on plan) from the parlour (marked 8 on plan) was effected.

We could not perceive any trace of damage to Mr. Levy's own furniture. The drawers shown to us, from which were taken silver spoons and forks belonging to Mr. Levy, did not display any such leverage marks as would indicate a forcible opening. The evidence of Detective Lyons on this point (vide folio 279) is very explicit. The damage to a small testimonial cup, of no great intrinsic value, presented to Mr. Levy some years ago, we found to be comparatively trifling. The inscription on the cup is not injured. We are of opinion that at a very small cost the testimonial cup could be repaired, while we fail to discover a reason for burglars devoting so much careful attention to the breakage of this trifling article, and then leaving it behind them.

We have ascertained from Mr. Levy and members of his family that the loss sustained by the occurrence is as follows :—

Government money.

£295 17s. 3d. in bank notes and coin.

Mr. Levy's property.

1 gold watch and seal.
1 pair silver solitaires.
1 doz. chased silver teaspoons.
1 doz. sterling silver tablespoons.
1 silver gravy spoon.
1 silver ladle.
9 silver fruit knives and forks.
1 small link gold chain.
5 or 6 linen sheets.

A quantity of strawberries and a quantity of lamb, supposed to have been eaten by the burglars.

The evidence we have taken as to the proceedings of Mr. Levy and the burglars on the occasion in question, differs materially in some essential particulars. As, however, Mr. Levy himself was the only *eye-witness* of these proceedings, we give the following as his deliberate testimony of what took place :—

I am Postmaster of the Oxford-street Branch Post Office, Sydney ; on the 3rd of December instant, or on the morning of the 4th, about 1 o'clock, as near as I can guess, I was awakened by a smell or smoke, as of fire ; I lit a candle and came down-stairs to see what was the matter ; I came as far as the first landing, and there I saw a small blue light burning which I took to be an escape of gas, as the gas pipe runs under there ; I endeavoured to extinguish it by throwing something over it ; I don't know what it was, but I know it was a cloth of some kind ; a strong vapour then arose from it, which rather staggered me ; I went down-stairs to the ground-floor and approached the sitting-room door* ; I closed that door when I went to bed and turned the key in it ; when I went to bed I secured the front door of the office,† and saw that it was locked ; I placed one of the black-boards under the lock in a slanting direction to secure the door, as it has always been insecurely fastened ever since I have been here ; I then turned the office gas out ; I then closed the back door‡ of the office and locked it, and took the key with me ; I then turned the gas off in the sitting-room ; I then shut the sitting-room door and turned the key in it ; I then looked to the back door and saw that *that* was secured—I mean that I bolted and locked it ; I went into the kitchen and saw that the §window was down ; I pulled the ||door to, which leads from the kitchen into the lobby ; it was not my practice to see that the kitchen window and door were fastened, only to see them closed against cats ; I considered the place was securely fastened ; I saw that the ¶gate into the street was fastened ; I then went up-stairs into my bed-room and took a book and read for an hour at least ; it must have been about 11 o'clock when I went up-stairs ; when I came down-stairs I put my candle on the hall table ; when I looked in the sitting-room I saw a small light on the table like a taper, a very small dismal light ; I cast my eyes round the room and saw a dark man sitting on the sofa tying up something bulky in a bundle ; while I was looking at him some one threw a rope round my neck which nearly choked me, and pulled and slewed me through the hall right down the steps leading into the yard ; the rope must have been put over my head ; I was not standing within the sitting-room, but on the threshold ; I resisted and struggled and when I turned towards the bottom of the steps I saw the man whom I had seen in the room standing facing me ; he must have passed me on the way ; he appeared as if waiting for orders from the other man ; I seized his beard ; the other man then struck me on the arm with something, and my arm fell to my side, useless as it were ; I was making a strange noise all the time, from the effects of the rope round my neck. The man who shoved me down must have grazed the wall as he shoved me ; his clothes must have been dirty ; the man with the black beard said "Baptise the bugger" ; I then felt a burning sensation all over my face as if it was in flames ; it was the man who shoved me that threw the acid over me ; I distinctly saw the dark man go out of the gate leading into the lane (Crown-street) at the back ; the other man gave me a kick in the loins, and I fell on to the coal heap, then he went away ; I then went up-stairs ; I don't know how I got there ; I either knocked at or went into my son's room ; he said "Good God, pa, what's the matter?" I never lost my senses during the whole time ; I took a candle with me from my bed-room when I first went down-stairs and placed it on the table in the hall ; when I came up from the yard the candle was still where I placed it on the table ; I took the candle with me to Alfred's room ; I made an indistinct sound, such as "Robbers" or "Burglars," and my son went and called his sister and the servant ; they all, that is, my son, my daughter, and the servant girl, came into my room ; this was my eldest son ; the youngest was in bed with me ; my eldest son tried to cut the rope, but he could scarcely get his fingers between the rope and my neck ; he had my pen-knife, which was very blunt ; he was some time cutting the rope away ; directly he got the rope off I fell on the floor ; my daughter assisted me to rise, and I bathed my face in water in the washbasin ; the children were all so timid that they would not move out of the room unless I went with them ; I went down-stairs with them and lay on the sofa in the sitting-room ; I sent my son for the doctor, and my daughter and youngest son went for the police ; I remained alone on the sofa ; I don't know whether the doctor or the police came first ; I lay in frightful agony crying for the doctor to come ; Dr. Sparke came to me ; he attended to me ; after my face was dressed one of Mr. Sloper's young men came in and I was taken up to bed ; * * * my spectacles were on the corner of the mantelpiece close to the head of my bed ; it is my invariable custom to put on my spectacles immediately on getting up

* Marked 9 on plan.

† Marked 1 on plan.

‡ Marked 10 on plan.

§ Marked 3 on plan.

|| Marked 11 on plan.

¶ Marked 4 on plan.

up—I always do it; I had my day shirt on; I never wear a night shirt; I had also my trousers and slippers on; * * * I had not the slightest idea that it was a burglary going on; * * * on getting up I did not feel for my waistcoat, nor did I feel for the key; I usually kept the key of the safe in the waistcoat pocket under my pillow, when I went to bed; it was there on this occasion; * * * only my family were in the house after sundown that evening; * * * when I returned from the yard after the assault I knew it was a burglary; I did not look into or go into the office; * * * the man who kicked me could not have had a heavy boot on; he left no mark but a swelling, from which I am suffering now; * * * The marks on my face are from the acid thrown over me; there was a mark from the rope on my neck; * * * the man with the yellow beard was short and stout,—he appeared like a sailor; his hands smelt of tar, and he had a sac coat on; the other man was taller; both were dressed in dark clothes, and both wore felt hats; *** I can't account for a man on my left striking me on the inside of my left arm; the hatstand and table were in the hall in the same position as they occupy now; he slewed me suddenly round; I did not knock against anything; * * * the vapour from the light which I extinguished was like sulphur; ** my face was very wet with the large amount of acid; * * * the man I saw in the sitting-room said "Baptize the bugger," but he did not do anything to me; it was the man who held the rope who struck me; the same man kicked me; ** such a thing as a burglary never entered into my mind on these premises; a burglary was committed at Green's and Geohagan's, in this street (see folios 1, &c., and 183, &c.); I saw them go through the gateway at the back—I saw both of them go; I did not go and bolt them out after they had gone (folio 187).

We shall now proceed to offer some observations concerning what appear to us to be peculiar features in Mr. Levy's account of the affair:—

1. It is not probable that burglars would have used lighted sulphur; the well known effect of the fumes of this chemical is to waken a person rather than intensify a sleep; its introduction, therefore, as a part of the proceedings on the 4th December, seems like an attempt to add to the otherwise sensational character of this burglary, if the sulphur was not actually used by Mr. Levy for the purpose of waking the members of his family and bringing them down-stairs to discover him in a state of strangulation!
2. Considering that Mr. Levy was awakened by "a smell or smoke as of fire," we think it an unnatural and unlikely proceeding that he should have got up and partially dressed himself, and then have gone down-stairs without arousing his son Walter, who occupied the same bed with him; or the other members of his family, who slept in adjoining rooms on the same floor; then, when Mr. Levy reached the first floor landing, and discovered so extraordinary a circumstance as the tin of burning sulphur, he must have become aware that something unusual was likely to be going on, and have naturally procured some weapon, or the assistance of his family, before proceeding any further.
3. When Mr. Levy reached the *hall on the ground floor, and saw the dim light in the sitting-room, he placed the lighted candle he had brought from his bed-room on a table *in the lobby*, and then went to the door of the sitting-room, where he saw the burglar tying something in a bundle, and where he had the ligature placed round his neck. We may remark on this point, that had Mr. Levy held the candle in his hand, it would, no doubt, in the scuffle which ensued, have been thrown down, and have created a disturbance. After the burglars had left, Mr. Levy found this candle alight on the table where he had himself placed it, and he was thus enabled to light himself in a state of strangulation up two flights of stairs to the second floor of the house, and rouse his son Alfred. * Marked 12 on plan.
4. We consider it hardly probable that Mr. Levy could have been swung round and dragged through the lobby in the manner he states he was without creating a noise by coming into contact with something.
5. We question the probability of one and the same man choking Mr. Levy with the rope, dragging him down the steps into the yard, pouring acid over him, striking him on the arm with some hard implement, and kicking him, in the time and under the circumstances very minutely described by Mr. Levy, even to the smelling of tar upon the hands of the burglar. Apart from the belief that burglars would not resort to any unnecessary barbarity in the accomplishment of their purposes, we do not think it likely that a burglar would run the risk of damage to himself by carrying strong acid while engaged in a scuffle. Then the fact of this burglar having acid of a similar kind to that kept in the office for telegraph purposes, apparently in anticipation of an encounter with Mr. Levy (for the man never entered the office to get acid after Mr. Levy came down-stairs), is a statement in our opinion displaying much more of the sensational character than the real.
6. We do not consider that the burglars would run the great risk of capture by such a scuffle as is alleged to have taken place in the yard with Mr. Levy, it being a moonlight night and the locality only a few feet from Crown-street, which is regularly traversed by the police, while only a thin wooden partition in the shape of a fence divides the yard from the main street, and the gate is so openly constructed that any passer-by hearing a scuffle could look through and witness it. It would seem by the circumstances related by Mr. Levy that the two burglars might have easily and quietly disposed of him *inside* the house.
7. It is hard to credit Mr. Levy's statement as to the severe character of the strangulation, in view of the fact that he was able to get up to his son Alfred's room on the second floor and wait until Alfred cut the rope. We view the fact of his *falling down* on the floor only after his family had assembled and the rope had been cut off, as suspicious and sensational. We also have grave doubts as to the genuineness of his conduct, seeing that Mr. Levy was able to walk down-stairs with his children, but had to be assisted up-stairs when the police came.

We

We may incidentally remark on this point, that Mr. Levy for a day or two appeared before us heavily bandaged and plastered about the head and face. He groaned frequently with pain in his side, while his voice was so lachrymose as to indicate an immense shock to the whole system. But when Dr. Sparke, in reply to our questions, stated that he did not consider it at all needful to wear the bandages, Mr. Levy at once threw them off, and in the course of a very short time he presented a marked bodily improvement, while his voice almost instantly resumed its natural tone. We were not favourably impressed with this conduct of Mr. Levy.

The evidence of Dr. Sparke as to the non-severity of the injuries to Mr. Levy was of a very decided character. He states—"There was nothing about him that would lead me to suppose or believe that he had been so nearly choked, and suffering from so much nervous excitement as it was represented to me that he had been. I thought at the time that it was remarkable, if the rope had been drawn so tight as to turn his face black and make his eyes protrude; I should have expected to see more signs of it than I did." He further stated that the blow on the arm could have been inflicted by Mr. Levy himself.

Dr. Egan, who appears to have attended as physician to the Levy family, saw Mr. Levy some short time after Dr. Sparke, and he (Dr. Egan) states that "Mr. Levy was lying on the bed, seemingly suffering from a shock," * * * that his system seems to have been affected ever since. I cannot say whether there was a shock to the mind or injury to the body. It might have been caused by a combination of causes." * * * "Whenever I saw him he seemed to be completely unnerved and weakened, and suffering severe pain." In reference to the blow on the arm, Dr. Egan stated, that "it could have been self-inflicted if the man who did it had sufficient nerve to do it. He (*Mr. Levy*) told me he had been kicked on the loins, but I could find no marks; he complained bitterly of pain; there was no swelling; he said he had been nearly strangled with a rope; there was a discoloration on the right side of the neck, which could have been caused by a rope; the mark is not there now. * * The tightening of a rope round the neck sufficient to cause the eyes to protrude and the tongue to turn black would have made a greater mark. Yes, if there was a difficulty in introducing the knife to cut the rope. The mark was not more than an inch and a half in length." Dr. Egan further stated that he "did not advise him (*Mr. Levy*), to stay in bed; he seemed weak enough to require the bed; I may have told him to keep quiet; * * the pain may have been sufficient to incapacitate him for business; I have seen men apparently more injured than Mr. Levy go about their business."

Mr. Levy admits that he made no attempt after the alleged occurrence to ascertain the state of the case as regards what the burglars had taken, but left this to be discovered by the officers of the Postmaster General. We do not view Mr. Levy's conduct in this respect as either natural or satisfactory.

There are some other features in the case which have to some extent impressed us as suspicious, such as the obtaining of the keys of the safe from a waistcoat under the pillow upon which Mr. Levy was sleeping, without waking him—the knowledge that the key was kept under the pillow—the finding of the sulphuric acid in the office (presuming that the office sulphuric acid was the acid used), amongst a number of similar bottles, some containing ink—no label indicating the sulphuric acid; the stuffing up an opening in the front door with Mr. Levy's office-coat, with the evident intention of preventing passers in Oxford-street seeing into the office; the finding of Mr. Levy's screw-driver (usually kept in the press in the office) on the floor of the parlour behind the office, not far from the box of the lock from which a screw had been withdrawn, and the discovery that the back gate through which Mr. Levy states he saw the burglars make their exit, was bolted, notwithstanding that Mr. Levy did not fasten it before he went upstairs in a strangled condition.

We do not, however, deem it necessary to comment specially upon these features, as the evidence of the Levy family regarding some of them is not conclusive, and in the case of others they may not be so improbable, presuming that a burglary really did take place.

When it became apparent to us that the circumstances connected with the burglary were of such a doubtful and unsatisfactory character, we considered it expedient to discover, if possible, whether any motive, such as the escape from the pressure of pecuniary or other obligation of burden, existed on the part of Mr. Levy, for the concoction of this burglary, and our labours in this direction have resulted in the following disclosures:—

1. *Neglect on the part of Mr. Levy to remit in due course to the Superintendent of the Money Order Office and Controller of the Government Savings Bank the surplus balance in his possession, as required by the Regulations for the guidance of Postmasters authorized to transact Government Savings Bank and Money Order business.*

The Postmaster in Oxford-street, in common with all other Postmasters authorized to transact this kind of business, was required to furnish the Head Office with daily statements of account.

On the 29th of November last (five days previous to the alleged burglary), Mr. Levy held a balance of £150 14s. 8d. A memorandum, written by Mr. Levy on the daily account of that day, intimated that he would have to pay out of this amount warrants and money orders to the extent of £45, leaving a surplus balance of at least £100. There is also on this daily account a memo. written by Mr. Levy, "*will remit to-morrow.*"

On the next day, the 30th, Mr. Levy's balance had increased to £141 17s. 11d. On his daily account of that day are the following memoranda by Mr. Levy "Warrants and orders on hand, £40. Warrant filled in for (*name cannot be read*) £90."

It will be observed that these two amounts would nearly absorb the whole of the balance, £141 17s., 11d., and make it appear unnecessary for Mr. Levy to carry out his intention of the day before, viz. "*will remit to-morrow.*"

But, as the sequel will show, the memorandum of Mr. Levy in reference to the item £90 is of such an extremely unsatisfactory character that, under the circumstances surrounding his present position, we are of opinion that as Mr. Levy was deceiving the Head Office, by a statement of fictitious liability, he must have been deficient in his public moneys.

Mr.

Mr. Levy admits that he, in error, used the word "warrant" instead of "notice of withdrawal" in the memo. regarding his liability to meet a warrant for £90 on Government Savings' Bank account; and he also is unable to read his own writing, or inform us what the name of the person is who was going to draw so large a sum as £90 from the funds of the Oxford-street Post Office.

Mr. Levy's account of this transaction is as follows:—

I can't make out the name to "warrants filled in for *£90"; a lady came to my office to give notice of the withdrawal of £90, Sydney account; I handed it (notice of withdrawal form) to her to fill in the number, as she had not her book with her; she said she was going to draw it at our office; in fact, I filled the notice in for her; I could not fill in the number, as it was a Sydney number, and I did not know it; I have filled in many dozens of notices of this description; I can't tell who the lady was, and I can't make out the handwriting.

The regulations of the Department enjoin upon Postmasters very special attention in regard to supplying the form of notice of withdrawal of money, and require them to be fully satisfied that the person applying is really a depositor in the Savings Bank before furnishing this form.

On Mr. Levy's attention being called to this regulation, he was obliged to admit that he had not complied with it, and that he had not satisfied himself that the lady in question was a depositor.

We have ascertained that Mr. Levy has not seen the lady since, nor has any such notice of withdrawal for £90 been received at the Head Office.

On the 1st December Mr. Levy omitted to state on his "daily account," what was the amount of balance then held by him. In explanation of this omission, he says:—"The statement dated the 1st December does not show the balance in hand. It is an oversight—you would not find another such omission in a thousand of my daily statements."

Mr. Levy, however, admits that his balance on that day was about £161.

There are memoranda by Mr. Levy on this "daily account," as follows:—"Warrants and orders on hand £47 10s. Will procure some large notes to-morrow—was too ill to-day.—A.L.L."

The holding of his balance by Mr. Levy merely because he could not send it in in large notes we do not consider probable, more especially as it has been discovered that Mr. Levy visited the City Bank, Oxford-street, on Saturday, the 2nd of December, for the purpose of making a deposit to balance an overdraft on what he termed his public account there, and he could then have procured large notes if he really intended to make a remittance in time for such remittance to be placed to his credit at the Head office on Saturday. This, however, he failed to do, and he has admitted that (presuming a burglary *did* take place on the morning of the 4th December) the amount of the loss would have at least been £100 less if he had not held back his remittance for the purpose of procuring large notes.

The evidence of Mr. F. W. Hill, the Controller of the Government Savings' Banks, decidedly shows that Mr. Levy was not required to remit in large notes, and that small notes or his cheque on the City Bank would have been accepted as a remittance.

Mr. Doak, the Chief Clerk of the Department, moreover states, that he some months ago advised Mr. Levy to remit by his own cheque.

In concluding this portion of our Report, we have only to add that we think it remarkable that Mr. Levy should have preferred to keep a large sum of money in the office when he had an account at the City Bank, situated on the opposite side of the street; and a very suspicious circumstance that on the Saturday before the alleged burglary took place he found it expedient to pay into that Bank £13 10s. to balance an overdraft in his account there.

2. *Presumption of Mr. Levy having met, on the same day that the alleged burglary took place, a promissory-note for £26, which was negotiated under circumstances of extreme suspicion.*

Detective Lyons gave evidence to the effect that he had been informed that on the morning of the alleged burglary (the 4th Dec.), Mr. Jacobs, a money-lender in this city, had received a letter from Mr. Levy, purporting to contain five £5 notes and a £1 note, but that Mr. Jacobs discovered that there were really only four £5 notes enclosed instead of five.

We took the evidence of Mr. Jacobs concerning this transaction, which is as follows (folio 298):—

I am Manager of the Standard Loan Office, 160 Phillip-street; Detective Lyons called on me once or twice; I told him it was not my practice to disclose anything of a private nature until I was called upon to do so; he said, 'If you don't give me the information I can't make you,' and left me; Mr. Fosbery, the Inspector General of Police, sent for me, and asked me what the nature of my business was with Mr. Levy, and I gave him the same reply as I gave Mr. Lyons; afterwards Mr. Fosbery put it in such a way that I told him that I had simply discounted a bill for Mr. Levy in August last; that it would become due on the 6th or 7th December; Mr. Fosbery told me that a letter had been traced to my place containing notes; I told him I *did* receive a letter with a sum of money in it from a Mr. Marriott—the drawer of the bill in favour of Mr. Levy; Mr. Marriott sent the money to me through the post to retire the bill; Mr. Fosbery told me the letter had been traced through the Post Office; when I opened the letter I found it contained only £21 instead of £26, and as I did the business through Mr. Levy I sent my clerk up to Mr. Levy's place to inform him of it.

To the Board: That is the bill, and that is the letter I received the £21 in; it was at my request the second endorsement was put on it; Mr. Levy sent word by my clerk that he would attend to it, and he sent me £5, which paid the bill; Mr. Marriott has not yet called for the bill; I have not got the envelope in which the letter came with the £21; I never saw Marriott in the transaction, only Mr. Levy; the letter requests me to keep the bill until Mr. Marriott calls for it; I did not notice whether the letter containing the £21 was registered or not; I do not know the handwriting of the letter signed "S. Marriott"; I do not know the second indorser; I did not inquire about him, as I decided to discount the bill on Mr. Levy's position alone; I have never seen Mr. or Miss Marriott; Mr. Levy's brother did not ask for the bill—simply paid the £5 to make up the deficiency; the bill was discounted on the 6th of August; perhaps on the 7th; I received the letter on the 4th, the same day I got the £5 balance.

To Mr. Levy: My clerk said, you said it would be attended to as soon as you were able, and your brother brought the £5 in the afternoon.

Mr.

Mr. Levy explains this matter as follows (folio 291) :—

Some months since a letter came to the Oxford-street Post Office, addressed to Mr. Marriott; when he called for it we got into conversation, and I found that he was a man who lived in my employment as cook at my stores at Kiandra Rush; in the course of conversation he told me that he had had a great deal of money and property left him in England, and he was down in Sydney settling his affairs; he told me where he lived, and from letters and documents which he showed me I was quite satisfied he was telling the truth; he told me he required some assistance to prosecute his claim, which eventually wound up by his asking me to advance him some money, which I would willingly have done if I had had it to spare; he asked me if I thought I could get some money on his promissory-note; I told him I did not think it could be done, as I did not keep a banking account; he drew the promissory-note in my favour, and I endorsed it and got it discounted; I tendered it at one of the Banks—the Commercial Bank in Oxford-street, and it was refused on account of the drawer being unknown to them; also, because I had no banking account there; Mr. Marriott called upon me again and I told him the result, and he pointed out an advertisement in the *Herald* of the Standard Loan Office, which spoke of discounting bills; I went to the office totally ignorant that Mr. Jacobs was the Manager or had anything to do with it; a day or two afterwards the bill was returned to me, saying that they did not discount anything without two endorsers; I returned it to Mr. Marriott, and about eight or nine days afterwards he brought it to me with a second endorsement; I then sent it to Mr. Jacobs, who sent me word that it would be discounted; the proceeds were given to Mr. Marriott; about the 1st of December a young lady came to the office whom I had never seen before, and said her father had sent her with the money to pay the amount of the bill; I told her I had not the bill, that Mr. Jacobs had it, and he would be glad to take the money; I gave her the directions and told her that her father could either go or send the money for the bill, as I had no claim upon it; I never sent Mr. Jacobs the money for this bill; she also informed me that her father instructed her to tell me that he had got his money—that all his affairs were settled, and that they were going home to England very shortly—that her father would call on me previous to leaving and give me some small memento for my kindness; on Monday, the 4th, when I was in bed very ill, Mr. Jacobs' clerk came into the room, saying that Mr. Jacobs had received an enclosure from some one for a bill of Mr. Marriott's of £21 instead of £26; I told him that as soon as I got well I would attend to it; it struck me at the time that Mr. Jacobs took advantage of my illness, and that he was trying a dodge on me to get some money—that he might have received £30 instead of £20; I have very little faith in Mr. Jacobs; I said to my brother, "Be chance they serve me with a writ over this—these usurers take every advantage—you had better take £5 up and settle the bill"; I gave him £5 and he took it to Mr. Jacobs.

To the Board: Mr. Marriott may be in Sydney, or left for England for anything I know; this letter is not like the paper in my office; Miss Marriott called on November 30th or December 1st; I never saw her handwriting; it was not for my accommodation; I did the bill out of kindness; I am £5 out of pocket by the transaction; I notice that the watermark on the letter is similar to that on the Post Office paper; I gave Miss Marriott some envelopes, but no paper; I know nothing about the letter; I have not seen Mr. or Miss Marriott since; the same description of paper as that on which the letter is written and that used in the Post Office can be purchased anywhere by private persons.

We leave the evidence concerning this transaction to convey its own impression, and do not deem it needful to offer more than a few remarks upon it, viz. :—

- (1.) That as Mr. Levy was personally liable for the bill, it is not likely that he would have declined to take the money from Miss Marriott when he says it was offered to him on the 1st December.
- (2.) It is improbable that Mr. Levy, if he had not sent the whole amount, should have paid the £5 said to be short without reference to Marriott; and if he had such a bad opinion of Mr. Jacobs, why did he not see that the bill was retired when the £5 deficiency was made up, instead of leaving the bill in Mr. Jacobs' hands?
- (3.) Mr. Levy has failed up to the present time to find Marriott, Miss Marriott, or Flaherty, the second endorser to the bill, and the police have not been able to ascertain their whereabouts.
- (4.) The extraordinary coincidence of the money reaching Mr. Jacobs on the very morning when the alleged burglary at Oxford-street took place.

3. *Necessitous circumstances of Mr. Levy.*

Mr. Levy admitted to the Board that he was paying upwards of 60 *per cent.* on money he had borrowed.

It has come to light that a few days after the alleged burglary a bailiff was put in possession of Mr. Levy's household effects by Mr. Pringle, a money-lender, under an absolute bill of sale. The bailiff remained in the house three or four days, when Mr. Thomas Hardy, a furniture broker (to whom it would appear Mr. Levy is indebted about £36), took up Pringle's bill of sale by the payment of £78 11s.

In connection with Mr. Levy's transactions with Mr. Pringle it has been discovered that on several occasions Mr. Levy has made his monthly payments to Mr. Pringle by money order on the Sydney Head Office, and that instead of using his own name as the remitter he has adopted the fictitious names of A. Scott and Arthur Jones.

The Superintendent of the Money Order Office, in his evidence, states that he considers the use of these fictitious names by Mr. Levy in the returns he furnished to the Head Office as a falsification of his accounts, and that if he (Mr. Hill) had observed money order remittances to money lenders in the name of Mr. Levy himself he would have considered they were suspicious transactions, and should have looked into them.

Mr.

Mr. Levy's explanation of this matter is as follows (folio 400) :—

My payments to Mr. Pringle were made regularly once a month; I always sent the money by money order, either the whole or in part; my object for using money orders was to show that the money was sent; my object in using a false name was, that the Head Office should not see that I was under any obligation to Mr. Pringle; I think I wrote to him saying that I would do so; the name I used was A. Scott; A. Scott is myself—I never go under an *alias*; yes—I adopt an *alias* in this matter; there was no such person as Scott in this transaction; I do not think I used another name; I may have done so; I may have used the name of Arthur Jones; I had no object in deceiving the Superintendent of the Money Order Office, only to prevent the teller or ledger-keeper from knowing of these regular remittances; I should not think that if it came under the notice of the Superintendent that a Postmaster was regularly sending money to a money-lender it would raise any suspicions of wrong; I can't see that I was doing any harm; I have never used fictitious names to any other person than Mr. Pringle—I am quite sure about that.

We have only further to add, concerning these transactions, that on Mr. Levy's "Daily Account" of the 2nd December (which document was found in the Oxford-street Office on the morning of the alleged burglary) there is an entry of the issue of a money order from A. Scott to J. Pringle, amounting to £4 18s. 8d., the money order for which has since been presented by and paid to Mr. Pringle at the Head Office.

4. *Mr. Levy, in a very irregular manner, undertook to keep the private banking account of a person named Sinclair.*

It is obvious that any Postmaster keeping an account of this character could if he chose finesse with his public money balances.

Mr. Levy explains this transaction as follows (folio 331) :—

Two years ago Mr. Sinclair, a depositor of ours, asked me to take charge of his money, as it was so inconvenient for him to go to the Commercial Bank, and allow him to have some whenever he wanted any; the book is not a pass-book, but a memorandum-book; he has left me as much as £150 of his without a receipt; I think he gave me a cheque for £10 on Saturday; I think £17 or £18 was due to him; the money was in the drawer; if the robbers had taken this money I should have had to make his money good; I put the key of the drawer on the top of the pass-books; it was not hidden; I have had a great deal of money and valuables belonging to people in that safe; Sinclair gave me money, and I gave him no receipts; I have had about £2,000 of this man's money without a single receipt; he objected to Banks, because he left his work too late to get to a Bank before closing.

The balance of about £18, due by Mr. Levy to Mr. Sinclair on the date of the alleged burglary, was found in a locked drawer of the safe, the key of which appeared to be hidden in the safe itself.

We consider it remarkable that the valuable private property in the safe, for which Mr. Levy would have been personally responsible, including Sinclair's balance and departmental salary cheques, was not interfered with on the occasion of the alleged burglary.

We have endeavoured in this Report to point out the most striking features of the case.

We do not deem it needful to lengthen our comments by specially alluding to some other features, as the voluminous evidence, extending over 424 folios, contains information concerning them.

We forward for your information three letters which Mr. Levy has addressed to us, as well as numerous testimonials handed to us concerning his good character, and we consider it due to Mr. Levy specially to mention that the Superintendent of the Money Order Office and Controller of the Government Savings' Banks in his evidence stated that Mr. Levy "kept his accounts and furnished his returns in a very satisfactory manner."

We regret however that every endeavour on our part has failed to discover a rational mode of accounting for the circumstances on the supposition that the burglary really did take place on the 4th December last, as described by Mr. Levy; and we feel compelled to express our conviction that his conduct throughout the whole business is of a most suspicious and unsatisfactory character.

We have the honor to be,

Sir,

Your obedient servants,

CHARLES COWPER, Chairman.

J. MILBOURNE MARSH, W.P.M.

JAMES DALGARNO.

INQUIRY into the alleged Burglary at the Oxford-street Post Office.

Dates of Sittings.	From	To	Where held.	Witnesses.	Description.	Folio.
1876.						
December 14	9 o'clock	6 o'clock	Post Office, Oxford-st.	A. L. Levy	Postmaster	1
				Alice Levy	Daughter of A. L. Levy	29
" 15	9	6	" "	Arthur E. Levy	Son of A. L. Levy	44
				Edith Waterhouse	Servant	49
				Dr. James Sparke	First doctor called in	77
				Dr. Myles Egan	Family doctor	95
" 16	9:30	6	" "	John Haynes	Reporter, <i>Evening News</i>	101
				Alex. Cumming	do <i>Herald</i>	107
				Jas. Alderdice	Compositor, do	122
				Walter M. Levy	Son of A. L. Levy	130
				Alice E. Levy	Re-called	151
				Edith Waterhouse	Re-called	152
				Alice E. Levy	Re-called	153
				Alfred J. Levy	Son of A. L. Levy	154
" 19	9:30	6	" "	Sarah Mary Levy	Wife of A. L. Levy	169
				A. L. Levy	Re-called	183
				Walter M. Levy	Re-called	187
				A. L. Levy	Re-called	187
				Charles Bowtell	Boy, <i>Herald Office</i>	188
				B. A. S. Marshall	Constable	190
				Mr. Meadowcroft	Depositor of deeds with A. L. Levy.	199
				James M'Vane	Constable	199
				M. H. Cormack	Assistant at Sloper's (next door).	203
				Arthur Cooper	Telegraph Operator	206
				Mr. Waters	Sub-inspector of Police	210
" 20	9:30	6	Jury Court, King- street.	Mr. Waters	Re-called	221
				E. P. Lewis	Assistant at Sloper's	227
				W. Camphin	Detective	233
				Vickers Moyses	Postal Inspector	241
				Edith Waterhouse	Re-called	250
				Mr. Meadowcroft	Re-called	255
				A. L. Levy	Re-called	255
				W. J. Davies	Record Clerk, G.P.O.	256
				Edith Waterhouse	Re-called	270
" 21	9:30	6	Jury Court	Patk. Lyons	Detective	271
				A. L. Levy	Re-called	291
				Edwin Jacobs	Money-lender	298
" 22	9:30	6	"	H. Wager	Detective Inspector	303
				A. L. Levy	Re-called	316
				P. B. Walker	Superintendent of Tele- graphs.	334
				W. Hogan	Postal Detective	336
" 27	9	6	"	A. L. Levy	Re-called	346
				Eugene Croft	Manager, Oxford-street Branch City Bank.	352
				Francis W. Hill	Superintendent, Money Order Office and Comp- troller, Savings' Bank.	356
				R. Musgrove	Senior-sergeant, Police	370
" 28	2	6	P.O., Oxford-street	Charles Watt	Government Analyst	374
				John Molony	Shoemaker—next door	382
				Thomas Hardy	Furniture broker	384
" 29	9	6	Jury Court	H. L. Marks	Accountant	387
				A. J. Doak	Chief Clerk, Money Order Office.	393
				Alice Levy	Re-called	395
				A. L. Levy	Re-called	395
				Alfred Levy	Re-called	396
				A. L. Levy	Re-called	396
				F. W. Hill	Re-called	398
				A. L. Levy	Re-called	400
				James Pringle	Money-lender	403
				Alice Levy	Re-called	409
" 4	9:30	6	"	Alfred Levy	Re-called	412
				Edith Waterhouse	Re-called	415
1877.						
January 3	9	6	"	A. L. Levy	Re-called	396
				A. L. Levy	Re-called	396
				A. L. Levy	Re-called	398
				A. L. Levy	Re-called	400
				James Pringle	Money-lender	403
				Alice Levy	Re-called	409
" 4	9:30	6	"	Alfred Levy	Re-called	412
				Edith Waterhouse	Re-called	415

Total days taking evidence 12

WE beg to express our satisfaction at the manner in which Mr. E. Lewis Scott has performed the very important duties which have devolved upon him during this inquiry, and to acknowledge the assistance given by him to us.

CHARLES COWPER.

J. MILBOURNE MARSH, W.P.M.

JAMES DALGARNO.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CABLE CONFERENCE.

Ordered by the Legislative Assembly to be printed, 2 February, 1877.

REPORT of the PROCEEDINGS of the Conference on Duplication of the Cable between Australasia and Europe, held in Sydney in January, 1877.

THE Conference on the subject of Duplication of the Telegraph Cable between Australasia and Europe assembled in Sydney, and held their first meeting on the 25th January, 1877.

The whole of the Australasian Colonies were represented, as follows, viz. :—

- New South Wales* : THE HONORABLE JOHN ROBERTSON, Colonial Secretary.
THE HONORABLE ALEXANDER STUART, Colonial Treasurer.
THE HONORABLE J. F. BURNS, Postmaster General.
- New Zealand* : THE HONORABLE G. MCLEAN, Postmaster General and Commissioner of Telegraphs, and Commissioner of Customs.
- Queensland* : THE HONORABLE SAMUEL WALKER GRIFFITH, Q.C., Attorney General and Secretary for Public Instruction.
THE HONORABLE CHARLES STUART MEIN, Postmaster General.
- South Australia* : THE HONORABLE SIR HENRY AYERS, K.C.M.G., Chief Secretary.
THE HONORABLE EBENEZER WARD, Minister of Agriculture and Education.
- Tasmania* : THE HONORABLE JAMES WHYTE, Member of the Executive Council.
- Victoria* : THE HONORABLE R. S. ANDERSON, Commissioner of Customs.
THE HONORABLE R. RAMSAY, Minister of Public Instruction and Postmaster General.
- Western Australia* : THE HONORABLE MALCOLM FRASER, Surveyor General, and Member of the Executive Council.

At the first meeting of the Conference, The Honorable JOHN ROBERTSON was unanimously elected Chairman, and Mr. ALEX. C. BUDGE, Clerk of the Executive Council, was appointed Secretary.

The Conference unanimously agreed to the following Resolution :—

That the Representatives of each Colony shall undertake to recommend to the Governments and Parliaments of the Colonies which they represent the adoption of measures to carry out the Resolutions of the Conference to which they may have given their assent.

The Conference then proceeded to discuss the whole question of duplication of the Cable, and the various routes proposed ; when, after mature deliberation, the following Resolutions were adopted :—

1. That it is desirable to extend and improve the means of Telegraphic Communication between Australia and Europe, by the duplication, where necessary, of the Cables or Lines connecting the same.
2. That any subsidy on Ocean Cables to connect Australia with Europe shall be borne by the several Australian Colonies assenting thereto, in proportion to population.
3. That the loss (if any) on competing Colonial Lines, to connect the Cables with the main telegraphic system of each Colony, should in like manner be borne by all the Colonies concerned.

NOTE.—Tasmania voted against this resolution,—New Zealand, Victoria, and Western Australia did not vote.

4. That inasmuch as it has been decided that it is desirable to extend and improve the means of telegraphic communication between Australia and Europe, by the duplication, where necessary, of the Cables or lines connecting the same, and that the subsidy on Ocean Cables to connect Australia with Europe be borne by the several Colonies assenting thereto in proportion to population :
 - (1.) The several Governments of South Australia, Queensland, and Western Australia be invited to open negotiations for the construction of Cables connecting their several Colonies with Singapore or Ceylon ; and the Government of New Zealand for the construction of a Cable from that Colony to the United States of America.
 - (2.) That in such negotiations the Government of New Zealand enter into communication with the Government of the United States, for the purpose of procuring their consent to contribute to the payment of any subsidy that may be payable in respect of the same ; and further, that in all the negotiations of the several Governments the necessity of procuring a reduction of the present tariff rates be especially kept in view, the maximum rate being six shillings per word.
 - (3.) That in the meantime the South Australian Government be requested, on behalf of the several Colonies, to urge upon the Eastern Extension Telegraph Company the necessity of keeping a repairing steamer between Banjoewangi and Port Darwin, to repair any accident to that portion of Cable.
5. That having in view the serious annoyance and loss occasioned by the mutilation of messages in transmission through Java, the President of this Conference be requested, on behalf of the Australasian Colonies represented, to communicate with the Secretary of State, for the purpose of obtaining permission from the Government of Netherlands-India to employ English operators on the land lines in Java.
6. That the Governments of South Australia and New South Wales be empowered to make arrangements with the Eastern Extension Telegraph Company for a reduction of message tariff to six shillings per word, at a subsidy not exceeding £20,000 per annum, terminable at one year's notice ; and that such subsidy be borne by the respective Colonies in proportion to population—any Colony to be at liberty to withdraw on like notice.

The Colonies of New Zealand, Tasmania, and Western Australia refrained from voting on this resolution.
7. That the several Colonies agree to allow the necessary official telegrams of H.M. Ships to pass over their respective lines free of charge.
8. That the Governments of Queensland and South Australia be requested to circulate among the respective Governments the draft Bills referred to in the Resolutions of the Intercolonial Conference held in Sydney, passed on the 10th February, 1873, for removing the defects in the law relating to the extradition of criminals, and the absconding of debtors, with a view to the same being submitted to the respective Legislatures as early as practicable.

(The following are the resolutions referred to :—

“That the present state of the law in regard to the Extradition of Criminals escaping from one Colony into another is defective. That the Government of Queensland be requested to prepare a Bill on the subject, which the Representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law.”

“That the present state of the law in regard to remedies to be had against absconding Debtors is defective.”

“That the Government of South Australia be requested to prepare a Bill to remedy the defects, and, subject to the approval of their respective Law Officers, the Members of this Conference will endeavour to procure the passing of a similar Bill in their respective Legislatures.”)
9. That, in the opinion of the Conference, it is desirable that a uniform telegraphic code should be adopted by the several Australasian Colonies.

A motion proposed by the Representatives of Queensland, "That any duplicate system should be by a distinct route throughout from that now in use," was negatived. The Colonies of New Zealand, Tasmania, and Western Australia refrained from voting.

A motion proposed by the Representatives of South Australia, "That this Conference approves of the construction of a duplicate line from Singapore to Banjoewangi," was also negatived,—those in favour of the motion being New South Wales, South Australia, and Victoria.

A motion was also proposed by the Representative of Western Australia, "That any duplicate of the present Cables start from the North-west coast of Western Australia, provided it is shown that by such the best communication with Europe and Asia is secured at a moderate cost as compared with other and alternative routes which have been advanced;" but after some discussion the motion, with the concurrence of the Conference, was withdrawn.

A motion, proposed by the Representatives of Queensland, "That it is desirable that a Submarine Cable should be laid from Singapore to Cape York in Queensland, the Government of that Colony undertaking, in the event of such Cable being laid, to connect their existing land lines therewith," was negatived. Tasmania did not vote.

The Conference discussed several other questions on which no definitive action was taken.

Attention is called to the Appendix of Minutes of Proceedings, Report of Evidence taken, and Documents laid before the Conference.

JOHN ROBERTSON, ALEX. STUART, J. F. BURNS,	} New South Wales.
GEO. McLEAN,	New Zealand.
S. W. GRIFFITH, CHARLES STUART MEIN,	} Queensland.
HENRY AYERS, EBENEZER WARD,	} South Australia.
JAMES WHYTE,	Tasmania.
ROBERT RAMSAY,	Victoria.
MALCOLM FRASER,	Western Australia.

ALEX. C. BUDGE,
Secretary.

The Treasury, Sydney, 2nd February, 1877.

1877.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT,
MINUTES OF PROCEEDINGS, &c.
OF THE
CABLE CONFERENCE,

HELD IN
SYDNEY,
IN
JANUARY—FEBRUARY, 1877.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
6 February, 1877.



SYDNEY: CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

LIST OF PAPERS.

1. Report of the Proceedings of the Conference.
2. Minutes of the Conference.
3. Papers laid before the Conference.
4. Evidence of Professional Gentlemen in attendance on the Conference.

NEW SOUTH WALES.

CABLE CONFERENCE.

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That the Representatives of each Colony shall undertake to recommend to the Governments and Parliaments of the Colonies which they represent the adoption of measures to carry out the Resolutions of the Conference to which they may have given their assent.

The

The Conference then proceeded to discuss the whole question of duplication of the Cable, and the various routes proposed ; when, after mature deliberation, the following Resolutions were adopted :—

1. That it is desirable to extend and improve the means of Telegraphic Communication between Australia and Europe, by the duplication, where necessary, of the Cables or Lines connecting the same.
2. That any subsidy on Ocean Cables to connect Australia with Europe shall be borne by the several Australian Colonies assenting thereto, in proportion to population.
3. That the loss (if any) on competing Colonial Lines, to connect the Cables with the main telegraphic system of each Colony, should in like manner be borne by all the Colonies concerned.

NOTE.—Tasmania voted against this resolution,—New Zealand, Victoria, and Western Australia did not vote.

4. That inasmuch as it has been decided that it is desirable to extend and improve the means of telegraphic communication between Australia and Europe, by the duplication, where necessary, of the Cables or lines connecting the same, and that the subsidy on Ocean Cables to connect Australia with Europe be borne by the several Colonies assenting thereto in proportion to population :

(1.) The several Governments of South Australia, Queensland, and Western Australia be invited to open negotiations for the construction of Cables connecting their several Colonies with Singapore or Ceylon ; and the Government of New Zealand for the construction of a Cable from that Colony to the United States of America.

(2.) That in such negotiations the Government of New Zealand enter into communication with the Government of the United States, for the purpose of procuring their consent to contribute to the payment of any subsidy that may be payable in respect of the same ; and further, that in all the negotiations of the several Governments the necessity of procuring a reduction of the present tariff rates be especially kept in view, the maximum rate being six shillings per word.

(3.) That in the meantime the South Australian Government be requested, on behalf of the several Colonies, to urge upon the Eastern Extension Telegraph Company the necessity of keeping a repairing steamer between Banjoewangi and Port Darwin, to repair any accident to that portion of Cable.

5. That having in view the serious annoyance and loss occasioned by the mutilation of messages in transmission through Java, the President of this Conference be requested, on behalf of the Australasian Colonies represented, to communicate with the Secretary of State, for the purpose of obtaining permission from the Government of Netherlands-India to employ English operators on the land lines in Java.
6. That the Governments of South Australia and New South Wales be empowered to make arrangements with the Eastern Extension Telegraph Company for a reduction of message tariff to six shillings per word, at a subsidy not exceeding £20,000 per annum, terminable at one year's notice ; and that such subsidy be borne by the respective Colonies in proportion to population—any Colony to be at liberty to withdraw on like notice.

The Colonies of New Zealand, Tasmania, and Western Australia refrained from voting on this resolution.

7. That the several Colonies agree to allow the necessary official telegrams of H.M. Ships to pass over their respective lines free of charge.
8. That the Governments of Queensland and South Australia be requested to circulate among the respective Governments the draft Bills referred to in the Resolutions of the Intercolonial Conference held in Sydney, passed on the 10th February, 1873, for removing the defects in the law relating to the extradition of criminals, and the absconding of debtors, with a view to the same being submitted to the respective Legislatures as early as practicable.

(The following are the resolutions referred to :—

“That the present state of the law in regard to the Extradition of Criminals escaping from one Colony into another is defective. That the Government of Queensland be requested to prepare a Bill on the subject, which the Representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law.”

“That the present state of the law in regard to remedies to be had against absconding Debtors is defective.”

“That the Government of South Australia be requested to prepare a Bill to remedy the defects, and, subject to the approval of their respective Law Officers, the Members of this Conference will endeavour to procure the passing of a similar Bill in their respective Legislatures.”)

9. That, in the opinion of the Conference, it is desirable that a uniform telegraphic code should be adopted by the several Australasian Colonies.

A motion proposed by the Representatives of Queensland, "That any duplicate system should be by a distinct route throughout from that now in use," was negatived. The Colonies of New Zealand, Tasmania, and Western Australia refrained from voting.

A motion proposed by the Representatives of South Australia, "That this Conference approves of the construction of a duplicate line from Singapore to Banjoewangi," was also negatived,—those in favour of the motion being New South Wales, South Australia, and Victoria.

A motion was also proposed by the Representative of Western Australia, "That any duplicate of the present Cables start from the North-west coast of Western Australia, provided it is shown that by such the best communication with Europe and Asia is secured at a moderate cost as compared with other and alternative routes which have been advanced;" but after some discussion the motion, with the concurrence of the Conference, was withdrawn.

A motion, proposed by the Representatives of Queensland, "That it is desirable that a Submarine Cable should be laid from Singapore to Cape York in Queensland, the Government of that Colony undertaking, in the event of such Cable being laid, to connect their existing land lines therewith," was negatived. Tasmania did not vote.

The Conference discussed several other questions on which no definitive action was taken.

Attention is called to the Appendix of Minutes of Proceedings, Report of Evidence taken, and Documents laid before the Conference.

JOHN ROBERTSON, ALEX. STUART, J. F. BURNS,	} New South Wales.
GEO. McLEAN,	New Zealand.
S. W. GRIFFITH, CHARLES STUART MEIN,	} Queensland.
HENRY AYERS, EBENEZER WARD,	} South Australia.
JAMES WHYTE,	Tasmania.
ROBERT RAMSAY,	Victoria.
MALCOLM FRASER,	Western Australia.

ALEX. C. BUDGE,
Secretary.

The Treasury, Sydney, 2nd February, 1877.

MINUTES OF THE PROCEEDINGS
OF THE
CABLE CONFERENCE,

HELD IN SYDNEY, IN 1877.

At the Treasury, Sydney.

THURSDAY, 25 JANUARY, 1877.

THE undermentioned gentlemen, Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, and Victoria, were present:—

<i>New South Wales :</i>	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE J. F. BURNS.
<i>New Zealand :</i>	THE HONORABLE G. McLEAN.
<i>Queensland :</i>	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia :</i>	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania :</i>	THE HONORABLE JAMES WHITE.
<i>Victoria :</i>	THE HONORABLE R. S. ANDERSON. THE HONORABLE R. RAMSAY.

The Honorable John Robertson was, on the motion of Sir Henry Ayers, seconded by the Honorable R. Anderson, unanimously elected to the Chair.

Mr. Alex. C. Budge was appointed Secretary.

The Honorable SIR HENRY AYERS then proposed,—

“That in the event of any division upon a motion the votes of the Colonies shall be taken in lieu of the individual votes of the Representatives of the said Colonies.”

The Conference agreed to the same.

The Honorable SIR HENRY AYERS also proposed, and the Honorable G. McLEAN seconded, the following motion, which the Conference unanimously adopted:—

“That the proceedings of the Conference, during its sitting, shall not be made public, except with the sanction of the Conference.”

It was then resolved:—

“That the Representatives of each Colony shall undertake to recommend to the Governments and Parliaments of the Colonies which they represent, the adoption of measures to carry out all the resolutions of the Conference to which they may have given their assent.”

It was further resolved:—

“That the Secretary be required to prepare minutes of each day's proceedings, which shall be read over and confirmed at the next sitting previous to any new business being entered upon.”

MR. STUART gave notice of the following Motions:—

- (1.) That it is desirable to extend and improve the means of Telegraphic Communication between Australia and Europe, by the duplication where necessary of the cables or lines connecting the same.
- (2.) That the subsidy on ocean cables, to connect Australia with Europe, be borne by the several Australian Colonies in proportion to population.
- (3.) That the loss (if any) on Colonial lines, to connect the cables with the main telegraphic systems, should, in like manner, be borne by all the Colonies concerned.
- (4.) That if New Zealand contribute to the subsidy and loss referred to in the foregoing Resolutions, the subsidy on the New Zealand Cable should be a common charge to be borne by all in a similar manner.

MR. GRIFFITH gave notice of the following Motions:—

- (1.) That it is, in the opinion of this Conference, essential that a complete duplicate system of telegraphic communication should be forthwith established between Great Britain and the Australian Colonies.
- (2.) That such duplicate system should be entirely independent of the lines of the Eastern Extension Telegraph Company, and of the South Australian line between Port Darwin and Adelaide.
- (3.) That the point of connection between the duplicate Cable line and the Continent of Australia should be Thursday Island, near Cape York, in the Colony of Queensland.
- (4.) That the Colony of Queensland should forthwith proceed with the construction of a line of telegraph to connect their existing lines with Thursday Island.
- (5.) That any subsidy which may be required for the construction or maintenance of the ocean cable lines should be paid and borne by the several Australian Colonies, in amounts proportionate to their population.
- (6.) That the losses (if any) which may be sustained from time to time by the Government of South Australia in maintaining and working the line of telegraph between Port Augusta and Port Darwin, and by the Government of Queensland in maintaining and working the line of telegraph between Cardwell and Kimberley, and between Cardwell and the point of departure of the ocean cable, should be paid and borne by the several Australian Colonies in amounts proportionate to their populations.
- (7.) That, in the event of the Colony of New Zealand uniting with the Colonies of Australia in the agreement embodied in the foregoing resolutions, the subsidy payable in respect of the cable connecting New Zealand and New South Wales shall be paid and borne by the several Australian Colonies, in amounts proportionate to their populations.

The Council then adjourned until Saturday, the 27th instant, at half past 10 o'clock.

JOHN ROBERTSON,
Chairman.

ALEX. C. BUDGE,
Secretary.

At the Treasury, Sydney,

SATURDAY, 27 JANUARY, 1877.

Present :

<i>New South Wales :</i>	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE J. F. BURNS.
<i>New Zealand :</i>	THE HONORABLE G. McLEAN.
<i>Queensland :</i>	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia :</i>	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania :</i>	THE HONORABLE JAMES WHYTE.
<i>Victoria :</i>	THE HONORABLE R. S. ANDERSON. THE HONORABLE R. RAMSAY.

The Conference having met at half-past 10 o'clock A.M., the Minutes of the Proceedings on the 25th instant were read and confirmed.

Sir HENRY AYERS then proposed, and the Honorable EBENEZER WARD seconded the following motion, which the Conference unanimously adopted, viz. :—

“That the order of debate be the same as is observed in consideration of questions in a Committee of the Whole House of Parliament, but that the Chairman have the same right as any other member of the Conference to take part in the discussion of all questions.”

The Honorable CHARLES STUART MEIN proposed, and The Honorable JAMES WHYTE seconded, the following motion, which the Conference agreed to, viz. :—

“That in referring to the several Colonies represented in any proceedings of the Conference, the names be placed in alphabetical order.”

The Honorable JOHN ROBERTSON (Chairman) laid before the Conference the undermentioned papers, which were read by the Clerk, and ordered by the Conference to be printed, viz. :—

- (1.) Precis prepared by the Chairman of the correspondence on the subject of a Duplicate Telegraph Cable to connect the Australasian Colonies with the rest of the World.
- (2.) A communication from the Commodore to His Excellency the Governor of New South Wales on the subject of—
 1. Rewards for the arrest of deserters from the Navy.
 2. Free telegraphic messages on Naval service.
- (3.) A Report from the Eastern Extension Australasia and China Telegraph Company, dated 11th October, 1876.
- (4.) A letter from J. E. Stewart, Secretary to the Victorian Humane Society, on the subject of Life-saving Apparatus at Sea.
- (5.) A letter from Captain Audley Coote, dated the 23rd January, and a supplementary letter, dated the 25th January, on the subject of a Duplicate Cable.
- (6.) A letter from Messrs. Knevett and Taylor, on behalf of the Eastern Extension Australasia and China Telegraph Company, notifying that they are prepared to afford the Conference any information required.

The

The Honorable ALEX. STUART then proposed the motions of which notice was given on the 25th instant, and having moved the adoption of No. 1, viz. :—

“(1.) That it is desirable to extend and improve the means of Telegraphic communication between Australia and Europe, by the duplication where necessary of the cables or lines connecting the same”,—

The Honorable SAMUEL WALKER GRIFFITH proposed that all the words after the word “is” in the first line be omitted with a view to the insertion of the following words :—

“(1.) [That it is] in the opinion of this Conference, essential that a complete duplicate system of Telegraphic communication should be forthwith established between Great Britain and the Australian Colonies.”

And the same having been fully discussed, the Chairman put the question,—“That the words proposed to be omitted stand part of the question.”

Ayes.	No.
New South Wales.	Queensland.
New Zealand.	
South Australia.	
Tasmania.	
Victoria.	

The question was then put,—“That the motion proposed by Mr. Stuart be adopted,” which was unanimously agreed to.

SIR HENRY AYERS laid before the Conference two Returns on the subject of—

- (1.) Port Darwin Telegraph Line Interruptions,
- (2.) Cable Interruptions,—

Which were ordered to be printed ; also a chart showing the Telegraph line from Adelaide to Port Darwin, which was ordered to be lithographed and appended to the proceedings.

The Conference, on the motion of the Honorable SAMUEL WALKER GRIFFITH, seconded by the Honorable CHARLES STUART MEIN, directed—

“That the Minutes of the Proceedings of the Conference be printed confidentially, for the use of the Members only, and that each day’s proceedings be printed after being confirmed by the Conference.”

The Conference, shortly after 1 o’clock, adjourned until Monday, the 29th instant, at half-past 10 o’clock.

ALEX. C. BUDGE,
Secretary.

JOHN ROBERTSON,
Chairman.

At the Treasury, Sydney,

MONDAY, 29 JANUARY, 1877.

Present :

<i>New South Wales :</i>	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE JOHN F. BURNS.
<i>New Zealand :</i>	THE HONORABLE G. McLEAN.
<i>Queensland :</i>	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia :</i>	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania :</i>	THE HONORABLE JAMES WHITE.
<i>Victoria :</i>	THE HONORABLE R. S. ANDERSON. THE HONORABLE R. RAMSAY.
<i>Western Australia :</i>	THE HONORABLE MALCOLM FRASER.

The Conference having met at half-past 10 o’clock, the Minutes of the Proceedings on the 27th instant were read and confirmed.

The Honorable ALEX. STUART then proposed the following motion :—

“That the subsidy on Ocean cables to connect Australia with Europe, be borne by the several Australian Colonies in proportion to population,” and the same having been discussed by the Conference, and verbally amended, was unanimously adopted.

The motion as passed is as follows :—

“That any subsidy on Ocean cables to connect Australia with Europe, shall be borne by the several Australian Colonies assenting thereto, in proportion to population.”

The Honorable ALEX. STUART then proposed the following motion :—

“That the loss, if any, on Colonial lines, to connect the Cables with the main Telegraphic system of each Colony, shall in like manner be borne by all the Colonies concerned.”

The Honorable R. S. ANDERSON then moved an amendment, that after the word “lines,” the words “that it may be found necessary to construct,” be inserted.

After discussion the Conference unanimously agreed that the further consideration of the motion should be postponed until to-morrow.

The Honorable ALEX. STUART then moved, that the motion (No. 4) on the Paper should stand over until No. 3 shall have been disposed of.

The

The Honorable SAMUEL WALKER GRIFFITH then moved—

“That any duplicate system should be by a distinct route throughout, from that now in use.”

After discussion, the Conference resolved to postpone the further consideration of the subject until the next meeting.

The Honorable EBENEZER WARD then gave notice of the following motion for to-morrow :—

“That this Conference approves of the construction of duplicate cables from Singapore to Bangoe-wangi, and from Banjoewangi to Port Darwin, and that it is advisable offers should be invited from persons or Companies willing to construct and maintain such cables.”

The Honorable MALCOLM FRASER gave notice of the following motion for to-morrow :—

“That any duplication of the present cables start from the north-west coast of Western Australia.”

The Council then adjourned at a quarter to 2 o'clock until next day at half-past 10 o'clock.

JOHN ROBERTSON,
Chairman.

ALEX. C. BUDGE,
Secretary.

At the Treasury, Sydney,

TUESDAY, 30 JANUARY, 1877.

Present :

New South Wales : THE HONORABLE JOHN ROBERTSON.
THE HONORABLE ALEX. STUART.
THE HONORABLE JOHN F. BURNS.

New Zealand : THE HONORABLE G. McLEAN.

Queensland : THE HONORABLE SAMUEL WALKER GRIFFITH.
THE HONORABLE CHARLES STUART MEIN.

South Australia : THE HONORABLE SIR HENRY AYERS, K.C.M.G.
THE HONORABLE EBENEZER WARD.

Tasmania : THE HONORABLE JAMES WHYTE.

Victoria : THE HONORABLE R. S. ANDERSON.
THE HONORABLE R. RAMSAY.

Western Australia : THE HONORABLE MALCOLM FRASER.

The Conference having met at half-past 10 o'clock, the Minutes of the Proceedings on the 29th instant were read and confirmed.

The Honorable JOHN F. BURNS laid before the Conference a Report from the Acting Superintendent of Telegraphs on the subject of a duplicate Cable, which was read by the Secretary.

The consideration of the following resolution, moved by the Honorable SAMUEL WALKER GRIFFITH, was resumed, viz. :—

“That any duplicate system should be by a distinct route throughout from that now in use.”

And after discussion, the Conference, on the motion of the Honorable R. RAMSAY, resolved to examine such of the professional and other gentlemen in attendance, as they might consider to be necessary.

Messrs. Taylor, Knevitt, and Audley Coote were then separately examined. (*For Evidence see Appendix.*)

The Honorable SIR HENRY AYERS, on behalf of The Honorable EBENEZER WARD, moved the resolution of which notice was given yesterday, as an amendment on the resolution of the Honorable SAMUEL WALKER GRIFFITH,—That all the words after the word “That” be omitted with a view to the insertion of the following words :—

“[That] this Conference approves of the construction of duplicate Cables from Singapore to Banjoewangie, and from Banjoewangi to Port Darwin, and that it is advisable offers should be invited from persons or Companies willing to construct and maintain such Cables.”

The Honorable JAMES WHYTE moved as a further amendment,—

“That the further consideration of the resolution and amendment be postponed until resolution No. 3 (moved by the Honorable ALEX. STUART), and the amendment thereon (moved by the Honorable R. S. ANDERSON), shall have been disposed of.”

After discussion, the amendment proposed by the Honorable JAMES WHYTE was put and negatived the following division :—

Ayes.	Noes.
New Zealand.	New South Wales.
Tasmania.	Queensland.
Western Australia.	South Australia.
	Victoria.

The

The question was then put, That the words proposed to be omitted stand part of the question :—

Aye.	Noes.
Queensland.	New South Wales.
	South Australia.
	Victoria.

The Colonies of New Zealand, Tasmania, and Western Australia, did not vote.

The Honorable EBENEZER WARD having obtained leave to amend his original motion, proposed that after the word 'that' the following words be inserted :—

" [That] this Conference approves of the construction of a duplicate line from Singapore to Banjoewangi."

The Conference having fully discussed the subject, the motion was put by the Chairman, and negatived on the following division :—

Ayes.	Noes.
New South Wales.	New Zealand.
South Australia.	Queensland.
Victoria.	Tasmania.
	Western Australia.

The Conference, on the motion of the Honorable SIR HENRY AYERS, adjourned at a quarter past 4 o'clock until next day at half-past 10 a.m.

JOHN ROBERTSON,
Chairman.

ALEX. C. BUDGE,
Secretary.

At the Treasury, Sydney,

WEDNESDAY, 31 JANUARY, 1877.

Present :

<i>New South Wales :</i>	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE JOHN F. BURNS.
<i>New Zealand :</i>	THE HONORABLE G. MCLEAN.
<i>Queensland :</i>	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia :</i>	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania :</i>	THE HONORABLE JAMES WHYTE.
<i>Victoria :</i>	THE HONORABLE R. RAMSAY.
<i>Western Australia :</i>	THE HONORABLE MALCOLM FRASER.

The Conference having met at half-past 10 o'clock, the Minutes of the proceedings on the 30th instant were read and confirmed.

The Honorable MALCOLM FRASER then proposed the following Resolution,—That after the word "That" the following words be added, being the motion of which notice was given by him on the 29th instant :—

" [That] any duplicate of the present Cables start from the North-west Coast of Western Australia," and that in addition thereto, the following words be added, " provided it is shown that by such the best communication with Europe and Asia is secured, at a moderate cost as compared with other and alternative routes, which have been advanced."

After discussion, the Honorable MALCOLM FRASER, with the consent of the Conference, withdrew his Resolution.

The Honorable R. RAMSAY laid before the Conference a "Memorandum to Hugh George, Esq., General Manager, of 'the Argus,' on the subject of delays in transmission of Cable Telegrams, &c.," which, having been read, the Conference directed should be printed.

The Chairman also laid before the Conference a telegram from John Pender, Esq., Chairman of the Eastern Extension Telegraph Company, on the subject of a duplicate cable, which was ordered to be printed.

The Honorable S. W. GRIFFITH proposed the insertion of the following words after the word "That,"—"it is desirable that a Submarine Cable should be laid from Singapore to Cape York, in Queensland, the Government of that Colony undertaking, in the event of such cable being made, to connect their existing land lines therewith.

The Chairman then put the question—"That the words proposed to be inserted be so inserted."

The Conference divided.

Ayes.	Noes.
Queensland.	New South Wales.
	New Zealand.
	South Australia.
	Victoria.
	Western Australia.

Tasmania did not vote.

The

The Honorable G. McLEAN then proposed the Resolutions (with certain alterations), of which notice was given yesterday, viz. :—

That inasmuch as it has been decided that it is desirable to extend and improve the means of telegraphic communication between Australia and Europe by the duplication where necessary of the Cables or lines connecting the same, and that the subsidy on Ocean Cables to connect Australia with Europe be borne by the several Colonies assenting thereto in proportion to population,—

- (1.) The several Governments of South Australia, Queensland, and Western Australia be invited to open negotiations for the construction of Cables connecting their several Colonies with Singapore or Ceylon; and the Government of New Zealand for the construction of a Cable from that Colony to the United States of America.
- (2.) That, in negotiating for the construction of the last-mentioned Cable, the Government of New Zealand enter into communication with the Government of the United States for the purpose of procuring their consent to contribute to the payment of any subsidy that may be payable in respect of the same; and further, that in all the negotiations of the several Governments the necessity of procuring a reduction of the present tariff rates be especially kept in view, the maximum rate being 6s. per word.
- (3.) That in the meantime the South Australian Government be requested on behalf of the several Colonies to urge upon the Eastern Extension Telegraph Company the necessity of keeping a repairing steamer between Banjoewangi and Port Darwin, to repair any accident to that portion of Cable.

After discussion it was proposed, and carried on the following division, that the further consideration of the Resolutions be postponed, until the Honorable ALEX. STUART's motion No. 3, and the Honorable R. S. ANDERSON's amendment thereon, postponed on the 29th instant, should be disposed of :—

Ayes.	Noes.
New South Wales.	New Zealand.
Queensland.	Victoria.
South Australia.	Western Australia.
Tasmania.	

The Conference resumed consideration of the motion and amendment referred to.

After discussion the amendment proposed by the Honorable R. S. ANDERSON was put and negatived without division.

The motion to insert the word "competing" after the word "on" in the first line of Mr. Stuart's resolution was then put and carried.

The original motion, as amended, was then put and carried upon the following division :—

Ayes.	No.
New South Wales.	Tasmania.
Queensland.	
South Australia.	

New Zealand, Victoria, and Western Australia did not vote.

The resolution, as amended and passed, will read as follows :—

"That the loss (if any) on competing Colonial lines to connect the Cables with the main Telegraphic system should in like manner be borne by all the Colonies concerned."

The Honorable ALEX. STUART, with permission of the Conference, withdrew motion No. 4.

The Honorable SAMUEL WALKER GRIFFITH, with permission of the Conference, withdrew the several notices of motion given by him on the 27th instant.

The Conference proceeded to the further discussion of the resolutions proposed by the Honorable G. McLEAN, and it having been decided to put them separately—

No. 1 was proposed, as amended, and agreed to.

No. 2 was proposed and agreed to.

No. 3 was proposed, as amended, and agreed to (Western Australia refrained from voting).

The Honorable J. F. BURNS proposed the following resolution, which the Conference unanimously adopted :—

"That the several Colonies agree to allow the necessary official telegrams of H. M. Ships to pass over their respective lines free of charge."

The Honorable R. RAMSAY gave notice of the following resolution :—

"That having in view the serious annoyance and loss occasioned by the mutilation of messages in transmission through Java, the President of this Conference be requested, on behalf of the Australasian Colonies represented, to communicate with the Secretary of State, for the purpose of obtaining permission from the Government of Netherlands-India to employ English operators on the land lines in Java."

The Honorable ALEX. STUART gave notice of the following resolution :—

"That the Governments of South Australia and New South Wales be empowered to make arrangements with the Eastern Extension Telegraph Company for a reduction of Message Tariff to six shillings per word, at a subsidy not exceeding £20,000 per annum, terminable at one year's notice, and that such subsidy be borne by the respective Colonies, in proportion to population—any Colony to be at liberty to withdraw on like notice."

The Honorable EBENEZER WARD gave notice of the following Resolution :—

"That the Conference will proceed to the consideration of the Mail Services between the Colonies and Great Britain, with the view of securing, if possible, united action in future arrangements."

The

The Honorable J. F. BURNS laid before the Conference a letter from Eldred & Company on behalf of the Netherlands-India S. N. Co., offering to run a steamer between Banjoewangi and Port Darwin in the event of a break in cable, which was ordered to be printed.

(The Conference adjourned at a quarter past 1 until 2 o'clock.)

On resuming the Honorable R. RAMSAY proposed the following Resolution:—

“That having in view the serious annoyance and loss occasioned by the mutilation of messages in transmission through Java, the President of this Conference be requested, on behalf of the Australasian Colonies represented, to communicate with the Secretary of State, for the purpose of obtaining permission from the Government of Netherlands-India to employ English operators on the land lines in Java.”

The Conference unanimously agreed to the same.

The Honorable ALEX. STUART proposed the following Resolution:—

“That the Governments of South Australia and New South Wales be empowered to make arrangements with the Eastern Extension Telegraph Company for a reduction of Message Tariff to six shillings per word, at a subsidy not exceeding £20,000 per annum, terminable at one year's notice, and that such subsidy be borne by the respective Colonies in proportion to population—any Colony to be at liberty to withdraw on like notice.”

After discussion, the Conference agreed to the resolution.

The Colonies of New South Wales, Queensland, South Australia, and Victoria voted for.

The Colonies of New Zealand, Tasmania, and Western Australia refrained from voting.

The Honorable EBENEZER WARD proposed the following Resolution:—

“That the Conference will proceed to the consideration of the Mail Services between the Colonies and Great Britain, with the view of securing if possible, united action in future arrangements.”

After discussion, the Honorable CHARLES STUART MEIN proposed that the further consideration of the Resolution be postponed until Friday next, which the Conference agreed to.

The Chairman laid before the Conference a communication from M. Ed. Nutt, Director of the Interior, Noumea, New Caledonia, on the subject of a Mail Service *via* Noumea to San Francisco, which after being read, was ordered to be printed.

The Honorable SIR HENRY AYERS then proposed that the Secretary be instructed to prepare a Draft Report for the consideration of the Conference, which was agreed to.

The Conference adjourned at a quarter to 4 o'clock until Friday next at half-past 10.

JOHN ROBERTSON,
Chairman.

ALEX. C. BUDGE,
Secretary.

At the Treasury, Sydney,
FRIDAY, 2 FEBRUARY, 1877.

PRESENT :

<i>New South Wales :</i>	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE JOHN F. BURNS.
<i>New Zealand :</i>	THE HONORABLE G. McLEAN.
<i>Queensland :</i>	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia :</i>	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania :</i>	THE HONORABLE JAMES WHYTE.
<i>Victoria :</i>	THE HONORABLE R. RAMSAY.
<i>Western Australia :</i>	THE HONORABLE MALCOLM FRASER.

The Conference having met at $\frac{1}{2}$ past 10 o'clock the Minutes of the Proceedings on the 31st ultimo were read and confirmed.

The Conference resumed consideration of the motion of the Honorable EBENEZER WARD,—“That the Conference will proceed to the consideration of the Mail Services between the Colonies and Great Britain, with the view of securing if possible united action in future arrangements.”

After considerable discussion, the Honorable EBENEZER WARD, with the consent of the Conference, withdrew his motion.

The Honorable Sir HENRY AYERS, with leave of the Conference, proposed the following resolution, which was unanimously adopted:—

“That the Government of Queensland and South Australia be requested to circulate among the respective Governments the draft Bills referred to in the Resolutions of the Intercolonial Conference held in Sydney, passed on the 10th February, 1873, for removing the defects in the law relating to the extradition of criminals and the absconding of debtors, with a view to the same being submitted to the respective Legislatures as early as practicable.

“The

“The following are the resolutions referred to :—

“That the present state of the law in regard to the extradition of criminals escaping from one Colony into another is defective. That the Government of Queensland be requested to prepare a Bill on the subject, which the Representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law.

“That the present state of the law in regard to remedies to be had against absconding debtors is defective.

“That the Government of South Australia be requested to prepare a Bill to remedy the defects, and, subject to the approval of their respective Law Officers, the Members of this Conference will endeavour to procure the passing of a similar Bill in their respective Legislatures.”

The Honorable R. RAMSAY, with the consent of the Conference, moved the following resolution, which was unanimously agreed to :—

“That in the opinion of the Conference it is desirable that a uniform Telegraphic Code should be adopted by the several Australasian Colonies.”

The Report of the Proceedings of the Conference having been carefully considered and amended in certain particulars, was finally adopted.

On the motion of the Honorable CHARLES STUART MEIN the following resolutions were unanimously passed by the Conference :—

“1. That the thanks of the Conference be given to the Honorable John Robertson for the valuable services rendered by him as Chairman of the Conference.”

“2. That the Chairman be requested to convey the thanks of the Conference to Alex. C. Budge, Esq., for the efficient services rendered by him as Secretary to the Conference.”

The Conference then adjourned *sine die*.

JOHN ROBERTSON,
Chairman.

ALEX. C. BUDGE,
Secretary.

1877.

NEW SOUTH WALES.

CONFERENCE ON CABLE DUPLICATION.

(PAPERS LAID BEFORE THE CONFERENCE.)

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(1.) Delay in transmission of cable telegrams.....	29
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CABLE CONFERENCE.

[Laid before the Conference by the Chairman.]

PROPOSALS for a Duplicate Telegraph Cable to connect the Australasian Colonies with the rest of the World.

- M. 17,605.
18 May. THE Colonial Secretary's letter on this subject was addressed to Victoria, Queensland, Tasmania, New Zealand, and South Australia. The following are the four routes indicated in it:—
1. Sydney to New Zealand, thence by the Sandwich Islands to San Francisco.
 2. From Normanton by cable, the line ultimately taking the same course as 3 and 4.
 3. From Port Darwin by cable, by the side of present cable, passing by land through Sumatra and *via* Malacca, instead of by cable to Singapore.
 4. From Port Darwin by cable, touching at Copang.
76. 3,676.
20 May. The French Consul's letter concerning the co-operation of New Caledonia, was communicated to the same Colonies.
76. 3,966. There is a letter from Mr. Audley Coote, dated June 5, in which he suggests three routes as preferable, for certain reasons, to those above mentioned—two of them by way of North-west Cape (Western Australia) and Singapore; the third by Perth and Ceylon.
76. 4,242.
5 June. This project of taking the line by way of Western Australia is also set forth in a letter from Mr. J. Hogan to the Postmaster General. It also finds favour with Sir Julius Vogel and with the Governments of Western Australia and South Australia.
- 76/4140.
6 June. From all the Colonies replies have been received to Mr. Robertson's letter.
- 76/4694.
24 June. The Chief Secretary of *Victoria* says that the matter shall receive the earnest attention of his Government.
- 76/4350.
16 June. South Australia could not entertain 1 or 2, as too costly. It would be most advantageous to adopt 3 or 4, the selection being left to the Eastern Extension Telegraph Company; but if line be taken through Java the Company must have an independent land wire. But 2, other routes are suggested as worthy of consideration; (a) from North West Cape, or Roeburne, by Java to Singapore; (b) from the west coast direct to Galle. A duplicate cable from Port Darwin would however be the readiest and cheapest. In any circumstances they ought not to be required to contribute to the cable subsidy. The overland telegraph line ought to be regarded as an intercolonial undertaking, and the cost should be borne by the Colonies using it. The E.E. Telegraph Company ought to be required to keep a steamer always near Port Darwin, and a continued interruption for a given time should entail deductions from the subsidy.
- 76/4551. As to *Queensland*, the Postmaster General stated that she was prepared to contribute to a subsidy for a cable from Kimberley (Norman Mouth) to Singapore, contributions being based on population. Telegram of 26 June says that without defined proposition from the other Colonies she cannot at present do anything.
- 76/4546. The Colonial Secretary of *New Zealand* sends copies of a memorandum of the Commissioner of Telegraphs (Sir Julius Vogel). He is in favour of a cable from the West Coast, and proposes three lines, which are the same as those suggested by Mr. Audley Coote. (See above). There are so many details that correspondence will not settle the matter; and for this reason, as well as for the discussion of many questions connected with cable communication, a Conference is desirable. With regard to Mr. Coote, Sir Julius Vogel points out that "his principals were not willing or not able to carry out the arrangements he formerly made."
- 76/3,944. From Tasmania there is only an acknowledgment.
- 76/4,595.
10 June. Western Australia (not addressed by Mr. Robertson) sends a copy of a letter sent to New Zealand (in continuation of correspondence between the two Colonies), enclosing a minute of Executive Council on Sir Julius Vogel's memo. already mentioned. This Colony is favourable to the holding of a Conference, at which it is thought the Government of India ought to be represented. She is in favour of a cable from her west coast to Ceylon by way of the Cocos Islands. 20 July, 1876.
- Later correspondence on this subject is noted below.
- Mr. Cracknell, in his telegram of 9th September, from London, expresses the opinion that the cheapest and only necessary (for the present) duplication is one between Singapore and Banjowangie. He thinks that later a cable might be laid from Banjowangie to North-west Cape. (See his letter of 29th September, 1876.)
- M. 3323/B.
2 June, 1876. The Secretary of State sends a communication from the Chairman of the Eastern Extension Telegraph Company setting forth a proposal for a cable from Penang to Rangoon, as supplementary to the line from Madras to Penang.
- 76-5474.
6922.
8072. Mr. Audley Coote gives the Governments the choice of several projects so far as concerns terms; a guarantee of interest, a subsidy, or the direct purchase of a cable.
- 76-7199.
14 Sep., 1876. The Consul of France sends a letter from the Governor of New Caledonia, with enclosure, setting forth the advantages of a line of telegraph between Australia and America. This is a project which is admitted to be too expensive without the assistance of the United States.
- 76-9098
19 Oct., 1876. The Agent General encloses a communication from the Chairman of the Eastern Extension Telegraph Company. That Company being made aware of the correspondence that had passed in Australia, had considered the subject and now desired to offer certain proposals, which are set forth at length in the printed paper. They have in view two routes—one from Port Darwin to Banjoewangie, the other from North-west Cape to the same place—with a direct cable between Banjoewangie and Singapore. The cost would be for these respective lines £540,000 and £500,000, and on either amount the Company would require a subsidy of 6 per cent., and 3 per cent. for a reserve fund for repairing and replacing the cable. The annual payments would be thus for the respective routes £48,600 and £45,000.

5 January, 1876.

JOHN ROBERTSON.

No. 2.

Commodore Hoskins to His Excellency the Governor, on subject of Rewards for apprehension of Deserters from the Navy and Free Telegraph Messages on Naval Service.

Sir,

H. M. Ship "Wolverene," at Sydney,
23 January, 1877.

The approaching Intercolonial Conference about to assemble here at your suggestion appears to me to afford an opportunity of arriving at an harmonious arrangement respecting two matters affecting our naval interests, and I would ask your Excellency, should you see no objection thereto, to direct the attention of the Conference to them.

The first is the payment of a reward of five pounds by the Governments of the several Colonies for the apprehension of deserters from the Navy, as a stimulus to activity on the part of the Police. The second is the payment for telegrams on purely Naval Service matters.

2. With respect to the first, the Government of New Zealand has for many years made such a payment, and with the best result; and though the practice has been suspended of late in the Australian Colonies, the order to make them appears never to have been rescinded, and I have received from yourself and the Governors of Victoria and Tasmania an intimation that your Governments are willing to renew it.

3. I attach great importance to it, as I have already explained to your Excellency in my letters of the 16th August and 21st November, 1876, as one means of checking the great loss of men by desertion which our ships now suffer on this station, a loss which bears hardly on our resources in men at home, and which must prevent not only an increase to the Force now on the station, but also any hopes of visits from the squadron which is kept up for the purpose of instruction and of periodically visiting our Foreign stations.

4. With respect to the telegraph question, it seems so obvious that the necessary official telegrams of a squadron maintained here for the benefit and protection of the Colonies should pass, like their own official telegrams, free of charge, that I am sure it is only necessary that it should be mentioned for the concession to be made; and I only consider it desirable to bring it forward in order to have the principle authoritatively established and recorded with the general consent of all the Colonies.

I have, &c.,

A. H. HOSKINS,

Commodore.

No. 3.

Report of the Eastern Extension Australasia and China Telegraph Company, Limited.

DIRECTORS.

John Pender, Esq., M.P., *Chairman*.
The Right Honorable W. N. Massey, M.P.,
Vice-Chairman.
Sir James Anderson.
Francis Augustus Bevan, Esq.
Baron Emile D'Erlanger.
Charles William Earle, Esq.

Sir Thomas Fairbairn, Bart.
Lord William Montagu Hay.
The Right Honorable Viscount Monck.
William M'Arthur, Esq., M.P.
George Garden Nicol, Esq.
Philip Rawson, Esq.

MANAGING DIRECTOR.

Colonel T. G. Glover, R.E.

ACTING SECRETARY.

Mr. F. E. Hesse.

The Directors submit the annexed half-yearly report and balance sheet to the 30th June last.

The gross earnings for the half-year have amounted to £98,542 3s. 0d. The working expenses, cost of repairs, payment of income tax, interest on debentures, &c., amount to £43,910 19s. 3d. The sum of £581 3s. 2d. mentioned in the last half-yearly report as the expenses incidental to the issue of debentures and laying of the New Zealand cable has, with a small additional amount of £10 0s. 10d., been charged against the revenue of the half-year under review. The balance of profit amounts to £54,631 3s. 9d.

One interim dividend of $1\frac{1}{4}$ per cent., amounting to £24,968 15s. 0d., has been paid, and another of similar amount is payable on the 16th instant, leaving the sum of £4,693 13s. 9d. to be carried forward.

The Directors regret that the Penang-Madras section of the Company's cables, which broke near the Nicobar Islands on the 27th March last, has not yet been repaired, owing to the continuance of the monsoon since that date. The repairing ship "Agnes" has been almost constantly on the site of the interruption, but the weather has been so severe as to frustrate all attempts at repair. The termination of the monsoon may now be daily expected, when there will be no difficulty in restoring the communication, the fault being in shallow water.

The Port Darwin section of the cable broke on the 24th April, and was repaired on the 7th August by the Company's S.S. "Edinburgh," which left her station for that purpose by permission of the Governments of New Zealand and New South Wales.

The duplicate cable to be laid between Penang and Rangoon, which was sanctioned at an extraordinary general meeting held on the 16th December, 1875, is in course of manufacture, and will be laid early next year.

Out of the total authorized issue of £320,000 6 per cent. Debentures, £278,500 were allotted up to the 30th June last. The balance has since been issued.

The

BALANCE SHEET, 30th June, 1876.

To Capital—	£	s.	d.	By Capital Expenditure—	£	s.	d.	£	s.	d.
300,000 Shares of £10 each £3,000,000	0	0	0	As per last Account	2,208,034	2	7			
Less 100,250 Shares of £10 unissued 1,002,500	0	0	0	Add final payments under New Zealand Cable Contract	60,050	0	0			
199,750 Shares of £10 each.	1,997,500	0	0	„ Cost of furniture, and sundry expenses in opening Sydney and Nelson stations	3,263	5	10			
„ Mortgage Debenture Bonds— As per last Account	3,200	0	0	„ First payment under Rangoon and Penang Cable Contract	17,000	0	0	2,271,347	8	5
Less redeemed during the half-year, 32 Bonds of £100 each	3,200	0	0	„ Cost of S.S. Edinburgh and stores	15,000	0	0			
„ Debenture Bonds— 3,200 Bonds of £100 each at 6 o/o				„ Spare Cable and other stores	10,359	11	2			
Less 415 unissued				„ Bills receivable	40,034	15	1			
2,785 Bonds of £100 each	278,500	0	0	„ Remittances in transit	11,210	3	7			
„ Reserve Fund, as above	119,393	3	0	„ Investments on account of Reserve Fund— United States 5 o/o Funded Loan	51,331	5	0			
„ Traffic and other Credit Balances	14,831	18	1	Portuguese Government 3 o/o bonds	4,992	0	0	56,323	5	0
„ Bills Payable	300	0	0	„ Traffic and other debit balances				18,613	19	0
„ Proprietors for Debenture Interest	6,960	17	7	„ Cash balances— At stations	3,750	5	8			
„ Proprietors for Dividends— Unclaimed Dividends	135	1	6	In London :— Current accounts	8,599	1	4			
First Interim Dividend, 2/6 per share, paid 15th July, 1876	24,968	15	0	On deposit	20,000	0	0			
Second Interim Divi- dend, 2/6 per share, payable 16th October, 1876	24,968	15	0	In hand	13	14	8	32,363	1	8
„ Revenue Account Balance	50,072	11	6					£2,472,252	3	11
	4,693	13	9							
	<u>£2,472,252</u>	<u>3</u>	<u>11</u>							

LONDON, 4th October, 1876.

Audited and found correct,

JOHN BALL,
HENRY DEVER, } Auditors.

No. 4.

The Hon. Secretary, Victorian Humane Society, to The Chairman of the
Intercolonial Conference.

On the subject of Life Saving Apparatus at Sea.

Sir,

Victorian Humane Society,
62, Collins-street East, Melbourne, 19 January, 1877.

1. I have the honor to state, for the information of yourself and the members of the Intercolonial Conference, that the Directors of the Victorian Humane Society have lately had under their consideration the subject of Life-saving Apparatus to be used at sea, and the very inadequate law at present in force relating to shipowners providing the same.

2. It is hoped that although the Conference is to be held for a special purpose, yet the great importance of this subject may have sufficient weight with yourself and colleagues, so that consideration may be given to it, with a view to the different Governments in Australia and New Zealand introducing an Act in their respective Legislatures that shall be uniform in its purpose, and by which ship-owners and others may be compelled to provide the most efficient and approved life-saving appliances on board all vessels registered in Australasia and New Zealand.

3. The Directors being sensible of the unsatisfactory state of the law in Victoria relating to this subject, which only requires that a limited number of life-boats and two (2) life-buoys shall be provided, irrespective of the number of passengers or crew, have presented a petition to the Government, praying that the existing law may be amended and a more stringent and comprehensive Act introduced and passed if possible, so that all sea-going vessels may be compelled to carry a supply of life-saving apparatus, in proportion to the number of persons on board.

4. The Premier of Victoria (the Hon. Sir Jas. M'Culloch) has promised that the petition of the Directors shall have the careful consideration of the Government, with a view to legislating on this most important matter during the next session of Parliament.

5. The efforts of the Society, and any legislation arising therefrom, will but imperfectly attain the desired object, unless the whole of the Colonies unite and agree to pass an Act that shall be uniform in its provisions, and which, in the interest of humanity, is so urgently required.

6. The numerous disastrous shipwrecks, accompanied by loss of life, that have occurred in Australian waters have unfortunately "too clearly proved" how very imperfect are the arrangements made for the protection and possible preservation of human life at sea.

7. It is clearly the duty of ship-owners to take every precaution, in order that the lives of those entrusted to their care, are protected by every means that science and ingenuity can devise, and a serious responsibility must rest on those who neglect to do so.

8. The attention of the shipowners in Victoria has been directed to this most important question, and it has been suggested for their consideration that, after the successful experiments made in the English Channel in July last, for the purpose of testing various inventions of life-saving appliances, it is advisable that every steamer and other vessel (especially those carrying passengers) should be provided with a sufficient number of cork life-jackets, to permit the use of one by every person on board in case of accident.

9. It is gratifying to mention that Capt. Wm. Howard Smith, steamship proprietor of this city, has adopted the suggestions of the Directors.

10. In suggesting the use of the life-jacket, the directors are impressed with the fact that it can be hung in every cabin, can be easily adjusted, and ready for use on every emergency.

11. The "Merchant Shipping Acts Amendment Act," passed during the last session of the Imperial Parliament, contains several provisions which might be adopted with advantage by the Colonial Legislatures when dealing with the desired amendment of the existing law relating to shipping passenger accommodation, &c., &c.

12. Any amendment of the present law should be with the object of preventing the over crowding of either passengers or cargo, which not unfrequently occurs at the present time, a practice that is reprehensible in the extreme, and which cannot be too severely condemned and punished if persisted in.

13. The boat accommodation is also very imperfect, requiring stringent regulations respecting the class and capabilities of all boats carried, and the means for lowering the same.

14. As it is impossible that a more favourable opportunity can be desired for having this subject brought under the consideration of the representatives of the various Governments, I respectfully beg that an earnest attention may be given to it, and that a determined course of action may be jointly agreed upon, so that we may hope to have an uniform Act passed with the least possible delay, having for its object the better preservation of life at sea.

I have, &c.,
J. ELLIS STEWART,
Honorary Secretary, V.H.S.

Audley

Audley Coote, Esq., to The Postmaster General, Sydney.

Petty's Hotel, Sydney, 23 January, 1877.

Sir,

Re Duplicate Cable to London.

Permit me to inform you that I reached here on the 19th instant, for the purpose of laying before your Government and the Representatives of the other Australian Governments attending the Duplicate Cable Conference in this City, an offer to connect Australia with London by a complete duplicate telegraph cable and wires.

I have now the honor to submit, on behalf of the Messrs. Siemens Brothers, of London, and of the Indo-Australian Telegraph Company, the following proposals, viz. :—

1st.—By cable to be supplied from Normanton, or some other point in Queensland to be agreed upon, to Banjoewangi, for a subsidy of £40,000 a year for 20 years.

2nd.—By cable from Queensland to Singapore *via* Timor and Sourabaya, for a subsidy of £50,000.

3rd.—By cable from Queensland to False Point in India, touching at Timor, Sourabaya, Singapore, Penang, and Andaman Islands, £65,000. If allowed to go by cable from Penang to Rangoon, *via* Pak-chan River instead of False Point, £60,000.

4th.—By cable to be supplied from a point in Western Australia to be agreed upon, to Singapore, 45,000.

5th.—By cable from Western Australia to Rangoon, *via* Singapore and Penang, £55,000.

6th.—By cable from Western Australia to False Point in India, *via* Singapore, £60,000.

7th.—By cable from Western Australia to Ceylon, *via* Anjer, £60,000.

Permit me also to inform you that I have the above proposals with the subsidies and routes marked and laid down on an Admiralty Chart, which clearly shows each proposal and route; and as I have been in correspondence with all the Australian Governments on this important undertaking, I shall be glad if the Conference will grant me an interview, and so enable me to explain or answer any questions the delegates may think proper to ask.

In conclusion, permit me to add, that in all the proposals I have had the honor of submitting, a complete duplicate system to London is guaranteed.

I have, &c.,

AUDLEY COOTE.

No. 5.

Audley Coote, Esq., to the Postmaster General, Sydney.

Re Duplicate Cable to London.

Sir,

Petty's Hotel, Sydney, 25 January, 1877.

Permit me to confirm my letter to you of the 23rd instant, and allow me to add thereto, and I shall be glad if you will read therewith, in explanation to a point that has been named in the negotiations by the competing Company, viz. :—

“That in the event of a war in Europe the lines of the Company I represent might become interrupted.”

In answer to this, permit me to say that our lines do not pass through Turkey, but traverse far to the north of any likely outbreak of war; and you will please note by the maps that where interruptions might take place, cables duplicating these wires have been laid all through the Persian Gulf, and during the Franco-Prussian war these lines were not interrupted for a single day, and therefore not likely to be interfered with now, making my principals to hope that this is one of the strongest points in their favour. “On the other hand” the competing Company who have raised this point would most assuredly have its cables cut directly war was declared, which could not be repaired for months, and then only to be cut again, which, in my humble opinion, will make it impossible to keep up communication without a complete duplicate line.

I have, &c.,

AUDLEY COOTE.

No. 6.

Messrs. Knevett and Taylor to President of Conference.

Eastern Extension Australasia and China Telegraph Company (Limited),

Sydney, 26 January, 1877.

Sir,

We have the honor most respectfully to state, that the Chairman of this Company has desired us to place ourselves at the disposal of the Australasian Government Delegates in Conference assembled in Sydney.

We have been directed to supply them with any information in our power that may assist them in deciding upon the question of the Duplication of International Cables.

In pursuance thereof we shall have great pleasure in waiting upon the Honorable Delegates; and in the event of any further information being required, we shall be happy to obtain it direct and express from London.

We have, &c.,

SAMUEL KNEVETT,

Agent to the Company.

W. GRIGOR TAYLOR,

Superintendent and Electrician, New Zealand Cable.

No. 7.

No. 7.

CABLE CONFERENCE.

RETURNS laid before the Conference by the Hon. Sir Henry Ayers, K.C.M.G.

PORT DARWIN LINE INTERRUPTIONS.

When Interrupted.	When Restored.	Where Between.
1872.		
27 August	30 August	Peake and Charlotte Waters.
18 November	21 November	" "
1873.		
28 January	1 February	Beltana and Strangway's Springs.
6 March	10 March	Peake and Charlotte Waters.
8 April	10 April	Katherine and Yam Creek.
28 May	31 May	Alice Springs and Barrow's Creek.
24 August	26 August	Daly Waters and Katherine.
16 September	18 September	Tenant's Creek and Powell's Creek.
4 December	7 December	Daly Waters and Katherine.
1874.		
17 January	20 January	Powell's Creek and Daly Waters.
23 March	25 March	Daly Waters and Katherine.
25 March	27 March	Port Augusta and Beltana.
21 May	23 May	
4 July	7 July	Daly " Waters and " Katherine.
14 August	16 August	" " "
25 September	27 September	Charlotte Waters and Alice Springs.
9 October	13 October	Yam Creek and Southport.
1875.		
30 January	31 January	Charlotte Waters and Alice Springs.
18 March	21 March	Daly Waters and Katherine.
29 May	31 May	Beltana and Strangway's Springs.
10 June	12 June	Powell's Creek and Daly Waters.
15 August	17 August	Yam Creek and Southport.
3 September	5 September	Powell's Creek and Daly Waters.
18 October	21 October	Peake and Charlotte Waters.
10 December	12 December	Charlotte Waters and Alice Spring.
1876.		
26 February	28 February	Tennant's Creek and Powell's Creek.
15 March	17 March	Powell's Creek and Daly Waters.
26 April	29 April	Beltana and Strangway's Springs.
8 May	14 May	Port Augusta and Beltana.
29 May	31 May	Barrow's Creek and Tennant's Creek.
30 May	3 June	Peake and Charlotte Waters.
11 September	15 September	Beltana and Strangway's Springs.
12 September	15 September	Port Augusta and Beltana.
10 November	13 November	Beltana and Strangway's Springs.
27 December	30 December	Powell's Creek and Daly Waters.

No. 8.

CABLE INTERRUPTIONS.

When Interrupted.	When Restored.	Where between.
1872.		
22 June	20 October	Port Darwin and Banjoewangie.
1873.		
21 February	24 February	Land-line between Boezki and Banjoewangie.
31 March	2 April	Batavia and Singapore.
12 May	26 May	Penang and Madras.
11 July	13 July	Land-line 30 miles from Banjoewangie.
20 November	23 November	Singapore and Penang.
1874.		
20 May	31 May	Batavia and Singapore.
13 August	15 August	" "
16 August	23 August	" "
10 December	29 December	" "
Floating Station was established 16 miles from Batavia, with daily steam communication to Singapore, on the 18th December.		
1875.		
2 September	16 September	Batavia and Singapore.
5 November	8 November	" "
15 November	24 December	Penang and Madras.
1876.		
28 March	24 August	Penang and Madras.
24 April	7 August	Port Darwin and Java.
22 October	30 November	Batavia and Singapore.

CABLE CONFERENCE.

[Laid before the Conference.]

STATEMENT showing the several proposals and suggestions in regard to the Duplicate Cable to connect Europe with the Australasian Colonies.

By whom proposed or suggested.	Route.	Estimated Length.	Estimated Amount of Subsidy per annum.	Remarks.
Sir Julius Vogel.....	<i>Via</i> India and Suez	Miles.	.....	Route would not be through any Foreign country—See memo. of 4th April—fo. 1.
Colonial Secretary, New South Wales	Port Darwin, Malacca, and Sumatra.	.....	.....	See Colonial Secretary's letter of 18th May, 1876—fos. 3 and 4.
	Port Darwin, Copang, Java, &c.	.....	.....	See Colonial Secretary's letter of 18th May, 1876—fos. 3 and 4. Estimated cost £750,000.
Mr. S. W. M'Gowan	Point de Galle and Western Australia.	.....	.....	See memo of 26th May, 1876,—fos. 4 and 5.
Captain Coote	Normantown, Timor, Batavia, India.	.....	£40,000	See letter of 6th June—fo. 6, and letter of 19th June—fos. 6, 7, and 8. Will also reduce rates to £3 per message, and 6s. per word over ten words. In further letter of 18th July—See fos. 8 and 9. Geraldton is suggested as starting point in Western Australia instead of Exmouth Gulf.
	Normantown, Timor, Sourabaya, India.	.....	£55,000	
	Normantown, Penang, Port Blair, India.	.....	£65,000	
	Exmouth Gulf, Western Australia, Banjoewangie, Batavia, India.	.....	£30,000	
	Exmouth Gulf to Anger and India.	.....	£35,000	
	Perth to Ceylon .....	.....	£55,000	
Eastern Extension Company.....	Establishment of Line between Rangoon and Penang.	.....	.....	See letter and enclosures forwarded with dispatch from Secretary of State, dated 2nd June—fos. 12, 13, 14, and 15.
	Singapore to Australia .....	.....	6 per cent. on outlay, and 5 per cent. as a reserve fund.	See papers accompanying dispatch from Secretary of State of 7th July—fos. 15, 16, and 17.
	Darwin to Banjoewangie	2,151	6 per cent. on outlay, and 3 per cent. as a reserve fund.	Outlay estimated to cost £540,000. See papers accompanying letter from Agent-General (Victoria), dated 27th October—fo. 18. Outlay estimated to cost £500,000. Will also reduce present Tariff, if such reduction does not reduce present income.
N.W. Cape Western Australia to Banjoewangie, with direct cable to Singapore.	1,973	6 per cent. on outlay, and 3 per cent. as a reserve fund.		
Mr. Cracknell.....	Singapore to Banjoewangie	900	.....	See letter from Mr. Cracknell, dated 23rd August—fo. 11, also telegrams of 12th September and 11 October—fos. 11 and 17.
Mr. Todd	Singapore to Banjoewangie	900	.....	See papers accompanying letter from Chief Secretary, South Australia, dated 14th November—fo. 18.
Mr. F. Gisborne ...	Calcutta or Rangoon to Singapore and thence to Queensland.	.....	.....	See letter from Mr. Gisborne, accompanying Mr. M'Gowan's letter of 25th November—fo. 19.
Mr. T. R. James ...	N.W. Cape Western Australia to Aden, <i>via</i> Mauritius.	.....	.....	See Mr. James' memo. of 17th June—fo. 19.

No. 10.

CABLE CONFERENCE.

[Laid before the Conference.]

PROPOSED ADDITIONAL TELEGRAPHIC COMMUNICATION BETWEEN ENGLAND AND AUSTRALIA.

The Eastern Extension Australasia and China Telegraph Company (Limited),
66, Old Broad-street, London, E.C.

3 October, 1876.

A CORRESPONDENCE that has taken place between the different Australasian Colonies on the subject of additional Cable Telegraphic Communication having lately been officially published by the Government of South Australia, and the name of this Company having been prominently mentioned as the most fitting body to carry out the views therein expressed, the Directors have had the matter under their most serious consideration, and they offer the following proposals as the result of their deliberations:—

The present amount of traffic and the income derivable from it would not justify this Company in undertaking this large extension, which involves a very considerable outlay of money, without assistance on the part of the Colonies. The number of messages between Australia and all parts of the world during the year 1875 was 11,075, of twenty words each, averaging thirty-two messages daily, the transmission of which does not afford occupation for the present cable for more than two hours a day. There has been no marked growth in the traffic since the opening of the line in 1872; the number of messages in 1873 being 11,047, and in 1874, 11,513, so that there would appear to be no great hope of any large extension in the future. During the year 1875 the income derived by the Company from Australian messages amounted to £62,172, but when from this is deducted the cost of working and of the maintenance and repair of the cable, it will be seen that a very small return remains on the capital of £600,000 which was originally invested in the scheme.

The duplication, as is above shown, not being necessary on account of the traffic, it is evident that if carried out it will be entirely in the interests of the Colonies, as an insurance against interruptions to which submarine cables are from time to time liable. Under these circumstances, it is but right that the Governments should bear the expense involved.

In order to lay down this cable it will be necessary that the money be raised by the Company on the security of its property in the public market. When laying down the New Zealand cable, the Company had to raise money at the rate of 6 per cent., nor does it see any reason for supposing that it will be able to obtain the large sum requisite for this scheme on more favourable terms. The Governments of Australia, however, might, by assisting the Company with a guarantee for the raising of this money, enable them to do so at a more favourable rate, in which case, of course, this advantage would be credited to those Governments. The Company would, therefore, require the Governments to subsidise them to the amount of the interest that would be payable on the capital obtained; and moreover, as cables are of a perishable nature, and it is necessary to renew them from time to time, it becomes imperative, in order to secure permanency of communication, that a reserve fund should be laid by annually, which by its accumulation would enable a new cable to be put down after a certain period. Experience does not exist as to the actual life of a cable, and indeed it must vary according to the surrounding circumstances; but taking into consideration the warm shallow seas in which the greater part of this cable is to be laid, teeming as they do with animal life, which has hitherto proved very destructive to the cables already submerged, it would not be fair in the present instance to estimate it at too long duration.

There will doubtless be other Companies offering to provide a new cable; but this Company cannot see how, in the face of the present traffic, an independent Company could exist. Contractors for their own personal gain may endeavour to get up an opposition cable, but it would only be at a loss to the shareholders who might take the property off their hands. The result, therefore, of another and second independent line would be that there would be two struggling Companies, each trying to procure a livelihood from an insufficient traffic, which would prove so unremunerative that in case of accident to either of them it would become a question with the shareholders whether it would be worth their while to repair the line, by further outlay. The consequence would be that the Colonies would be again reduced to a single line, and the object of the attempted duplication would be defeated.

The only hope of duplication is in the present Company, which already possesses one line, and which, with a subsidy and the amount of its present traffic, would be in a position to maintain the two lines in fair and efficient order.

It may also be noted that the duplication now under consideration extends only as far as Singapore, so that any new Company that might undertake it would have to continue the extension to India, in which case the expense would be so great that any subsidy, unless very large, would be inadequate. This Company however, already possesses one line between Singapore and India, and has entered into a contract for a second, which will be laid down by the end of the present year. The Colonies, therefore, would be in possession of a duplicate line the whole way between India and Australia, should they complete negotiations with this Company.

With regard to the reduction of the tariff which is also mooted, this question is entirely separate from the foregoing.

The present cable derives an income of £62,172 per annum, which, as has already been observed, is very inadequate for the service performed and the risky nature of the property. Should the Colonies require any reduction of the present tariff the Company will be happy to meet their views, but they cannot assent to any proposal that would diminish their present income. The negotiations, therefore, will have to be based upon a calculation which would make up to the Company the sum that they would lose by the reduction of the tariff that might be agreed upon.

While

While on this subject it may, however, be worth observation that the cry against the present tariff is not altogether just. The telegraph is employed almost exclusively for commercial purposes, and every mercantile house possesses a code of its own, which by the use of one word conveys the meaning of a sentence. The Company charges for this one word only; but if the sender of the message were to divide the cost of this word over the words whose meaning it secretly conveys, it would be found that the expense is not so very great. Again, admitting that a reduction may be feasible to the extent of one-half of the present rate, it would still be found that the tariff would be so high that no very great extension of traffic would follow, certainly not in proportion to the ratio of decrease of cost, and the result would consequently be a loss to the Company. At the recent Convention at St. Petersburg it was the unanimous opinion of all Submarine Companies that the expansion of communication was very disappointing, and that at the existing rates the business was not remunerative.

It appears to the Company that the shortest route for the new cable would be the best, as requiring the least expenditure of capital, and therefore the most advantageous to the Colonies.

There are two routes which in this view suggest themselves—the one going from Port Darwin and following the line of the present cable to Banjoewangie, and the other starting from North-west Cape, in Western Australia, and going to the same point. Whichever of these schemes may be adopted, the Company would propose to carry on the communication to Singapore by a cable laid direct between there and Banjoewangie, in place of taking the messages over the lines of the Java Government.

In case of the cable from Port Darwin to Singapore touching at Banjoewangie, the distance would be 2,151 miles, and its cost £540,000; in case of the cable going from North-west Cape, also touching at Banjoewangie, the distance would be 1,973 miles, costing about £500,000.

The Company would require a subsidy of 6 per cent. on these sums, according to whichever route may be adopted. This amount is necessary in order to pay the interest on the capital that would have to be raised in the open market. In addition to this, the Company would require a sum of 3 per cent. to be laid by as a reserve to meet any repairs that might be necessary to the cable, and also to provide a sum for replacing it as it may become worn out. This sum would have to be guaranteed for a term of twenty-two years, in which time it is calculated that if 3 per cent. on any sum is laid by annually and invested at 4 per cent., the original capital will be reproduced. The sums, therefore, required would be, if the cable went from Port Darwin, £48,600, or, if from North-west Cape, £45,000 per annum.

JOHN PENDER, Chairman,
Eastern Extension Australasia and China
Telegraph Company.

No. 11.

CABLE CONFERENCE.

[*Laid before the Conference by the Chairman.*]

Telegram from John Pender, Esq., M.P., on the subject of Duplication of Telegraph Cables.

PRESIDENT Telegraphic Conference, Sydney. The Conference being about to meet, we have instructed our agents, Messrs. Taylor and Knevet, to place themselves at your disposal, and in the event of you wishing to communicate direct with Company our telegraphic system is at your service free of charge. We shall be happy to telegraph you every information you may desire, being anxious to meet wishes and give every facility for carrying out object of Conference. With respect to route for duplicate cable, we find that from North-west Cape to Galle full of danger, repairs in deep water almost impossible on account of prevailing trade-winds.

No. 12.

CABLE CONFERENCE.

[*Laid before the Conference by the Honorable R. Ramsay.*]

Respecting delays in the transmission of Cable Telegrams.
Absence of official information as to interruption on Lines.
Mutilation of Messages.

Memorandum for Hugh George, Esq., General Manager.

"THE ARGUS."

As a conference of representatives from the several Colonies is about to assemble in Sydney for the discussion of Telegraph Cable matters, I accept this as a favourable opportunity of bringing under your notice the various complaints which have from time to time arisen, and continue to arise, in connection with the cable messages received by "*The Argus*" on behalf of the Associated Press. These complaints are principally delays in transmission, the absence of official information as to interruptions on the lines and the mutilation of messages; and with these I propose to deal singly.

"*The Argus*" is the only newspaper receiving press telegrams of public news through the cable, and, as representing the Associated Press, all such messages addressed to "*The Argus*" are distributed, over the whole press in Victoria, New South Wales, South Australia, Queensland, Tasmania, and New Zealand.

DELAYS IN TRANSMISSION.

From some cause, at present not sufficiently traceable, "*The Argus*" messages from Singapore and London have not latterly been transmitted over the lines with that despatch formerly employed, and the consequence is that the messages bearing early dates at either or both of these points of departure seldom reach their destination until a very late hour of the night, which apart from being highly inconvenient causes the loss of valuable news to a large section of the country press in all the Colonies. Not unfrequently we obtain advice of a batch of cable messages "coming," and often have to wait an hour or even two, before they actually arrive. In such case the delay must rest with the Telegraph Department of South Australia.

NOTICE

NOTICE OF INTERRUPTIONS.

We have very frequently had to complain of the absence of all information in regard to interruptions, whether on the cable or land line; and it has very often happened that until the repairs are effected no official information has been given that any interruption has taken place. A number of country stations are nightly kept on hand, in anticipation of cable news, and cannot be released from duty until some notification is received from Adelaide, and therefore early intimation of interruptions on the lines would save much loss of time, trouble, and expense. To the reading public, too, who follow the progress of events in Europe from day to day, some explanation should be afforded for the non-appearance of cable intelligence. If the general rule was followed to give priority to press messages after those of the Government, much inconvenience, I think, would be obviated, and much loss of time saved, as at present, hours are frequently wasted to no purpose. Mr. Todd, in a letter under date 10th January, 1875, and addressed to you, says, "This office (South Australia) shall be advised if there is no message for your newspaper, which advice will be at once repeated to the Melbourne office." This, I regret to say, has not been acted upon.

THE MUTILATION OF MESSAGES.

The messages addressed to the *Argus* are seldom, if ever, correctly interpreted, and the wording is so terribly mutilated in the course of transmission as to render their deciphering an operation of the utmost difficulty. Thus, it often happens that we find different interpretations of the same messages given in all the Colonies, owing, in a great measure, to so much being left to mere guess work. This mutilation is said to have its origin in Java, where the messages pass through the hands of Dutch operators, and this statement is to a great extent confirmed from the fact that nearly all the "repeats of corrections" come from Batavia. The majority of our messages containing general news are sent from Singapore, and it can scarcely be credited that the telegrams could be received in Java from Singapore through only a short line of cable in such a state as we invariably receive them. Although there is some slight difference between the alphabets adopted on the cable and land lines, the errors that would be thereby caused are so simple and few that they could, as a rule, be easily detected. If each newspaper had to find its own interpretation of the originals the results would be simply absurd. The effect of these mutilations is obvious, and as an illustration I append a few specimens of some of the messages received only during the last month, and the sample affords a very fair specimen of the bulk:—

"Singapore, (no date.)

"Depetris declared Italy cannot abandon Treaty Paris. All essays approval, all refrentum. Gratnffs proposal despoleres approving their decisions. Kabinck defered resolution occupation Bulgaria pending reference Queen. Propose 6,000 Belgians occupy. Disraelig Fortress Belgrade fired Australian monitor."

"Singapore, 15th Dec.

"French Ministry remodelled. Simon, Premier. Interior, Martha, Justice. Others remain. This serimous conflict M'Mahon left indeed."

"Singapore, 6th December.

"Kistmaryk Reichstach Russia seekn not great conquests, asks Ris only cooperan conference amelooran Christian's triple alliance subsists, Germany's friendship, England equally traditional, believed difference England and Russia be arranged, Germany's task medcate Powers lokalize war, if efforts fudle, cannot conjecture future."

In other messages "special" was given in place of "speech," at the commencement of a message; "Pow" for population, "collander" for commander, "mountin" for maintain, "revny" for recently; and other errors too numerous to mention.

But such extraordinary contortions often serve to destroy the whole meaning of a sentence. For instance, the word "Costi," in a message relating to the Eastern Question, was quite unintelligible, and had to be omitted. These instances could be multiplied to any extent, and are sometimes most aggravating as well as perplexing. The word "Powers" for "Porte" entirely subverted the whole meaning of a message.

January 15, 1877.

EUGENE C. AMSWICK, R.A.P.

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No. 13.

CABLE CONFERENCE.

[*Laid before the Conference by the Chairman.*]*Translation.*

Mr. E. Nutt to The Colonial Secretary.

No. 14.

Noumea, 23 January, 1877.

Sir,

I have the honor to inform you that, from information which has lately reached me, and which appears to have a certain consistency, it would seem that the Austral-American Company which at the present time manages the Sydney, Auckland, and San Francisco line is about to annul its contract, and that communication by the large packet-boats and Fiji will also be suppressed.

Should this information be correct, I shall be very much obliged to you if you will be kind enough to let me know whether a new enterprise going to San Francisco would be disposed to call at Noumea, and in that case to tell me what would be the amount of the subsidy which would be required by the Government for serving our Colony.

I should then have to consider what propositions I could make to the Governor of New Caledonia, in relation to our financial resources.

Accept, sir, the assurance of my high consideration.

ED. NUTT,
Director of the Interior.

No. 14.

CABLE CONFERENCE.

[*Laid before the Conference by the Chairman.*]

Eldred & Co. (on behalf of Netherlands-India Steam Navigation Co.) to The Colonial Secretary.

Offering to run Steamer with Despatches between Banjoewangie and Port Darwin in the event of another break in Cable.

Sir,

Sydney, 29 January, 1877.

We have the honor to inform you, that we are authorized by the Netherlands-India Steam Navigation Company to contract on their behalf with your Government to run one of their fine steamers with telegraphic despatches between Banjoewangie and Port Darwin, in the event of the service again becoming necessary by another break in the Cable.

The Company will undertake to have at Banjoewangie within eight days, or as much sooner after the breakage is known as possible, a steamer to carry telegraphic messages to Port Darwin and back, and keep the vessel (or her substitute) running at a minimum speed of 8 knots between the two Ports, until the cable be repaired, for the sum of £1,200 for each voyage from Banjoewangie to Port Darwin and back; together with exemption from all Port charges at the latter place.

The Company possesses a large fleet of fine steamers, and any contract entered into would be faithfully carried out.

We have, &c.,
ELDRED & CO.

No. 15.

No. 15.

CABLE CONFERENCE.

[Laid before Conference.]

Agreement relating to Submarine Cable between New Zealand and Australia, &c.

ARTICLES OF AGREEMENT entered into this twenty-fourth day of June one thousand eight hundred and seventy-five between His Excellency the Most Honorable George Augustus Constantine Marquis of Normanby Earl of Mulgrave Viscount Normanby and Baron Mulgrave of Mulgrave in the County of York and in the Peerage of the United Kingdom and Baron Mulgrave of New Ross in the County of Wexford in the Peerage of Ireland a Member of Her Majesty's Most Honorable Privy Council and Knight Commander of the most distinguished Order of St. Michael and St. George the Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its dependencies and Vice-Admiral of the same for and on behalf of the said Colony of the first part His Excellency Sir Hercules Robinson a Knight Commander of the most distinguished Order of St. Michael and St. George the Governor and Commander-in-Chief in and over Her Majesty's Colony of New South Wales and its dependencies and Vice-Admiral of the same for and on behalf of the said Colony of the second part and The Eastern Extension Australasia and China Telegraph Company Limited of the third part Witness that for the considerations herein appearing the said George Augustus Constantine Marquis of Normanby for himself separately and his successors in office Governors and Commanders-in-Chief for the time being in and over the said Colony of New Zealand and its dependencies and not for the said Sir Hercules Robinson and his successors in office. Doth hereby for and on behalf of the same Colony so far as the agreements hereinafter contained are to be observed and performed on the part of the Governor or the Government of New Zealand And the said Sir Hercules Robinson for himself separately and his successors in office Governors and Commanders-in-Chief for the time being in and over the said Colony of New South Wales and not for the said George Augustus Constantine Marquis of Normanby and his successors in office Doth hereby for and on behalf of the same Colony so far as the agreements hereinafter contained are to be observed and performed on the part of the Governor or the Government of New South Wales agree with the said Company their successors and assigns And the said Company for themselves their successors and assigns do hereby so far as the agreements hereinafter contained are to be observed and performed on their part agree with the Governor or the Government of New Zealand and his successors and the Governor or the Government of New South Wales and his successors and also as a separate agreement with each of the said Governors and his successors for and on behalf of the said respective Colonies separately in manner following that is to say

Testatum.

Interpretation.

1. In the construction of these presents the following words and expressions shall mean and include (unless such meaning shall be inconsistent with the context) as follows "The Governor of New Zealand" means the Governor for the time being of that Colony and includes also the Government for the time being of that Colony "The Governor of New South Wales" means the Governor for the time being of that Colony and includes also the Government for the time being of that Colony "The Governors" mean the Governor of New Zealand and the Governor of New South Wales "The Company" means the said Company of the third part their successors and assigns "The said cable" means the cable hereinafter contracted to be laid and any cable or cables which may be laid in substitution thereof or in addition thereto And whenever it is hereinafter agreed that the Governors shall do any act the meaning is hereby declared to be that the Governor of New Zealand shall be required to do such act so far as such act ought to be done in or in respect of or in relation to New Zealand and the Governor of New South Wales shall be required to do such act so far as such act ought to be done in or in respect of or in relation to New South Wales and that the Governor of New Zealand shall not be liable for the not doing of any act which ought to be done in or in respect of or in relation to New South Wales or by the Governor of New South Wales and that the Governor of New South Wales shall not be liable for the not doing of any act which ought to be done in or in respect of or in relation to New Zealand or by the Governor of New Zealand but that each Governor shall be liable only for his own default and not for the default of the other.

Governors to authorize submarine cable to be laid between New Zealand and New South Wales.

Company within fourteen days to obtain contract for construction of cable.

2. The Governors shall permit the Company to lay a submarine telegraph cable between New Zealand and Sydney in the said Colony of New South Wales the terminal point in New Zealand to be on the coast of Blind Bay or Golden Bay and the terminal point at Sydney to be the telegraph station there.

3. The Company shall within fourteen days after the day of the date of these presents or within such further time as shall be approved by the Governors obtain a *bonâ fide* contract to be entered into with them by some competent and responsible person or persons or Company or Companies to make and construct a suitable submarine cable to be laid between the said terminal points according to such a specification pattern or design as shall have been or shall be approved in writing on behalf of the Governors or one of them and shall as soon as shall be practicable produce the said contract to the solicitors in England of the Governors for inspection.

4. On or before the thirtieth day of April one thousand eight hundred and seventy-six the Company shall properly lay the said cable between the said terminal points and erect and provide the stations operators clerks apparatus instruments appliances and materials necessary for the proper and continuous use and effective working of the said cable and shall open and use the said cable for the transmission of messages through the same but if the laying the said cable shall be delayed by causes over which the Company shall have no control the time within which the same is to be laid as aforesaid shall be extended to such further time as the Governors shall in their absolute discretion determine to be just and reasonable.

Company to lay cable with all necessary appliances and to open same for public use before 30th April 1876 or extended time.

5. From time to time and at all times after the said cable shall have been opened for the transmission of messages and while any subsidies or subsidy shall be payable by the said Governments or either of them the Company shall keep open and use the same for such purpose and keep and maintain the same in good working order and condition and properly supplied with all such operators clerks apparatus instruments appliances and materials as shall be requisite or necessary for the proper and regular use and working of the said cable and shall for the purposes in this clause mentioned provide and keep properly equipped and ready for use a suitable steam-vessel which when not in use for the same purposes shall be kept stationed at some port in New Zealand or at some port in Australia not situated nearer to the equator than the Port of Brisbane but if such vessel shall not be in use or required for such purposes the Company shall be at liberty to send the same to repair their Tasmanian cable if necessary.

Company to keep cable &c. in good repair.

And to provide and keep a vessel for such purpose

6. The Governors respectively shall afford to the Company all proper and reasonable facilities to enable the Company to lay the said cable and to keep the same in repair and to acquire any land necessary for their terminal stations in the respective Colonies and in the event of the Governors having at their respective disposal and in possession lands not being land in a town suitable for such purpose the Governors respectively shall and will make a free grant thereof to the Company.

Governors to give facilities for laying cable and land for terminal stations.

7. Before the time hereinbefore appointed for opening the said cable the Governor of New Zealand shall cause to be constructed such land line or lines of telegraph wires as it shall be necessary to construct to enable messages to be transmitted from the said terminal station of the said cable in New Zealand and over the existing system of telegraph wires in that Colony and the Governor of New South Wales shall afford to the Company the necessary facilities for enabling the Company to carry their wires into the Telegraph Station at Sydney and the Governors respectively shall provide such operators clerks apparatus instruments appliances and materials as shall be requisite or necessary for enabling messages which are to be or have been transmitted through the said cable to be transmitted over the telegraph systems of New Zealand and New South Wales respectively.

Governor of New Zealand to construct necessary land lines &c. and Governor of New South Wales to permit line to be carried into Sydney Office.

8. With a view to the more speedy transfer and transmission of messages the Governors respectively shall until the said subsidy shall cease to be payable and for a period of ten years afterwards and for so long thereafter as the tariff shall not be in excess of the charges mentioned in clause No. 11 of these presents give to the Company accommodation in their Telegraph Stations respectively at the terminal points of the said cable which the Company shall use for the transmission of messages through the said cable.

Governors to give to Company the use of a room in the Government Offices at the terminal points.

9. The Governors respectively shall until the said subsidy shall cease to be payable and for a period of ten years afterwards cause the said cable and the telegraph instruments of the Company and all new screws shafts boilers piston-rods or tanks which the Company may send out to the said Colonies respectively for use in the said steam-vessel to be relieved from Custom duties and the said vessel to be exempt from all port dues in the Colonies respectively when engaged solely in carrying out the purposes mentioned in clause No. 5 of these presents and such vessel shall always be on a not less favourable footing than other vessels.

Governors to cause telegraph instruments &c. to be relieved from Custom duties and vessel to be exempt from port dues.

10. The Company shall at all times hereafter give priority in transmission through the said cable to all messages sent by Her Majesty the Queen or the Governors or the Governors of any Australian Colony respectively or any department or official (as such) of the Government of Her Majesty or of the Colony of New Zealand or of any Australian Colony respectively.

Government messages to have priority.

11. The Company shall not during the continuance of the subsidies hereinafter firstly mentioned respectively make any charge for the transmission of messages through the said cable exceeding seven shillings and sixpence for a message not exceeding ten words and ninepence for every additional word (the names and addresses of the sender and addressee being counted as part of the message) and shall reduce the said charge to a charge not exceeding five shillings for every message not exceeding ten words and sixpence for every additional word in either of the following cases that is to say in case during any period of six calendar months the average number of messages delivered or forwarded for transmission through the said cable shall have amounted to two hundred per day excluding Sundays in which case the said reduction shall commence from and after the expiration of such six calendar months but if the average number of messages after having amounted to such an average of two hundred per day as aforesaid shall again fall for a period of six calendar months below such average then the said reduction shall cease until the said average shall be again reached when the said reduction shall again take place and so on from time to time Or in case the Governors or either of them shall at any time or from time to time deliver any notices or notice whereby they or he shall agree to make payment for the period mentioned in such notices or notice to the Company for the number by which the messages actually delivered or forwarded for transmission through the said cable during such period shall fall short of an average number of two hundred messages per day excluding Sundays during the period mentioned in such notices or notice the Company being nevertheless entitled to the full benefit of the moneys received for transmission of messages through the said cable if the average number of messages per day excluding Sundays shall during such period exceed two hundred.

Tariff.

12. The Governors respectively shall during the continuance of the said subsidies respectively cause all messages for transmission between New South Wales and New Zealand and vice versa to be sent through the said cable unless otherwise directed and all messages for transmission beyond the said Colonies not otherwise directed to be sent by the sender to be transmitted over the telegraph system of the Company so far as the same can be used and if the same be in good working order and shall at all times hereafter afford to the Company similar advantages to those (if any) afforded to any other Company of allowing the route of a message to be indicated therein by the words "via Darwin" or like words without any charge for the same.

Undirected messages to be sent over the Company's system.

Governors not to make terminal charge or charges beyond ordinary rates

13. The Governors respectively shall not make any terminal charge or make any charge for any message transmitted over the lines of telegraph belonging to the said Colonies respectively to or from the said cable in excess of the lowest ordinary rates according to the character of the message so long as the said subsidies respectively shall continue to be payable nor after the said subsidies respectively shall have ceased to be payable so long as the Company shall not increase their rates beyond the rates chargeable as hereinbefore mentioned. And so long as the said subsidies respectively shall continue to be payable the Governor of New South Wales shall cause New Zealand messages to or from Darwin to be transmitted from or to Sydney at rates not exceeding the rates charged for messages between Melbourne and Darwin.

Governors to pay subsidies of £7,500 a year.

14. If the Company shall perform their undertaking contained in the 3rd clause of these presents and if the said cable shall be laid and completed and opened for use before the 30th day of April 1876 or within such extended time as aforesaid the Governor of New Zealand shall pay to the Company a subsidy of Five thousand pounds and the Governor of New South Wales shall pay to the Company a subsidy of Two thousand five hundred pounds respectively during a period of ten years to be computed from the day when the said cable shall be completed and shall be actually opened and used for the transmission of messages such subsidies to be respectively payable by equal quarterly payments at the Treasuries of the said Colonies respectively the first quarterly payment whereof respectively shall be made at the expiration of three calendar months after the day from which the said subsidies respectively shall have commenced to be payable the said subsidies respectively nevertheless to be subject to reduction or determination as hereinafter mentioned.

Subsidies to be free of taxes.

15. The Governors respectively shall from time to time pay to the Company in addition to the said subsidies so long as the same shall be payable respectively such sums as will be sufficient to recoup to the Company any taxes parliamentary or otherwise which they shall pay in the said Colonies respectively.

In what case subsidies may be reduced.

16. Provided always that if at any time or from time to time the said cable shall not be in good working order and condition and open for use any day or number of days in excess of an aggregate period of ninety days in any one year computed from the day on which the said subsidies respectively shall commence to be payable as aforesaid the Governors respectively shall and may from time to time deduct from any moneys payable by the Governors respectively to the Company a proportionate part of the said subsidies respectively for and in respect of each and every day so in excess of the said aggregate period of ninety days during which the said cable shall not be in good working order and condition and open for use until the said cable shall be in good working order and condition and open for use or until the said subsidies respectively shall be determined under the next clause of these presents it being nevertheless agreed that if the Company shall be able at any time or from time to time to satisfy the Governors that the repair of the said cable could not have been reasonably effected and completed within the said period of ninety days on account of causes over which the Company shall have had no control the said aggregate of ninety days shall on the occasion in question be extended to such an aggregate period as the Governors shall determine to be just and reasonable. Provided nevertheless that any such extension of time shall not entitle the Company to payment of any subsidy in excess of the said period of ninety days if in consequence of the said cable continuing to be not in good working order and condition and open for use the said subsidies shall cease to be payable as in the next clause of these presents mentioned.

In what case subsidies may be determined.

17. Provided also that if at any time or times the said cable shall not be in good working order and condition and open for use for and during any continuous period of one hundred and eighty-three days or any such extended period as hereinafter mentioned as the case may be it shall be lawful for each or either of the Governors at any time thereafter by notice in writing to be delivered to the Company in London to determine and put an end to the Contract hereby made so far as regards the Colony by whose Governor the notice is given and the subsidy payable by that Colony and the provisions herein contained which are conditional on the subsistence of the Company's right to the same subsidy in which case the said subsidy shall cease to be payable it being hereby agreed and declared that if the Company can satisfy the Chief Justice of either of the said Colonies if both Governors shall so give notice or of the Colony whose Governor shall so give notice that the Company have been and are making all reasonable efforts to repair or replace the said cable without delay and he shall determine that the said period of one hundred and eighty-three days ought under the circumstances to be extended then the said period of one hundred and eighty-three days shall be extended to such a period as the said Chief Justice shall determine and if the Company can satisfy the said Chief Justice that any new cable which the Company may have obtained to replace the said cable has been lost or damaged in transit and the said Chief Justice shall determine that the said period of one hundred and eighty-three days ought in consequence to be further extended then the said period shall be further extended to such a period as the said Chief Justice shall determine. It being nevertheless expressly agreed and declared that the Company shall not be entitled to or allowed under any circumstances any extension of the said period of one hundred and eighty-three days so as to make up in the whole a period in excess of eighteen calendar months. And it being further agreed that in the event of the Contracts hereby made and the said subsidies or either of them being so determined and put an end to as aforesaid the Company shall have and retain their property in New Zealand and New South Wales respectively with all such similar rights of working and using the said cable and repairing the same as they would have had and been entitled to if the Company had laid the said cable with the approval of the Governors without any provision having been made for payment of any subsidy by the Governors or either of them to the Company and that while the Company shall duly observe and perform all the provisions and agreements herein contained on their part to be observed and performed which are not conditional on the subsistence of their right to a subsidy they shall retain all other rights hereby granted to them which are not conditional on the subsistence of their right to a subsidy.

If New Zealand and Australian Governments grant subsidies of £20,000 a year free of income tax existing tariffs to be reduced.

18. The Company shall reduce their charges for messages over their lines and cables as hereinafter mentioned if the Governors and the respective Governors for the time being of the other Australian Colonies or any of them shall enter or be ready and willing and offer to enter into an agreement or agreements with the Company for the payment to the Company in addition to any other subsidy payable under these presents of an aggregate of subsidies amounting to twenty thousand pounds per annum payable quarterly during a period of ten years at the respective Treasuries of the Colonies free of income or property tax (if any payable) in the Colonies respectively such subsidies nevertheless being subject to be reduced (*pro rata* if necessary) by one hundred pounds per annum for or in respect of every one hundred

hundred messages beyond thirty thousand messages which shall be transmitted in any year to be computed from the day from which the said subsidies shall commence to be payable and the said subsidies being also nevertheless subject to suspension or determination as hereinafter mentioned.

19. During the continuance of the subsidies in the last preceding clause mentioned the Company shall not in the event last aforesaid make any charge for the transmission of such messages as hereinafter mentioned in excess of the charges hereinafter mentioned, that is to say—For a message not exceeding ten words to or from Port Darwin from or to London sixty shillings and six shillings for each additional word the names and addresses of the sender and addressee thereof being counted as part of the message For a like message to or from Port Darwin from or to Java twenty shillings and two shillings for each additional word in addition to any terminal or transit charges of the Governments of the respective countries at which the message shall have to be delivered or through which it shall have to be transmitted For a like message to or from Port Darwin from or to Singapore India or Penang thirty shillings and three shillings for each additional word in addition to any such terminal or transit charges as aforesaid And for a like message to or from Port Darwin from or to Hong Kong sixty shillings and six shillings for each additional word in addition to any such terminal or transit charges as aforesaid And in case the rates the Company may have to pay for transmission of a message between Madras and London shall at any time or from time to time be reduced more than one shilling below the rate of one pound seven shillings including the charges made by the Indian Government then during the continuance of such reduction the rate above mentioned for a message to or from Port Darwin from or to London shall be reduced to the extent of such reduction beyond the one shilling and if at any time the rate the Company may have to pay for transmission of a message between Madras and London shall be increased beyond the present rate the Company shall be at liberty to determine and put an end to the arrangement as to reduced rates in this clause mentioned in which case the said subsidies amounting to twenty thousand pounds shall cease to be payable.

20. The Company shall in the event mentioned in clause No. 18 of these presents from time to time and at all times after the said last-mentioned subsidy shall commence to be and so long as the same shall be payable keep open and use for the transmission of messages all the lines of cable or telegraph wire belonging to or worked by them between any of the places in the last preceding clause mentioned except between Singapore and Hong Kong and shall keep and maintain the same in good working order and condition and properly supplied with all such operators clerks apparatus instruments appliances and materials as shall be requisite or necessary for the proper and regular use and working of the same.

21. Provided always that if at any time or from time to time any of the lines of cable or telegraph wire between the places in clause No. 19 of these presents mentioned except between Singapore and Hong Kong shall not be in good working order and condition and open for use so as to enable any of such messages as in the same clause mentioned to be transmitted for any day or number of days in excess of an aggregate period of thirty days in any one year computed from the day on which the said last-mentioned subsidies shall commence to be payable the Governors of the Colonies liable to pay the same or any or either of them shall and may from time to time deduct from any moneys payable by such Governors respectively to the Company a proportionate part of the subsidy payable by such Governors respectively for and in respect of each day or days so in excess of the said aggregate period of thirty days during which any of the same lines of cable or telegraph wire shall not be in good working order and condition and open for use until the said cable shall be in good working order and condition and open for use or until the said subsidy shall be determined under the next clause of these presents.

22. Provided also that if at any time or times any of the said lines of cable or telegraph wire between the places in clause No. 19 of these presents mentioned except between Singapore and Hong Kong shall not be in good working order and condition and open for use so as to enable any of such messages as in the same clause mentioned to be transmitted for and during any continuous period of one hundred and eighty-three days or any such extended period as hereinafter mentioned as the case may be it shall and may be lawful for the Governors or either of them or the Governors of the other Australian Colonies or any of them or any of such Governors at any time thereafter or from time to time by notice in writing delivered to the Company in London to determine and put an end to the agreement for the payment of the said last-mentioned subsidies in which case the same shall cease to be payable it being hereby agreed and declared that if the Company can satisfy the Governors or Governor giving the said last-mentioned notice that all reasonable efforts to repair or replace without delay the line of cable or telegraph wire which shall then be out of repair have been and are being made then the said period of one hundred and eighty-three days shall be extended to such a period as the Governors or Governor respectively giving the said last-mentioned notice shall determine it being nevertheless expressly agreed and declared that the Company shall not be entitled to or be allowed under any circumstances any extension of the said last-mentioned period so as to make up in the whole a period in excess of eighteen calendar months.

23. Any appointment approval inspection notice or act which may have to be given made or done by the Governors or either of them or by or on behalf of the Governor of any of the Australian Colonies for any of the purposes of these presents may be given made or done by any person or persons from time to time authorized by writing under hand to act on behalf of the Governor or Government or by the Colonial Treasurer or Postmaster General for the time being of the Colony in question or by any person or persons authorized for the purpose under the hand of such Colonial Treasurer or Postmaster General or by the Minister for the time being of the Colony in question having charge of telegraphs in that Colony or by any person or persons authorized for the purpose by the same Minister of New Zealand and New South Wales respectively.

24. The Company shall appoint a person in the said Colonies of New Zealand and New South Wales respectively and also a person in each of the other Australian Colonies the Governor or Governors of which shall agree to pay any subsidy to the Company upon whom any notice which may have to be given to the Company and which is hereby not expressly provided to be given to the Company in London may be served and in default of such appointment and of notice thereof being given to the Government of the Colony any such notice may be served on any operator clerk or officer of the Company in the Colony on behalf of the Governor of which the notice may have to be served and any such service as aforesaid shall be deemed to be a good service upon the Company and take effect accordingly except in cases where service on the Company in London is provided for.

Governors not to
be individually
responsible.

25. No individual personal responsibility shall be incurred by the Governors or by the Honorable Sir Julius Vogel a Knight Commander of the said Most Distinguished Order of Saint Michael and Saint George or by Sir Daniel Cooper Baronet by whom on behalf of the Governor of New Zealand and the Governor of New South Wales respectively it is intended that these presents shall be signed or by any Governor of New Zealand or of any of the Australian Colonies in respect of any of the matters aforesaid.

In testimony whereof the said Sir Julius Vogel has signed the same in the name and on behalf of the said George Augustus Constantine Marquis of Normanby and the said Sir Daniel Cooper has signed these presents in the name and on behalf of the said Sir Hercules Robinson and the Company have hereunto affixed their Common Seal.

NORMANBY,

By JULIUS VOGEL,

Postmaster General of New Zealand.

HERCULES ROBINSON,

By DANIEL COOPER.



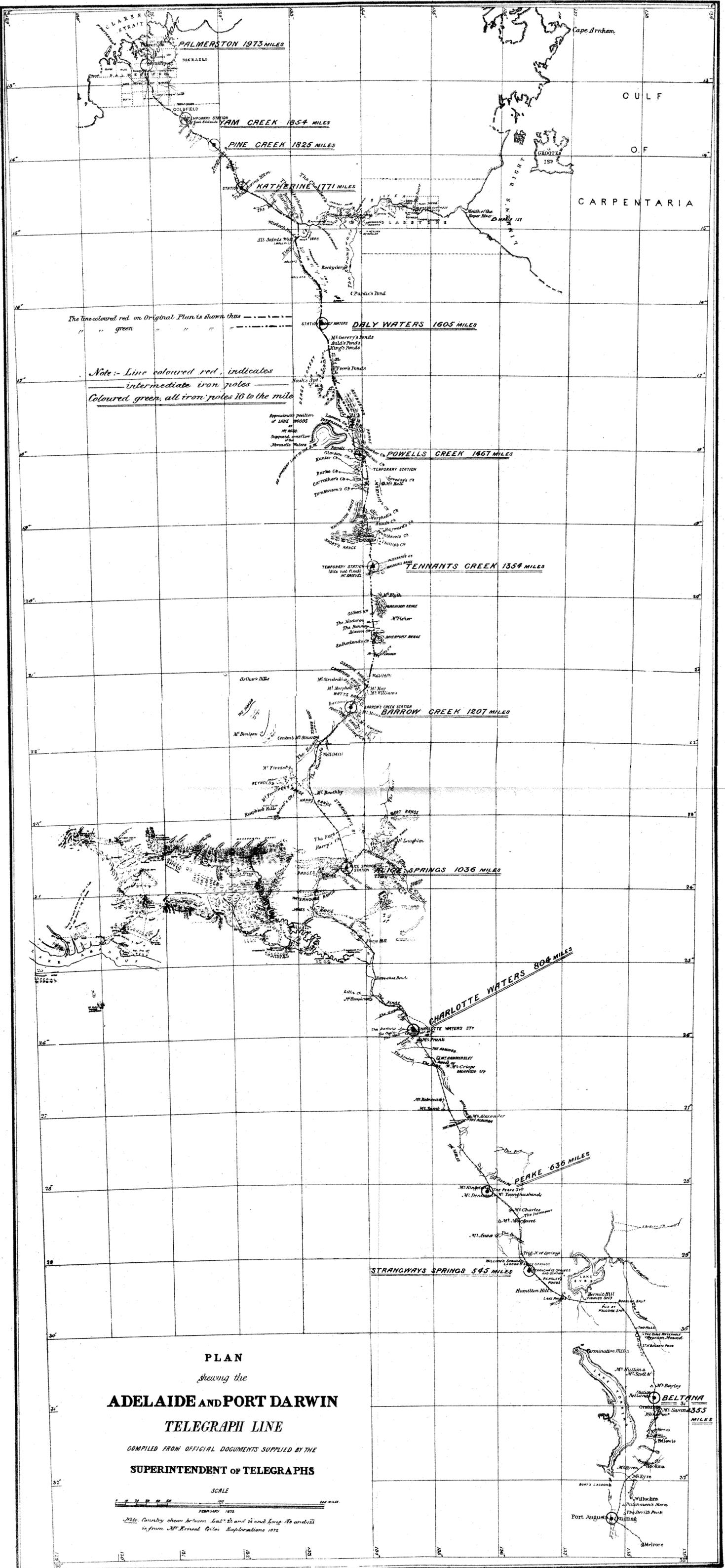
Signed by the above-named George Augustus Constantine Marquis of Normanby by the above-named Sir Julius Vogel and by the above-named Sir Hercules Robinson by Sir Daniel Cooper in the presence of—

JNO. MACKRELL,
Solicitor,

21, Cannon-street.

The Common Seal of the Eastern Extension Australasia and China Telegraph Company was affixed in the presence of—

JOHN PENDER, Director (Chairman).
GEORGE LYONS, Secretary.



PLAN
showing the
ADELAIDE AND PORT DARWIN
TELEGRAPH LINE

COMPILED FROM OFFICIAL DOCUMENTS SUPPLIED BY THE
SUPERINTENDENT OF TELEGRAPHS

SCALE
 0 10 20 30 40 50 60 70 80 90 100 MILES
 FEBRUARY 1875

Note: Country shown between lat. 25 and 26 and long. 135 and 137 is from Mr. Ronald Gillis' Explorations 1872

CABLE CONFERENCE.

MINUTES OF EVIDENCE.

TUESDAY, 30 JANUARY, 1877.

Present:—

<i>New South Wales</i> :	THE HONORABLE JOHN ROBERTSON. THE HONORABLE ALEX. STUART. THE HONORABLE J. F. BURNS.
<i>New Zealand</i> :	THE HONORABLE G. McLEAN.
<i>Queensland</i> :	THE HONORABLE SAMUEL WALKER GRIFFITH. THE HONORABLE CHARLES STUART MEIN.
<i>South Australia</i> :	THE HONORABLE SIR HENRY AYERS, K.C.M.G. THE HONORABLE EBENEZER WARD.
<i>Tasmania</i> :	THE HONORABLE JAMES WHITE.
<i>Victoria</i> :	THE HONORABLE R. S. ANDERSON. THE HONORABLE R. RAMSAY.
<i>Western Australia</i> :	THE HONORABLE MALCOLM FRASER.

The Honorable JOHN ROBERTSON, Colonial Secretary, New South Wales, in the Chair.

Mr. William Gregor Taylor, Superintendent and Electrician in charge of New Zealand Cable, called in and examined:—

- Sir Henry Ayers.*] Will you have the goodness, Mr. Taylor, to inform the Conference what is your opinion of the relative value of a cable to be laid from Singapore to Thursday Island, near Cape York, and one from Singapore, south of the present line to a point somewhere near Port Darwin? Do you mean that it should pass through the Strait of Sunda?
- My object is to obtain your opinion of the relative value of the two routes, the one coming to Port Darwin by Banjoewangie, and the other to Thursday Island? I should say very strongly that a line coming to Port Darwin would be the most favourable; first, as being shorter, and because the line south of Singapore is now in fair order. There is a fair sea approaching Banjoewangie, and from Banjoewangie to Port Darwin the cable is in good order now. The greater portion of the first section is in deep water, and from Banjoewangie to Port Darwin the sea is well known and has been surveyed; whereas a line from Singapore south of Macassar to Thursday Island would be too long a section to be worked in one piece. The sea to the south of Borneo and Macassar has a very coralline bottom with shallow water, and would be unfavourable for a cable.
- Mr. Burns.*] What would be the difference in point of expense? I am not prepared to answer that now.
- Can you give us the difference in the matter of distance? I suppose about 800 miles.
- Sir Henry Ayers.*] Which line in your opinion would be the best as a duplicate line to Singapore, having regard both to the longevity of the cable and the cost of construction and maintenance? A line from Singapore to Banjoewangie and Port Darwin would be the best of any line that could connect these two points, for the simple reason that any other line in any other direction must be in a coralline sea with shallow water, and through seas imperfectly surveyed.
- Have you any knowledge of the sea between Banjoewangie and the North-west Cape? None whatever. There have never been any surveys there.
- Mr. Fraser.*] The distance from Nicol Bay to Banjoewangie is about 800 knots? I think it is more than that.
- Mr. Mein.*] Have you any practical knowledge of the waters you have referred to? Yes; five years ago I was electrician with the contractors, and was on board their ships while the cable was being laid, and last year I was sent in the steamer "Edinburgh" in charge of the work of repairing the cable by the Eastern Extension Company.
- And you have naturally directed your attention to that route? Yes.
- So that you are not competent to pass an opinion on the other route, not having examined it? I feel that I may form an opinion on the subject from the soundings that are given on the chart, from the surveys that have been made, and from my general knowledge of the nature of the seas among these islands. I have given my opinion from the observations I have made and from my general knowledge.
- Mr. Ramsay.*] I believe you were engaged in repairing a portion of the cable on the occasion of the last break? Yes, we were engaged in repairing it from the 1st April to the 7th August.
- From the experience you have gained during that time, from the improvements effected, and from what you have seen of its working, do you think the present cable is likely to be durable? Yes, I think it is likely to last much longer without interruption than it has hitherto done. It is less likely to be injured

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- Mr. W. G. Taylor. injured by abrasion from the rocks, which was the cause of the break in April last, which occurred in shallow water. We have now reversed the cable and laid it in the deepest water available, and out of the reach of the coralline reefs. The present cable is a better one than the the last, it is well laid down, and we have taken various soundings which show that it is on a better bottom. I think therefore it will last certainly more than five years before it breaks from abrasion; there may be other sources of injury, but that was the cause of its breakage last time.
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13. In the event of a second cable being laid from Port Darwin, do you think a better line of route than the present could be found? I don't think it is likely that a better route could be found. The line could not vary much—it must in any case be parallel to the present line.
14. Would it not be better to keep to the north of these islands, Timor, Sumba, and Baly? I think not, from the fact that even now changes are frequently occurring among them from subterranean disturbances. Besides, the line would be longer, as it would have to wind through several groups of islands, a number of which are active volcanoes, where the water would be shallow, and there would be greater danger of injury to the cable.
15. I believe you have charge of the New Zealand cable? Yes, of the whole cable.
16. Is that the same quality of cable as that which you would undertake to lay down to Port Darwin? Yes, it is the same weight and make, and capacity of carriage.
17. How long has that cable worked? Eleven months, and it is as sound as when it was laid down, and in better electrical condition.
18. A cable has better carrying capacity in deep water, has it not? Yes.
19. Mr. Burns.] I suppose there are no means of avoiding coralline rocks in these seas? No; the best line for the cable has been selected. There is a coralline sea near the coast of Western Australia, and so little is known of it that it requires to be surveyed.
20. Mr. Anderson.] Does not the quality of the sea for laying down a cable—that is to say, the character of the bottom—improve as you go further westward? I should think it must, because the water is deeper, and there is likely to be a softer bottom.
21. Then no survey of this sea was made before you commenced to lay the Port Darwin cable? Yes; a series of observations had been made as far east as Rotti Island by the Dutch Government, and there were existing Admiralty surveys.
22. Was that done before the contract was taken to lay the cable? I think so; the observations were taken, I believe, when the line was first projected, when the several routes were discussed, but I could not be certain.
23. Mr. Ramsay.] Have you considered the route from Western Australia to the Keeling Islands and thence to Ceylon? Yes; I considered it when I read Mr. Robertson's circular letter.
24. What is your opinion of that route? I think it would be a very long and a very expensive route.
25. Mr. Fraser.] Considering that the coast line from Western Australia would be 200 miles shorter than the other, taking one at 1,099 miles and the other at 900, and taking into consideration the fact that the route starting from Shark's Bay would be in deep water almost immediately from the coast, and would be, as we have every reason to believe, free from obstructing reefs, which line do you consider would be the most economical—that from Western Australia or the line from Banjoewangie to Port Darwin; the only alternative being a line from some point on the north-west coast of Australia to Java and Batavia. Which line do you think would be the most economical in construction, the easiest to maintain in repair, and the most secure? The shortest line, as it would effect a saving of 200 miles, would be more economical, and more easily worked. The maintenance would be the same in each case, as far as the length of cable is concerned. The shortest line would also possess the greatest advantages for communication.
26. But the line from the north-west coast of Australia to Java and Batavia would possess one great advantage—it would do away with all interference from the Dutch line at Java, and there would then be two lines of cable entirely in the hands of London proprietaries: there would be that advantage. I am not aware of the exact distance from the north-west coast of Australia to Batavia; do you know? It is, I believe 1,148 miles.
27. 1,148 miles from the north-west coast of Australia to Batavia, and 1,099 miles from Port Darwin to Banjoewangie? Yes, I believe those are the distances shown on the charts.
28. Mr. Griffith.] Do you know anything of the seas extending from Coepang to the Gulf of Carpentaria and its shores? Yes, from having sailed over them, and from the charts.
29. Have they all been well sounded? Yes, well sounded.
30. What sort of sea is it south of Timor going eastward? From Timor for about 200 miles it contains coral reefs; after that there is a very good bottom, sand and mud all the way.
31. The 200 miles of coralline sea is open to the same objection which applies to the present route? Yes, there is a coral bank along it.
32. And beyond that you think there is a good bottom? Yes.
33. As far as Normanton? Yes.
34. Supposing a line were made from Timor to Copang and to Queensland, then that would be the best route? Yes, that would be the best water for a cable.
35. What is the sea like between Copang and Banjoewangie? For some distance from Timor it would be necessary to go through a series of very small islands, where the bottom is rocky.
36. Is not that route very much the same as that adopted for the present cable? Yes.
37. And the same kind of sea? Yes, except near Copang, where the line would be adjacent to land for some distance off the north-west corner of Timor.
38. Is the difference in the bed of the sea appreciable between that and the present route—I am speaking of the route from Copang to Banjoewangie? No, there is not much difference; if anything it is in favour of the present route; the other would bring the cable into shallower water.
39. Mr. Fraser.] I suppose if a line were laid from the north-west coast of Australia to Ceylon, by way of the Keeling Islands, it would be laid down in two parts; that would be more convenient than the direct route? Yes.
40. Of the two lines—by Banjoewangie to Java, and the direct line from the north-west Cape to Batavia, which do you think would possess the greatest advantages for good working? So little is known of the ocean bed between the north-west coast of Australia and the westerly point of Java that I could hardly tell you.

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41. I suppose you are aware that the heavy currents on the north-west coast only extend a certain distance from the land, and do not come within the direct line. That would be an advantage, as the cable would be less liable to injury? There would not be much fear of injury to the cable, when it was once laid—on a soft bottom it would be comparatively free from danger.
42. Is there a soft bottom between Port Darwin and Banjoewangie? It is some distance from it. You have the same coral reef bank, then you get into deep water, which lasts until you approach Banjoewangie, when the water shallows again.
43. I see it is said here (*referring to papers*) "With regard to the duration of cables no actual experience exists, nor indeed will it be found uniform, as it must depend upon the surroundings in each individual case. In the experience of the cable between Singapore and Australia, passing as it does through shallow and warm seas teeming with animal life, and judging from the experience we have had of the damage to which our present cable is exposed to attack from insects, it is considered fair to estimate the duration of a cable in these seas at about fifteen years." I merely quote that to ask if you can give any opinion as to whether the conditions of the cable would be better if it were laid further to the westward, away from the coral line reef, which, I am given to understand, is destructive to it? From the appearance of the sea further to the westward, I should say the water was deeper and quieter.
44. I have been informed that the water is much deeper and altogether free from coral reefs. Well, the route from Batavia to North-west Cape would be better for the cable, as it would last longer lying in deep water and on a soft bottom? Yes.
45. *Mr. Stuart.*] That is, if the water is deeper; but you know nothing of it? No.
46. *Mr. Griffith.*] Supposing you proceeded to lay down a duplicate line from Banjoewangie to Port Darwin, how far would that line be from the present cable? About 20 miles south of the present cable.
47. Would that be a sufficient distance to enable you to distinguish between the two lines in case of repairs being necessary? Yes, I think I am safe in saying it would be quite sufficient. There are four cables across the Atlantic joining the same points.
48. Would there not be danger, if there were two lines laid down on the same route, of taking up a sound cable instead of a broken one? No, the lines would be too far apart for that. No such danger is apprehended in connection with these Atlantic Cables all belonging to one Company. There are also two between Malta and Alexandria, two in the Red Sea, besides a duplicate now being laid between Aden and Bombay.
49. Your Company depend upon cables all the way from Australia to London, do they not? Yes, except across Java and India.
50. Supposing one of your cables broke, you have only a single line from Singapore to England? From Bombay to England the line belongs to the Eastern Telegraph Company, who work amicably with us, and the lines are double from Aden to England; the double line is not quite finished from Bombay to Aden.
51. But in the event of interruption is there any other route? Yes, the Indo-European lines are available.
52. *Mr. McLean.*] If your line fail they will send a message for you by arrangement? Yes.
53. Then you have to depend upon other Companies? Yes, Companies with which we have a mutual working arrangement.
54. *Mr. Fraser.*] I understood you then to say that the Eastern Extension Company works co-operatively with the Eastern Company? Yes.
55. And that the Eastern Company work entirely with cables which go from Plymouth, Alexandria, Aden, and Bombay? Yes.
56. And that this Company's cables have been duplicated between Aden and England, and are being doubled between Aden and Bombay? Yes.
57. So that when this line is completed there will be a complete double communication from Singapore to England by cable? Yes, when a line projected from Penang to Rangoon is laid.
58. If it is carried out? Yes.
59. Then the chances of a complete stoppage are very remote? Yes.
60. And supposing a line were brought from Singapore to the N.W. Cape, that would of course effect a communication with the same system of telegraph lines, and there would be two distinct lines of communication right through? Right through from Australia to Europe.
61. *Mr. Griffith.*] Are submarine cables liable to interruption from other causes than abrasion by rocks? Yes, from a small flexible insect, known as teredo, which is said to bore into the gutta-percha.
62. Are they liable to disturbing influences from electric causes—from thunderstorms? No.
63. Or from volcanic influences? No, from nothing of the sort, as far as my experience goes.
64. Has volcanic action in the vicinity of a cable ever been known to affect it? Not that I am aware of.
65. *Mr. Stuart.*] Are you a practical telegraphist? Yes.
66. I mean specially in respect to construction? Yes. I have been engaged in the construction of the Atlantic cable. I was for some years in the service of the construction Company who made the Atlantic and all the Eastern cables, and afterwards was engaged in similar work for the Eastern Company. My position here is that of superintendent in charge of the New Zealand section and of the Eastern Extension Company's cable.
67. *Mr. Ramsay.*] Another route has been mentioned in Melbourne and submitted to the Chamber of Commerce there—from West Australia to the Mauritius; have you considered that route? Yes. I have seen plans of it, but I think it is impracticable; it is too long a section to work with any degree of accuracy; it is about 3,000 miles.
68. *Mr. Anderson.*] That is not longer than some of the American cables? The longest section of American cable is under 2,400 miles, from Brest in France to St. Pierre in the Gulf of St. Lawrence.
69. *Mr. Ramsay.*] Are you aware of any action that has been initiated for the establishment of a line of telegraph between the Mauritius and Aden? I am not. I know it was spoken of some time ago.
70. Is there any immediate probability of its construction? I think not.
71. *Mr. Fraser.*] I have heard that in the Cape Colony a motion has been set on foot to obtain direct communication between the Cape and St. Helena, and Ascension Islands? It was discussed about three years ago, but I have heard nothing of it since. They were anxious for it at that time, and applied to the Home Government to assist them, but that was refused, and the matter fell through.
72. And a further extension from the Cape to the Mauritius was included in the proposal? Yes.

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73. In such a case a line from West Australia to the Mauritius would secure complete communication to Europe *via* the Cape, apart from the line to these islands? Yes, if that line were constructed.
74. Are you of opinion that it would be practicable to carry out that line? It would be most difficult.
75. It is not longer than from America to England? Yes, it is; 1,800 miles is the greatest length of cable from America to British shores—from Valencia to Trinity Bay Newfoundland.
76. And you are distinctly of opinion that a continuous line of 3,000 miles would be impracticable with present appliances? Not impracticable, but difficult.
77. Mr. Burns.] You would not rely upon the working of a line of that length? No; it would be more difficult to work and more expensive; it would be much better to be interrupted at some point.
78. Mr. McLean.] Have you any knowledge of the working of the present line, from Singapore to Banjoewangie? Yes.
79. Which is the worst portion of that line? The Dutch line from Batavia to Banjoewangie.
80. That would be entirely avoided by laying a cable from Singapore to Banjoewangie? Yes.
81. Do you apprehend any difficulty in laying down a line from those points? No.
82. What appliances have you at present for repairing the cable in case of a break between these points? A vessel fully equipped for cable work is always laying at Singapore when not required elsewhere.
83. Would not the same appliances be more effective for repairs on a double line than on a single line? No, they would be equally available.
84. Would not the shorter distances from point to point render them more effective for repairing? No, because the vessel steams to a certain point marked on the chart where the repair is effected.
85. Mr. Mein.] Would your Company have any difficulty in establishing a line between Sourabaya and Copang and Torres Straits? I presume not; the only difficulty would be that it would be liable to interruption.
86. That difficulty would apply to both sections? Yes.
87. Would there be any difficulty first in constructing and then in maintaining in working order a line between those points? No, I do not see any difficulty.
88. And the appliances you possess for repairs would be as effective and convenient for that line as for any other? Yes, except that there might be more work for one vessel.
89. Mr. Ramsay.] What better provision have you now for keeping the present line in working order than you had when the last breakage occurred? None; we have just the same provision—two vessels.
90. How long was the cable out of use at that time? From April 24th to August 7th, which was a most unfortunate period, as at that time there were three sections of the Company's cables down.
91. I wish to know whether you are in a better position now for keeping the line in good working order than you were then? No; we are exactly in the same position that we were in a year ago when the last break occurred.
92. Then the same thing might occur again at any time, and communication be interrupted for three or four months? Yes; it is possible, certainly.
93. Mr. Griffith.] Do you know how far apart from each other are the Atlantic cables belonging to the same Company? No, I do not.
94. What would be the cost of keeping an extra vessel at Port Darwin, besides the one at Singapore? The "Edinburgh" when in port costs us about £500 a month for crew and port charges, with the cost of additional hands when she goes to sea; and then there is a percentage on the value of the policy of insurance.
95. What is your own opinion—that it would be cheaper to keep a second vessel at Port Darwin, or to subsidize another line? That would depend upon whether the vessel was frequently required at sea. The expenses in port would be £6,000 a year, but it would be more when she went out to sea.
96. What would be the additional cost of each trip? That would depend entirely upon the length of the trip.
97. What would be the cost of a cable from Banjoewangie to Port Darwin? I am not empowered to make any estimate beyond the figures given in our Chairman's circular.
98. The cost of the ship stationed at Singapore, you say, is £500 a month? Yes, about that when lying in port; I cannot give you a very close estimate.

Mr. Samuel Knevett, Agent for Eastern Extension Telegraph Company, called in and examined:—

- Mr. Samuel Knevett.
30 Jan., 1877.
99. Mr. Fraser.] I wish to know, Mr. Knevett, if you can give me any information with reference to a proposition submitted I believe by your Company. Mr. Barlee, who was Colonial Secretary in Western Australia, writing to Governor Robinson says:—"With the Chairman of the Eastern Extension Company, and with Colonel Glover, R.E., the Managing Director, I have had interviews, and I am in a position to say that a scheme in every way beneficial to Western Australia will in the course of a few days be submitted by the Company. That scheme is roughly as follows:—To lay one cable from Singapore to Banjoewangie, and a second from thence to the north-west Cape in Western Australia. These cables to be worked by the present staff of the Company, and with no foreign interference in the transmission of messages. The cost of these cables is estimated at £400,000, and the Company argue with some reason, that as the business transacted by the cables now in operation is not sufficient to keep the staff at work more than two hours a day, and does not *pay*, it is only reasonable that if the Australian Colonies insist on the luxury of a second cable they should contribute towards the cost of it. It is therefore proposed that the interest on £400,000 to be raised in England, should be guaranteed by the Australian Colonies, with such addition as may be needed for a sinking fund for (say) a period of fifteen years. The Company could not raise this money in England (so they say) on their own responsibility under 6 per cent., but I pointed out that if the Colonies are asked to guarantee the interest, that guarantee would ensure the raising the money at 4 per cent. Assume that £30,000 per annum be required. Such sum divided among the several Colonies in proportion to their population would be no heavy burden on any Colony, and would certainly fall lightly on Western Australia. The Company contemplate that the cables could be ready for work at the expiration of one year from the date on which a contract was signed." I have read that letter with the object of asking you whether the Company have accepted the proposition. I want to learn if possible whether this proposal has been put in definite form? I think not. Colonel Glover told me he had seen Mr. Barlee, but I think nothing came of it, except the proposition which the Company had already made to lay down a cable for £540,000.

100. This letter is dated 31st August, 1876? Yes, but since then there has been Mr. Pender's memorandum on the subject. Mr. Samuel Knevet.
101. But nothing further on these two points? Nothing.
102. *Mr. Ward.*] Do you know anything personally of the working of the cable to Singapore? No. 30 Jan., 1877.

Captain Audley Coote, representative of Messrs. Siemens Brothers and of the Indo-Australian Telegraph Company, called in and examined:—

103. *Mr. Mein.*] I believe, Captain Coote, you are the representative of a Company interested in the establishment of telegraphic communication between Europe and the Colonies? Yes, the Indo-Australian Telegraph Company. Captain A. Coote.
104. Have you directed your attention to duplicate telegraph communication between Singapore and the Colonies? I have. 30 Jan., 1877.
105. Have you considered the practicability of the different routes? Yes.
106. What direction have your inquiries taken? Chiefly from the shores of Queensland to Singapore.
107. In what way? In interesting myself in the soundings, and in having always thought it to be the best route to take for a duplicate cable to connect Australia with Europe, provided it did not go up as far as Celebes.
108. Have the seas there been sufficiently explored to enable you to say authoritatively whether a line constructed there would be practicable? Yes.
109. In what direction? Keeping south of Timor, starting from a point in Queensland, either Normanton or Cape York, touching at Timor, and going through this passage (*indicating localities on map*) known as the strait of Lombock to Singapore, between the Island of Borneo and Biliton Island. Captain Nares, of H.M.S. "Challenger," informed me that the line shown on the map as a dotted line would pass over an exceedingly deep and uneven bottom, caused by the waters falling into a deep gutter, and it is chiefly on that account I have suggested that the route south of Timor should be adopted.
110. *The Chairman.*] Supposing a line were taken from Port Darwin it might go south of Timor? Yes.
111. Therefore the same line might be taken from Port Darwin that you would take from Normanton? Just the same.
112. And what difference would there be in the length and value of the cable? About 700 miles. A line starting from Cape York would be about 550 miles longer than from Port Darwin.
113. But what I want to find out is whether, for the purpose of laying down a line, there is anything in favour of Normanton, in Queensland, as against Port Darwin? Yes, there would be this advantage: we should keep away from a well-known coral bank and a well-known current, both of which would be injurious to the cable, and great care would have to be taken to keep to the north of that current in touching at Timor.
114. *Mr. Mein.*] That current is likely to act injuriously to the cable? Yes.
115. *Mr. Griffith.*] And you get a better route by Banjoewangie or Sourabaya, south of Timor? Yes, we keep clear of the well-known coral bank and two well-known currents.
116. *Mr. Mein.*] Would the northern routes be quite out of those currents? Yes.
117. What authority have you from your Company—have you authority to enter into new contracts? Yes.
118. Subject to their approval? I have authority to make a binding contract.
119. *Mr. Griffith.*] Was that letter to Mr. Robertson written in accordance with the instructions of your Company? Yes.
120. And the terms therein specified are the terms for which they are willing to do the work indicated in it? Yes.
121. Would it make any difference whether the cable touched at Banjoewangie or Sourabaya? None.
122. Do you know anything of the seas along that route? We know that starting from the North-west Cape we get into deep water, away from the warm waters in the northern seas, and away from some of the currents; and although it does not appear on this chart, the route we propose would go from the North-west Cape through Lombock Strait and on to Singapore, and not from Batavia to Singapore. The authorities in England would prefer to go this way.
123. Will you point out where this current is? There are two currents (*indicating positions on map*).
124. Your Companies have no cables in the Eastern seas at present, have they? Only in the Persian Gulf.
125. How far does your communication extend from Singapore? It extends to Rangoon, in connection with the Government of India lines.
126. Have you taken any steps to extend that communication? Yes, I hold a contract to construct a double wired line from Tevoi to Singapore.
127. Is that line in course of construction? The surveys are now being made.
128. Under whose control will it be? Messrs. Siemens Brothers.
129. Then you have no repairing ships in those seas at present? We have not; our repairing ship, the "Faraday," is in the Atlantic.
130. In the event of a contract being taken for the line you now propose, would you make it a part of the contract that a repairing ship should be kept in this sea? Yes.
131. For the terms specified? Yes.
132. *Mr. Fraser.*] In your fourth proposition you say "By cable to be supplied, &c." I assume that that means a complete cable entirely separate from the existing communication between Singapore and Batavia? Yes.
133. And you would go from the North-west Cape either through Lombock Strait to Singapore? We have considered that to be the best route; but we should have no objection to go to the right of this line and touch at Batavia.
134. That would be the most direct route? Yes.
135. Would there be any difference in the cost between the line through Lombock Strait and the other line, or would you require an equal subsidy in each case? An equal subsidy.
136. But I understood you to say that the route through Lombock Strait touching at Sourabaya, was the best? That is the opinion held by the authorities in London. 137.

- Captain A. Coote.
30 Jan., 1877.
137. What is the line from Western Australia, *via* Ceylon? It was suggested that the line should go from the North-west Cape to Ceylon, *via* Anjer. There might be some danger to the cable at the Cocos Islands. I have been informed that you can look down from some shelving rocks into an unfathomable ocean. These rocks are not more than 300 yards from the cocoanut trees. It was proposed that the line should go from the North-west Cape to Anjer or Batavia, or thence to Ceylon.
138. *Mr. Frazer.*] False Point, in India, was another alternative line that would touch at Singapore? Yes.
139. That would complete a continuous cable from Australia to India? Yes.
140. That is to say, Australia would have a continuous and independent communication with India, which could not be interfered with by any other country? Yes, we could make 1000-mile connections, all the way from Australia.
141. *Mr. Griffith.*] What is the distance from Copang to Cape York? About 1000 miles. In each of those places there is a complete duplicate system from the time a message is received at any office in Australia until it is received in England.
142. Have you English operators in each country? Yes, right through.
143. Will you state shortly your route, starting from Rangoon? From Rangoon to Calcutta, then to Kurrachee, thence to Teheran to Tifis; but between Kurrachee and Bushire there is a cable laid down to duplicate the land line of the Indo-European Company. From Tifis by the frontiers of Germany to Berlin, and thence to London.
144. Are your principals, the Indo-Australian Telegraph Company, represented there? Yes, we have entered into an agreement with the Indo-European Company to allow us a rebate of 40 per cent. upon all messages from Australia.
145. That is a permanent working arrangement? Yes.
146. *Mr. Mein.*] Are these several proposals which you make in connection with the subsidy dependent upon the present rate of charges, or are you prepared to allow the Colonies to fix their own rate of charges? We would allow the Colonies to fix their own rate of charges.
147. You would prefer to leave the rate of charges to competition between the different Colonies? I would.
148. Fixing a maximum charge, I suppose? Yes, we should be obliged to do that.
149. What maximum charge would you be prepared to fix? 6s. a word for ten words including address, which is the present rate.
150. On the terms you offer? On the terms we offer.
151. *President.*] Your Company has stated that they will lay down a line for from Normanton to Singapore. What will they do it for from Port Darwin—would it be more or less? Less.
152. How much less? We should require a subsidy of £45,000 for a cable from Port Darwin to Singapore.
153. And how much from Normanton or Cape York? £50,000.
154. That would make a difference of £5,000? Yes.
155. *Mr. Mein.*] The line from Cape York would be shorter, would not that make a difference? There would be the difference in the cost of the cable; we should be prepared to allow that in the subsidy.
156. Then I understand you that the line from Cape York would be £48,500? No, £49,000. Of course the subsidies have not been calculated on the cost of that cable.
157. *Sir H. Ayers.*] Are you a professional electrician? I am not.
158. How have you obtained your knowledge of the bottom of the seas you have been describing? I have travelled over a great part of them, and I have obtained the latest information respecting them from Capt. Nares, of H.M.S. "Challenger," who took lately the only soundings ever taken in those seas, showing the depth along this dotted line (*indicating line on map*). We know almost as much of the soundings round and south of Timor as we do of the soundings fifty miles from the Australian coast.
159. Will you state whether this information has been obtained by you, or is derived from your own knowledge? It is not only derived from my own knowledge, but has been collected by me from Captain Nares, the best authority I could obtain from the Admiralty in England, from the latest data, and from the charts giving the actual soundings.
160. But you have not taken soundings on board cable ships yourself? No, I have not actually taken soundings.
161. But you say you know the coral reef along this line? Yes.
162. And you state that there are no coral reefs about Timor? Yes, I know it from the charts made by the Admiralty officer sent down purposely to survey this very spot; from the information that gentleman has given me, and from the soundings actually taken and placed on the charts—
163. You are getting away from my question. You seemed to think there was a coral reef here (*indicating locality on map*), on this line from Port Darwin to Banjoewangie; was that from your own knowledge of the bottom? The soundings are given on the chart, and shew the nature of the bottom. The present cable has been removed from that very coral bank to the sea which I have told you is now clear of coral reefs.
164. *Mr. Anderson.*] The present cable is clear of the coral bank? Yes, I am given to understand that it was on the edge of the coral bank that it was broken, and that it is now quite clear of it.
165. *Mr. McLean.*] Your principals are connected with the cable across the Atlantic from Australia to America? Yes, by the direct United States cable and through America by the Western Union Telegraph system.
166. Have they received any instructions to negotiate for a line by Honolulu? Yes.
167. What is your opinion of it? There is nothing against it except the expense.
168. But supposing all those islands should agree to a subsidy, there would be no objection on the score of expense? None whatever, only the line is considerably longer than many persons in Australia think it is. The actual distance is somewhere about 7,500 miles, and that would require a length of cable over 8,000 miles: the sections would be cut in lengths of 1,000 miles between San Francisco and Honolulu and Fiji.
169. They would not be longer than other existing lines? No, there is nothing against it except commercially; we should get nothing from Honolulu or Fiji.
170. Have these questions been discussed by your Company? Yes. I have at the present moment the particulars of a subsidy for laying down that cable.
171. *Mr. Griffith.*] And what subsidy do you think would be necessary to open that route? Well, it would be at least double the present subsidy.

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172. *Mr. Stuart.*] Are you thinking of starting from Australia? Yes.
173. Why should you start from Australia? Well, the French Government have £8,000 ready as a subsidy for a line from Australia to New Caledonia; and although the outlay would not be very great, we should require a subsidy of £25,000 for that cable alone.
174. *Mr. McLean.*] Well, you should get a subsidy from Honolulu and the other Islands, and I do not see why they should not give it for this line? The Government of Honolulu told me that they would give no subsidy, and the Postmaster General told me the same.
175. But Sir Julius Vogel, who has obtained further information, states that they are very likely to give it? Then there would be no difficulty in constructing the line; you see we should only have to look for through messages from America.
176. It would be to the advantage of your Company, because it would bring a great deal of traffic from New Zealand, as well as the Islands? Yes; that is why we are endeavouring to make arrangements with the Honolulu Government to land the first section on that island.
177. *Mr. Griffith.*] What would be the longest section along that route? From Fiji to Honolulu; we have tried all we could to make these cables in 1000-mile sections, because the cost of laying a cable over 1,000 miles is considerably more than for 1000 miles, and the cable is more expensive.
178. Have you any knowledge of the sea through which the cable would pass along that route? No; the Secretary to the Postal authorities has promised to send me the information. From what we know of it, it is an exceedingly deep sea, and, as far as we could learn from the "Tuscaroora," it is a good bottom, and when they got within about thirty miles of the shores of Queensland they reported that their leads dropped into a hole from 3,000 to 4,000 fathoms deep.
179. And so far as you have ascertained, there is quite as good a bottom there as along the route by Java? Yes, as far as we have had experience of the deep seas, we have generally found a soft bottom.
180. *Mr. McLean.*] Have you any authority to lay a cable along that route? Oh yes, my authority is to obtain the best concessions I can, and to make a route between here and London whichever way you wish it to go.
181. When you were in treaty to make the line from the Colonies to England in 1875, had you proper authority to carry out the agreement? Yes.
182. Because I see there is a letter from Sir Julius Vogel, stating that the arrangement fell through because you were unable to carry out your agreement? That letter never reached us, and there was another letter which was handed in by special messengers to Sir Julius Vogel, which has not appeared in the correspondence.
183. Have you that letter? I have. (*Witness handed in a letter. Vide Appendix A.*)
184. And you have looked over this printed correspondence and see no trace of these letters? No trace whatever.
185. Do you hold full powers of attorney from your principals? Yes, and I have always done so.
186. *Mr. Stuart.*] I should like to know why that contract was not carried out? It was understood that the cable should be put down in a reasonable time—in three months—and it was nearly eighteen months before the three Governments agreed to do it. The instructions were so stringent that not a single concession could be granted, and one afternoon the conditions fell through, for the moment only. In the New Zealand Act, ratifying the agreement, Sir Julius Vogel inserted a clause authorizing the Government of that Colony to consent to a cable direct from New Zealand, and on the following morning we saw for the first time in the newspaper that a contract had been signed for a separate cable to Australia from New Zealand with a different Company. We were surprised to see this in the morning newspaper, having left Sir Julius Vogel overnight without receiving any intimation of it, and having been prepared to lay down the New Zealand cable separately ourselves.
187. But, as I understand it, you entered into a memorandum of agreement to construct a certain line, subject to ratification by the Parliaments of the various Colonies. That ratification was given, and yet the contract with the Company which you represented fell through? Yes.
188. Well, I want to know why it fell through? For this reason, that at the moment the whole of the money was provided for by a large combination of capitalists; but eighteen months afterwards, owing to complications in the money market in England, that money could not be supplied without certain concessions asked for from the representatives of the different Governments, that certain things were to be granted. Their instructions were not to grant them, and the agreement fell through.
189. Then do I understand that the contract which you made on behalf of your principals was what may be called a sort of sporting offer—that is to say, an offer to make a line provided all things remained the same with regard to the money market? No; the money was provided for.
190. But there was nothing in your memorandum of agreement to limit the time to three months? It was understood that the whole thing would be ratified in three months, and that I should have to go to England by the next mail.
191. But where several Governments had to be consulted in respect to the construction of a new line of telegraph it does not appear, to me at all events, reasonable to expect that everything could be settled within three months? Yes; this Parliament was in Session, and it was expected to be done immediately; the Queensland Parliament was in Session also, and Sir Julius Vogel left here with the understanding that it should be done at once.
192. Now I come to the object I have endeavoured to arrive at by these preliminary questions. You now offer to put down a certain cable for an annual subsidy of £50,000, with a limitation of 6s. a word for the tariff of messages. Is that an offer which would be subject to the approval of the various Colonial Parliaments, or is it an offer made in the same way as the last—an offer made with reference to the present cheap rate of money in England, which you might find it impossible to carry out if money became dearer? No, it is not.
193. You see on the last occasion you stated that you had full power to bind your principals, and yet when the different Parliaments had ratified the contract it fell through because the gentlemen who were parties to the agreement were no longer in a position to do what they had offered to do. I wish therefore to know whether this offer is subject to the same contingency, or whether it will stand any reverse in the money market? Yes; I am prepared to sign a binding contract.
194. Was not that the case on the last occasion? It was, but the contract was never signed.
195. Was not the agreement as binding upon you as the contract? Yes, but the agreement was that it should be carried out quickly.

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196. Well I want to know whether this offer is made to be carried out quickly? Yes.
197. What is to be the limit of that quickness? Within twelve months.
198. *Mr. Maclean.*] Then you considered that the non-fulfilment of an agreement by the different Governments within eighteen months was unreasonable? Yes.
199. *Mr. Stuart.*] We are to understand then that on the first occasion you considered three months a reasonable time, and that now you think twelve months reasonable? Yes.
200. You ask a subsidy of £50,000 for this cable? Yes.
201. Has it occurred to you that if the combined Governments paid you this subsidy, they would virtually suppress the other Company? They would get their share.
202. But they would have to work against £50,000? Yes.
203. *President.*] You said the Governments refused you a slight concession on the last contract, but you did not say what that concession was? I am not quite sure of the exact concession asked for, it was merely an alteration of some of the terms of the agreement which was entered into.
204. Then you do not know whether it was a slight one or not? I have always been given to understand that it was a very reasonable request; it was not a question of money at all; it was merely a question of landing cables.

NOTE (*on revision*):—In answering the many questions put to me, I omitted to state that the Messrs. Siemens wished to be allowed to land the cable at Sourabaya, in Java, instead of Celebes, because no business was to be expected from the latter place, and asked the representatives to wait for a few days to allow of a telegram being sent to the Governments interested to allow this slight alteration. This, it was stated, was useless, as their instructions were to keep them to the exact agreement; consequently for the moment negotiations stopped, but when leaving the representatives on that afternoon the Messrs. Siemens told the representatives they were prepared to go on with the New Zealand cable and so allow time to telegraph on.

I arrived in London twelve hours afterwards, when the Messrs. Siemens at once informed me that it was no fault of theirs; that it appeared to them that they had been made a sort of "buffer" between the Eastern Extension Company and the New Zealand representative. And Sir Daniel Cooper also told me he prevented the competing Company from seeing Sir Julius Vogel for a whole day at his private residence. However, it could not be prevented. The Messrs. Siemens knew nothing of this until the announcement was made in the morning papers, as the letters referred to yesterday had in some extraordinary way miscarried.—AUDLEY COOTE.

P.S.—Some copies of the old powers I then held are still in the possession of Mr. Jno. Robertson.—A. C.

APPENDIX A.

Messrs. Siemens Brothers to The Colonial Secretary, Queensland.

Sir,

12, Queen Anne's Gate, London S.W., 24 August, 1876.

In the printed papers relating to Telegraph Cable negotiations headed "1876, New Zealand," which have been forwarded by the Government of New Zealand to the Governments of each of the Australian Colonies, we find under No. 18 the copy of a letter purporting to be addressed to us by the Honorable J. Vogel and Sir D. Cooper, under date of 21st May, 1875, which letter has never reached our hands.

It is obvious from the tone and contents of that communication that we could not have allowed the same to have passed without our protest, had it ever reached us.

On the other hand we find that an important letter addressed by us to the Commissioners and handed by special messenger to each of them, has been omitted from the correspondence.

The following is a copy of the same:—

"Sir,

"Queen Anne's Gate, London S.W., 7 May, 1875.

"We have the honor to hand you herewith printed copy of the memorandum, Articles of Association of the Indo-Australasian Telegraph Company Limited, which has been formed by the several gentlemen who have hitherto acted in concert with us, with a view of establishing a second and independent telegraphic communication between India and Australasia.

We are authorized to say that the promoters of the above Company whose names are affixed to the memorandum Articles of Association (as per enclosed copy) are prepared to enter into negotiations with you and the representatives of New South Wales and Queensland, on the subject of the assistance intended to be granted by the Colonial Governments interested in the furtherance of the undertaking.

"We shall be glad to hear that you are willing to negotiate with the Company on the subject, and any communication you will honor us with we shall have great pleasure in submitting to them.

"The Premier of New Zealand.

"We are, &c.,
"SIEMENS BROTHERS."

We consider it a duty to ourselves to call your attention to the above.

And have, &c.,
SIEMENS BROTHERS.

1876-7.

NEW SOUTH WALES.

UNIVERSITY OF SYDNEY.

(REPORT FOR 1876.)

Presented to Parliament, pursuant to Act of Incorporation, 14 Vic. No. 31.

REPORT of the University of Sydney, for the year ended 31st December, 1876.

University, 7 February, 1877.

1. In accordance with the provisions of the Act of Incorporation, the Senate of the University has the honor to transmit the Report of its proceedings during the year ended the 31st December, 1876, for the purpose of being submitted to the Governor and the Executive Council.

2. Thirty-six (36) students passed the statutory examination, and were admitted to matriculation. Exemption from attendance on lectures was granted to two undergraduates who had previously passed the special examination as provided by the By-laws.

3. The following honors and prizes were awarded during the year:—"Cooper" Scholarship (for proficiency in Classics), W. Russell, "*proxime accesserunt*," G. B. Allen and E. Debenham; "Barker" Scholarship (for proficiency in Mathematics), G. B. Allen, "*proxime accessit*," E. Debenham; "Deas-Thomson" Scholarship (for proficiency in Natural Science), G. B. Allen; "University" Scholarships (for general proficiency), 1st year, R. Allen and W. L. Moore; 2nd year, J. D. S. M'Lardy and L. Whitfeld; 3rd year, E. Debenham; "Lithgow" Scholarship, for the greatest proficiency in the second year, W. Wilkinson; "Levey" Scholarship, for the third in order of merit in the first year, W. Quaife; "Salting" Exhibition, for a student nominated by the Trustees of the Sydney Grammar School, R. Allen; "Gilchrist" Scholarship, tenable at the University of London by a student who has passed the B.A. examination, W. Chisholm, B.A.; "John Ewan Fraser" Bursary, S. Moore. First class men at the yearly examination.

School of Classics.

W. Russell,
G. B. Allen,
E. Debenham,
E. Russell,
W. Wilkinson,
J. D. S. M'Lardy, } *æq.*
L. Whitfeld,
T. Lloyd.

School of Mathematics.

G. B. Allen,
E. Debenham,
J. F. Mullins,
J. D. S. M'Lardy,
A. Bowman,
W. Wilkinson,
T. Lloyd,
L. Whitfeld,
H. Kelly.*

School of Natural Science.

G. B. Allen,
W. Russell,
G. J. Renwick,
C. H. Maher.

4. The following degrees were conferred:—

B.A.—T. Butler,† first class honors in Classics and Natural Science, C. E. Forster, first class honors in Classics and Mathematics, E. Barff,† first class honors in Mathematics, R. Roger, second class in Classics, J. Thallon, second class in Mathematics, J. H. Carruthers,† first class in Natural Science, T. M. Kendall, G. L. Lord, E. A. Nathan, O. O'Brien,‡ R. Waugh.

LL.B.—C. Farrell.

M.A.—F. H. King, F. Wentworth, J. Perry, J. T. Dillon, F. H. Freehill, T. Powell, J. L. Watkins, R. Kay, C. Irving, A. Johnston, R. M. Sly, J. Waterhouse, F. Plomley, J. J. Beatty,§ E. Rennie.§

5. The following undergraduates passed the examination for B.A. in Michaelmas Term:—W. Russell,|| G. B. Allen,¶ E. Debenham, E. Russell, J. F. Mullins, C. H. Maher, A. Thom, F. Elder, H. Steel, G. J. Renwick,‡ J. Flynn, F. Bundock, R. Noake.

6. The following graduates passed for higher Degrees, viz.:—

M.A.—M. O'Mara, B.A.

M.D.—S. Morton, M.B.

7. Professor Pell being incapacitated by illness from performing his duties as Professor of Mathematics, the services of the Rev. W. Scott, M.A., Warden of St. Paul's College, were engaged by the Senate

* Who, though not examined simultaneously with the others, attained the standard of a first class.

† "University" prize.

‡ "Belmore" Medal for Agricultural Chemistry.

§ Gold Medal.

|| Gold Medal for Classics and Natural Science.

¶ Gold Medal for Mathematics.

Senate for the first part of the year. In Michaelmas Term, finding that he was no longer able to bear the fatigue of lecturing, he submitted an application to be allowed to retire, which having been brought under careful consideration was assented to on the following conditions:—1. That in accordance with the stipulation made on the appointment of the Professors in England, in 1852, and communicated to them on behalf of the Senate by Sir John Herschell and Professor Airey, a retiring pension be made to him for life, at the rate of half of the present salary, viz., £412 10s., without any allowance for rent or otherwise. 2. That until his successor should enter upon his duties, he perform the work of an Examiner in the University and Public Examinations. Immediate steps were taken to obtain a Professor of Mathematics and Natural Philosophy, and with this view communication was entered into with the Lucasian Professor of Mathematics, Cambridge, Mr. Stokes, to whom, conjointly with Sir Charles Nicholson, formerly Chancellor, was entrusted the task of selecting a suitable person. The Senate has received a notification from those gentlemen of their willingness to act, and there is every reason to believe that the new Professor will arrive before the commencement of the academic year, 1877. Since the retirement of Professor Pell, the office of Lecturer has been (with an interval of a few days during which Mr. Scott lectured) performed by Mr. Thomas Harlin, M.A., late Head Master of the Brisbane Grammar School.

8. On the recommendation of the Professional Board a temporary appointment of a Master of Studies was made, with a salary of £150 per annum, the duties of the office being the preservation of order in the room set apart for the undergraduates during the intervals between the Professor's lectures, and the tuition of backward students of the first and second years.

9. Professor Pell having resigned the office of Dean of the Faculty of Arts, Professor Badham was elected in his room.

10. Professor Badham was also elected Dean of the Faculty of Law, in accordance with the provisions of the By-laws.

11. A vacancy in the Board of Examiners in Medicine having occurred, through the death of Dr. Bedford, H. N. Maclaurin, Esq., M.D., was appointed to that office.

12. The new Code of By-laws for regulating the University, the details of which were communicated to the Government in the Report of 1875, have been assented to by the Governor and Executive Council, and are now in force.

13. The number of superior graduates (100) entitling the University to return a Member to serve in the Legislative Assembly, under the Electoral Act of 22 Vic. No. 20, having been attained, a writ was issued by His Excellency the Governor, on the 24th July. At the nomination of candidates on the 7th September, the following gentlemen were proposed:—William Charles Windeyer, Esq., M.A., and Edmund Barton, Esq., M.A. A show of hands having been called for and declared to be in favour of Mr. Windeyer, whereon a poll was demanded by Mr. Barton. At the poll, on the 8th September, Mr. Windeyer was declared to be duly elected.

14. The Senate has much pleasure in announcing the donation of a prize of £26 by His Excellency the Governor, such prize to be continued for three years, to be proposed for competition by graduates under the standing of M.A. The subject to be—1. A criticism on the plot and characters of one or more of the plays of Shakespeare, selected. 2. A comparison of persons and events as represented by the poet with the same as described in history. 3. The language and literary history of Shakespeare's time, together with the knowledge of the sources of the text, and verbal criticisms thereon.

15. The Senate has further to announce a second instance of the enlightened liberality of Mrs. Hunter Bailey, in the foundation of a Bursary for the Sons of Ministers of Religion; it being provided in all cases that questions as to who were Ministers of Religion should be decided by the Senate.

16. The means at the disposal of the Senate being insufficient for carrying out the objects of the Institution, and for meeting the cost of repairs to the building, an application has been made to the Government for an increased endowment. The Senate would, in the event of it being granted, be enabled to enter into a permanent engagement with the additional Professors and Lecturers whom it is proposed to appoint, and to give an assurance to the public of the permanency of the system. The details of the proposed additions to the present staff are contained in a memorandum appended hereto.

17. The Public Examinations were held in Sydney in November, and simultaneously in the following centres, viz.:—Brisbane, Grafton, Armidale, Bathurst, Singleton, Maitland, Newcastle, Currawang, Goulburn, Shoalhaven, Albury, Adelong, Cooma, and Braidwood. A larger number of candidates came up for the examinations in the country districts than in previous years, and there is a marked indication of increased interest being taken in them throughout the Colony. Several changes, which experience has shown to be desirable, have been made in the rules and regulations, and have met with general approval at the hands of teachers. A copy is appended hereto. The number of candidates who presented themselves is as follows:—

Senior males	...	...	...	...	...	...	...	34
Senior females	...	...	...	...	...	...	...	19
Junior males	...	...	...	...	...	...	...	286
Junior females	...	...	...	...	...	...	...	76
Civil Service	...	...	...	...	...	...	...	153

Of these the following passed:—

Seniors	...	...	...	...	...	...	...	35
Juniors	...	...	...	...	...	...	...	246
Civil Service	...	...	...	...	...	...	...	90

17. A Report of the Receipts and Expenditure of the University, duly certified by the Auditor, is appended.

18. This Report was adopted at the monthly meeting of the Senate, held on the February, 1877.

HUGH KENNEDY,
Registrar.

APPENDIX I.

ENDOWMENT OF THE UNIVERSITY.

The following scheme is submitted to the Minister of Justice and Public Instruction, as an approximation to the way in which it is proposed to use the increased Endowment now asked for the University :—

PROFESSORS.

1. Classics, Mental Philosophy.....	£1,000
2. Mathematics, Natural Philosophy	1,000
3. Chemistry—Inorganic, Organic, and Practical.....	1,000
4. Biology, Geology, and Mineralogy	1,000
5. Anatomy, Physiology	1,000

ASSISTANTS, LECTURERS, &C.

1 Master for Junior Classics and Mathematics	£300
1 Assistant in Practical Chemistry and Metallurgy	250
1 Assistant to the Chair of Natural Philosophy as Lecturer on Mechanics and Engineering	250
1 Demonstrator in Practical Anatomy	200
6 Professional Lecturers on Medical Subjects	600
2 Lecturers in Law	400
1 Lecturer in History and English Literature	300
1 Registrar	500
7 Servants, Messengers, &c.	800
	£8,600

The balance of £400, with the fees from lectures, will, it is believed, meet all the other expenses of the Institution, such as those of the Chemical Laboratory, the School of Anatomy and Physiology, Natural History, Mechanics, &c.

By the system above proposed, the University would gain over and above what is at present taught:—1st. Instruction in Mental Philosophy, Law, History, and English Literature; 2nd. All the education necessary for the Medical Profession; 3rd. A complete course of Natural Philosophy, coupled with Mechanics and Engineering; 4th. The addition of Organic Chemistry and Metallurgy to the Chemical School; and 5th. Biology (including Animal and Vegetable Physiology). The Senate would also then be in a position to establish a Faculty of Science, as proposed by Professor Liversidge, on the London University system, giving the Degrees B.Sc. (Bachelor of Science), and D.Sc. (Doctor of Science). Degrees in Medicine also, could then be conferred on those who had received their education on the spot.

Two buildings detached from the main building of the University are absolutely necessary for carrying out the above scheme, one for a chemical laboratory, the other for anatomical purposes. The first, Professor Liversidge thinks, should be a temporary building, costing not more than £1,000, with fittings and apparatus costing another £1,000—£2,000 in all. £1,000 would be ample for a temporary anatomical building; it could be built of iron, and should consist of four rooms:—1. A dissecting room; 2. A room for making preparations, or for physiological investigations; 3. A room for anatomical preparations and a pathological museum; and 4. A class room, which might be used for most of the lectures on medical subjects.

The Government should be asked, therefore, to place on the Estimates the following sums :—

Building and fitting laboratory	£2,000
Building for anatomical purposes	1,000
Annual vote for repairs of buildings	500
	£3,500

*Although the foregoing is the general scheme, showing the way in which it is proposed to appropriate the endowment, if, as now requested, it should be increased to £9,000, it must of course be subject to any change or modification which from time to time may be deemed necessary or expedient by the Senate.

It is proper also to point out that, in order to enable the Senate to enter into a permanent engagement with the additional Professors and Lecturers whom it is proposed to appoint, and to give an assurance to the public of the permanency of the system, it is highly desirable that the increased endowment should, as the original one, be provided for by an Act of the Legislature, and not by annual vote.

Regular accounts of the expenditure should of course be required to be laid annually before Parliament.

APPENDIX II.

BY-LAWS OF THE UNIVERSITY.

[Passed by the Senate on the 2nd day of February, and assented to by the Governor and the Executive Council on 12th February, 1876.]

All By-laws heretofore passed by the Senate, and now in force, are hereby repealed, and in lieu thereof, the following By-laws shall be, and are hereby declared to be, the By-laws under which the University of Sydney shall henceforth be governed: Provided always, that nothing herein contained shall be deemed to revive any By-law previously repealed, or to prejudice any matter already done or commenced under any By-law hitherto in force.

CHANCELLOR.

1. The election to the office of Chancellor shall take place at a duly convened meeting of the Senate, to be held in Lent Term.

2. The Chancellor shall be elected for a period of three years (except as hereinafter provided), to be computed from the date of election, but shall be eligible for re-election.

3. In the event of the office of Chancellor becoming vacant, by death, resignation, or otherwise, before the expiration of the full term of office herein prescribed, the election of a successor shall be proceeded with at the next ensuing regular meeting of the Senate; and the Chancellor so appointed shall hold office until the Lent Term next after the expiration of three years from the date of such election.

VICE-CHANCELLOR.

4. The election of the Vice-Chancellor shall take place at a duly convened meeting of the Senate, to be held in Lent Term, except as in cases otherwise provided for by the Act of Incorporation.

SENATE.

Meetings, and Rules of Procedure.

5. The Senate shall meet on the first Wednesday in every month, or on the nearest convenient day, should such first Wednesday be a public holiday, and may adjourn from time to time to conclude any unfinished business.

6. At any time in the interval between such monthly meetings, it shall be competent for the Chancellor, or, in his absence, the Vice-Chancellor, in any case of emergency, to call a special meeting of the Senate, to be held [as soon as conveniently may be, for the consideration of any business which he may wish to submit to them.

7. Upon the written requisition of any three members, the Chancellor, or, in his absence, the Vice-Chancellor, or in the absence of both, the Registrar, shall convene a special meeting of the Senate, to be held as soon as conveniently may be after the expiration of seven days from the receipt of such requisition.

8. Except in any case of emergency, as aforesaid, no motion initiating a subject for discussion shall be made but in pursuance of notice given at least seven days previously; and every such notice shall be entered in a book, to be kept by the Registrar for that purpose.

9. The Registrar shall issue to each member of the Senate a summons, with a written specification of the various matters to be considered at the next meeting of the Senate, whether such meeting be an ordinary or a special one; and such summons, except in any case of emergency as aforesaid, shall be issued at least three days previously to such meeting.

10. In the event of a quorum of the Senate not being present at any monthly or other meeting, within half an hour after the hour appointed, the meeting shall lapse, but the members then present may adjourn the meeting to any convenient future day, of which at least three days notice shall be given by the Registrar in the usual manner.

11. All the proceedings of the Senate shall be entered in a journal; and, at the opening of each meeting the minutes of the preceding meeting shall be read and confirmed, and the signature of the Chairman then presiding shall be attached thereto.

12. If any Fellow shall, without leave from the Senate, be absent from their meetings for six consecutive calendar months, his fellowship shall *ipso facto* become vacant.

Election to vacancies.

13. At the first meeting of the Senate after the occurrence of a vacancy among the Fellows, a day shall be fixed for a Convocation for the election of a successor, such day to be within sixty days from the date of such Senate meeting, and to be announced at least thirty days previously to such Convocation, by notice posted at the University, and by advertisement in one or more of the daily newspapers. Provided that no Convocation for the election of a Fellow be held during the month of January.

14. No person shall be eligible for election to fill any vacancy among the Fellows unless his name shall have been communicated to the Registrar by some legally qualified voter at least ten clear days before the time of Convocation; and it shall be the duty of that officer to cause the name of such person, and the fact of his candidature, to be forthwith advertised in one or more of the daily papers published in Sydney, and to be posted in a conspicuous place in the University for eight clear days at least before such Convocation.

15. The Convocation for the election of a Fellow shall be held in the University, and shall be presided over in the same manner as if it were a meeting of the Senate. Every candidate submitted for election must be proposed and seconded by legally-qualified voters. If one candidate only be so proposed and seconded, then such candidate shall be declared by the President to be duly elected, but if more than one candidate be so proposed and seconded an election shall be made by ballot. Before proceeding to such ballot, two members of Convocation shall be chosen by the members present to act as scrutineers, and such scrutineers shall report the result of the ballot to the President, who shall declare the candidate having the majority of votes to be duly elected, and in the event of an equality of votes the election shall be decided by the casting vote of the President.

16. At the time fixed for a Convocation for the election of a Fellow, the Registrar shall prepare for the President's use a complete list of all persons entitled to vote under the provisions of the law, and a copy of such list shall be posted in a conspicuous place in the University for two days at least before the time of Convocation.

17. None but legally-qualified voters shall be allowed to be present during the taking of a poll.

Ex-officio members.

(24 Victoria, No. 13.)

18. The Senior Professor of Classics, the Senior Professor of Mathematics, and the Senior Professor of Chemistry and Experimental Physics shall be *ex-officio* members of the Senate, under the provisions of the "Sydney University Incorporation Act Amendment Act of 1861."

SUPERIOR OFFICERS.

(24 Victoria, No. 13.)

19. The Registrar is hereby declared to be a Superior Officer of the University, entitled to the rights and privileges conferred by the "Sydney University Incorporation Act Amendment Act of 1861."

20. The Solicitor to the University is hereby declared to be a Superior Officer of the University, entitled to the rights and privileges conferred by the "Sydney University Incorporation Act Amendment Act of 1861."

REGISTRAR.

21. The Registrar shall keep all necessary records of the proceedings of the University, conduct all necessary correspondence, and keep such registers and books of account as may be required.

22. All fees, fines, or other sums received by the Registrar in his capacity as such, shall be paid into the Bank of the University, in order that the same may be applied, accounted for, and audited in such manner as the Senate may from time to time appoint.

SEAL OF THE UNIVERSITY.

23. The Seal of the University shall be placed in the charge of the Chancellor or Vice-Chancellor, and Registrar, and shall not be affixed to any document except by order of the Senate.

FACULTIES.

24. There shall be three Faculties in the University, viz. :—

1. Arts.
2. Law.
3. Medicine.

LIMITATION OF THE TITLE OF PROFESSOR.

25. The title of Professor shall be distinctive of those Public Teachers in the University upon whom the Senate shall have conferred that title; and no person in or belonging to the University, or any College within it, shall be recognised as Professor, without the express authority of the Senate.

PROCTORIAL BOARD.

26. The Chancellor, the Vice-Chancellor, the Senior Professor of Classics, the Senior Professor of Mathematics, and the Senior Professor of Chemistry and Experimental Physics, shall form a Board, to be called the "Proctorial Board," to which shall be confided the duty of enforcing the observance of order on the part of the undergraduates of the University. This Board shall make such regulations as it may deem expedient for the maintenance of discipline amongst the undergraduates, and shall have the power of inflicting, or authorising to be inflicted, all such academic punishments as are sanctioned by the present usage of British Universities, including fines to an amount not exceeding five pounds (£5) for any one offence: Provided, however, that the Board shall not proceed to the expulsion of any undergraduate, or to his suspension for a period exceeding one term, without the express authority of the Senate.

27. No question shall be decided at any meeting of this Board unless three members at the least shall be present.

28. At meetings of this Board the Chair shall be occupied by the Chancellor, or in his absence by the Vice-Chancellor, or, in the absence of both, by the Dean of the Faculty of Arts; and in the event of an equality of votes at any meeting the Chairman shall have a casting vote. At meetings of this Board the Registrar of the University shall attend and record the proceedings, and it shall be his duty to collect all fines imposed by or under the authority of the Board. It shall be

* The legally-qualified voters are Fellows of the Senate for the time being, Professors, Public Teachers and Examiners in the Schools of the University, Principals of Incorporated Colleges within the University, Superior Officers of the University, declared to be such by By-law, and Graduates who shall have taken any or either of the Degrees of M.A., LL.D., or M.D. in this University.

be the duty of the Registrar to convene the Board, on the requisition of any one of its members, at such time, within seven days from the date of the requisition, as may be directed by the Chancellor, or in his absence by the Vice-Chancellor, on whom it shall be incumbent to give such direction on the Registrar's application. In the event of the absence of the Chancellor and Vice-Chancellor, the time of meeting shall be fixed by the Dean of the Faculty of Arts.

BOARD OF STUDIES.

29. The Chancellor, the Vice-Chancellor, and the Professors of the three several Faculties, shall form a Board, to be called the Board of Studies, for the consideration of all general questions relating to the studies of the University which may be referred to them by the Senate.

DEANS OF FACULTIES.

30. A Dean for each of the Faculties in the University shall be elected by the Senate from time to time for a term of three years.

31. In the event of the office of Dean becoming vacant, by death, resignation, or otherwise, before the expiration of the full term of office herein prescribed, the election of a successor shall be proceeded with at the next ensuing regular meeting of the Senate; and the Dean so appointed shall hold office until the first regular meeting of the Senate in the Term next after the expiration of three years from the date of such election.

TERMS.

32. The Academic Year shall contain three Terms, that is to say:—

Trinity Term—Commencing on the first Monday in June, and terminating with the last Saturday in August.

Michaelmas Term—Commencing on the first Monday in October, and terminating with the third Saturday in December.

Lent Term—Commencing on the first Monday in March, and terminating with the third Saturday in May.

FACULTY OF ARTS.

Subjects of Study.

33. Professors and Lecturers, appointed by the Senate, shall give instruction in the following subjects:—

1. Greek Language and Literature.
2. Latin Language and Literature.
3. Ancient History.
4. Mathematics.
5. Natural Philosophy.
6. Chemistry.
7. Experimental Physics.
8. Geology.
9. Mineralogy.

Board of Examiners.

34. The Professors in the Faculty of Arts, together with such other persons as may from time to time be appointed by the Senate, shall form a Board of Examiners for conducting the Examinations in the Faculty of Arts, and of this Board the Dean of the Faculty, or in his absence, the Professor next in seniority, shall be Chairman.

35. The Board of Examiners shall from time to time, and in accordance with the provisions of the By-laws for the time being, frame rules, and appoint times and places for the several Examinations in the Faculty of Arts.

36. At the conclusion of each Examination the Board shall transmit to the Senate a report of the result, signed by the Chairman, and by at least two other members.

Matriculation.

37. Candidates for Matriculation must make application to the Registrar before the commencement of Trinity Term.

38. The Matriculation Examination shall take place during the first fortnight of Trinity Term, commencing on the second day of that term; but the Examiners, in special cases, with the sanction of the Chancellor or Vice-Chancellor, are authorised to hold such Examinations at such other times as may be deemed expedient.

39. The Examination shall be conducted by means of written or printed papers; but the Examiners shall not be precluded from putting *visd voce* questions.

40. The names of all candidates who have passed the Matriculation Examination shall be arranged alphabetically; but it shall be competent to the Examiners to place in a separate class the names of those who may have specially distinguished themselves.

41. Students who shall have passed the Matriculation Examination, and shall have paid a fee of Two Pounds to the Registrar, may be admitted by the Senate as Members of the University.

42. The Examination for Matriculation shall be in the following subjects:—

- The Greek and Latin Languages.
- English Grammar and Composition.
- *Elementary Chemistry, Physics, or Geology.
- Arithmetic.
- Algebra, to simple equations, inclusive.
- Geometry, first book of Euclid.

Lectures.

43. Lectures shall commence on the first day of Term, excepting in the first or Trinity Term, in which they shall commence on the Monday after the conclusion of the Matriculation and other Examinations hereinafter provided for.

44. Lectures of an hour each shall be given by the Professors in Classics, Mathematics, and Natural Science, at such times and in such order as the Senate may from time to time direct.

45. Before the admission of a student to any course of lectures, he shall pay to the Registrar of the University such fee as shall have been appointed by the Senate.

46. Full and complete tables of lectures and subjects of examinations shall be printed in the Calendars and posted at the University from time to time.

47. Candidates for degrees shall during their first year attend the University lectures on the following subjects:—

1. Greek, except when exempted under clause 72.
2. Latin.
3. Mathematics.
4. Chemistry or Experimental Physics.

48. Candidates for degrees shall during their second year attend the following lectures:—

1. Greek, except when exempted as aforesaid.
2. Latin.
3. Mathematics and Natural Philosophy.
4. Chemistry or Experimental Physics, for two Terms.
5. Geology, for one Term.

49. Lectures shall be given during the third year on the following subjects:—

1. Classics.
2. Mathematics: on the additional subjects required for honors.
3. Practical Chemistry, Geology, and Mineralogy.

Exemption from Lectures.

50. Any undergraduate not holding a Scholarship in the University, nor being a Member of a College established under the provisions of the Act 18 Victoria, No. 37, may be exempted from attendance upon any or all of the above-named lectures, upon producing evidence which shall satisfy the Senate that there are sufficient reasons for such exemption: Provided that no such exemption shall be granted for more than one year at any one time.

51.

51. Any person may be exempted from attendance upon the University lectures, under section 50 of the By-laws, who shall satisfy the Senate that he is prevented from attending by the necessities of his position: Provided always that no application for such exemption shall be entertained until the applicant shall have passed the Matriculation Examination, and the Examiners shall have specially certified to the Senate that his abilities and attainments are such as to enable him, in their opinion, taking into consideration all the circumstances of the case, to keep up with the usual course of study at the University without attendance upon lectures. Undergraduates admitted *ad eundem statum*, and who are not required to pass the Matriculation Examination, shall nevertheless be required to pass a Special Examination to be certified by the Examiners as above, before obtaining exemption from attendance upon lectures.

Yearly Examinations.

52. The yearly examinations shall be held during the first fortnight of Trinity Term, and no undergraduate shall absent himself therefrom except under medical certificate.

53. The undergraduates of the first and second year shall be examined in the subjects of the undergraduate course upon which lectures have been given during the year.

54. No undergraduate not exempted under section 51 from attendance upon lectures shall be admitted to these examinations who, without sufficient cause, shall have absented himself more than three times during any one term from any prescribed course of lectures.

55. Every undergraduate exempted from attendance upon lectures under section 51 shall, before being admitted to any yearly examination, pay to the Registrar a fee of Two Pounds. If any such candidate fail to pass the examination, the fee shall not be returned to him, but he may be admitted again to examination without the payment of any additional fee.

56. Candidates who pass the second yearly examination in the Mathematical School shall not be required to pass any further examination in that school. Those who fail to pass shall be required again to attend the second year course of lectures, and to pass the next succeeding yearly examination in that school.

57. The provisions of the last clause shall apply also to the Natural Science School.

58. Candidates who shall have obtained at least a second-class place at the second yearly examination in the Classical School may elect to be exempted from further attendance upon lectures, and from further examination in that school: Provided always that any candidate so exempted shall during the ensuing year be required either to attend the third year course of lectures, and to pass the consequent examination in the Mathematical School, or to attend the third year course of lectures and to pass the consequent examination in Natural Science.

59. After examination the names of the undergraduates shall be arranged in classes, and in order of merit.

60. Prize books, stamped with the University Arms, shall be given to each student who shall be placed in the first class in each year.

61. Such undergraduates as absent themselves from the examinations, except under medical certificate, or fail to pass them in a satisfactory manner, shall, at the discretion of the Senate; on the report of the Examiners, be required to keep additional terms before proceeding to the B.A. degree.

62. Undergraduates who shall have passed the yearly examinations shall receive certificates to that effect, signed by the Dean of the Faculty of Arts and by the Registrar.

Admission ad eundem statum.

63. Undergraduates who have kept terms at other Universities may, at the discretion of the Senate, be admitted *ad eundem statum* in this University, without examination: Provided always that they shall give to the Registrar, to be submitted to the Senate, sufficient evidence of their alleged *status* and of good conduct.

Bachelor of Arts.

64. The examination for the degree of B.A. shall take place once a year, at the beginning of Trinity Term.

65. No candidate shall be admitted to this examination unless he produce a certificate from the Dean of the Faculty of Arts of having complied with the regulations. This certificate shall be transmitted to the Registrar before the day appointed for the commencement of the examination.

66. The fee for the degree of B.A. shall be Three Pounds. No candidate shall be admitted to the examination unless he have previously paid this fee to the Registrar. If a candidate fail to pass the examination, the fee shall not be returned to him; but he shall be admissible to any subsequent examination for the same degree without the payment of an additional fee.

67. The examination shall be conducted in the first instance by means of printed papers; and at the termination of such examination each candidate shall undergo a *viva voce* examination if the Examiners think fit.

68. To obtain the degree of B.A. candidates shall pass satisfactory examinations in two at least of the following schools:—

1. Classical—The Greek and Latin Languages, and Ancient History.
2. Mathematical—Mathematics and Natural Philosophy.
3. Natural Science—Chemistry, Experimental Physics, Practical Chemistry, Geology, and Mineralogy.

69. All persons who have passed the ordinary examination for B.A. shall be admissible for honors in the Classical, Mathematical, and Natural Science Schools.

70. The candidates in each school shall be arranged in classes, and the first class in order of merit.

71. The most distinguished candidate for honors in each of the aforesaid schools shall, if he possess sufficient merit, receive a prize of Ten Pounds.

Exemption from Greek.

72. Any candidate for Matriculation, or candidate for the degree of B.A., shall, on application to the Senate, be exempted from examination in Greek at any of the examinations provided for in these By-laws, and from attendance on lectures in that subject; but any person so exempted shall be required to show a greater proficiency in Latin, and no such candidate shall be eligible to any scholarship for general proficiency, nor for classical honors at the examination for the degree of B.A. Undergraduates so exempted shall be required during their third year to attend lectures in Latin, Mathematics, and Natural Science, and to pass the examination for the degree of B.A. in those subjects.

Master of Arts.

73. There shall be a yearly examination for the degree of M.A. during Lent Term, or at such other times as the Examiners, with the sanction of the Chancellor or Vice-Chancellor, may appoint.

74. Every candidate for this degree must have previously obtained the degree of B.A., and two years must have elapsed since the time of his examination for such degree. He will also be required to furnish evidence of having completed his twenty-first year.

75. The fee for the degree of M.A. shall be Three Pounds. No candidate shall be admitted to the examination unless he have previously paid this fee to the Registrar. If a candidate fail to pass the examination, the fee shall not be returned to him; but he shall be admissible to any subsequent examination for the same degree, without the payment of an additional fee.

76. Candidates for the degree of M.A. shall elect to be examined in one or more of the following branches of knowledge:—

1. Classical Philology and History.
2. Mathematics and Natural Philosophy.
3. Logic; Moral, Mental, and Political Philosophy.
4. Natural Science.

The candidate most distinguished in each branch at the examination shall, if he possess sufficient merit, receive a gold medal.

77. The Senate may, at their discretion, admit to examination, for the degree of Master of Arts, any person who shall have obtained, at least two years previously, the degree of Bachelor of Arts, or equivalent first degree in Arts, in any other University approved by the Senate. Every candidate for admission under this By-law must make application in writing to the Registrar, and supply satisfactory evidence of his qualification as aforesaid, and that he is a person of good fame and character; and, upon the approval of his application, shall pay to the Registrar a fee of Five Pounds. Every candidate, before he is admitted to his degree, shall be required to furnish evidence of having completed his twenty-first year.

Scholarships.

Scholarships.

78. In addition to such Scholarships as the Senate may from time to time determine to award, the following Foundation Scholarships, tenable for one year, shall be awarded after examination, in the following manner, namely:—

To undergraduates of the *first* year:—

For general proficiency—The *Levy Scholarship*.

To undergraduates of the *second* year:—

For General Proficiency—The *Lithgow Scholarship*, founded in 1864.

To undergraduates of the *third* year:—

1. For proficiency in Classics—the *Cooper Scholarship*, founded in 1857.

2. For proficiency in Mathematics and Natural Philosophy—the *Barker Scholarship*, founded in 1853.

3. For proficiency in Chemistry and Experimental Physics—the *Deas-Thomson Scholarship*, founded in 1854.

79. None of the above Scholarships shall be awarded except to such candidates as exhibit a degree of proficiency which shall be satisfactory to the Examiners.

80. The Examination for Scholarships shall be concurrent with the Matriculation and Yearly Examinations, additional papers and questions being set where required.

FACULTY OF LAWS.*Bachelor of Laws.*

81. Until Professorships are established, there shall be a Board of Examiners appointed by the Senate to test the qualifications of candidates desirous of obtaining a degree in Laws. The Examination for the degree of LL.B. shall take place at such times as the Examiners, with the sanction of the Chancellor or Vice-Chancellor, may appoint.

82. Every candidate for the degree of LL.B. shall lodge with the Registrar satisfactory evidence of having taken the degree of B.A., or some equivalent degree, at least one year previously, in this or in some other University approved by the Senate. Every such candidate shall also furnish satisfactory evidence that he is a person of good fame and character, and that he has completed his twenty-first year.

83. The fee for the degree of LL.B. shall be Ten Pounds. No candidate shall be admitted to the examination unless he have previously paid this fee to the Registrar. If the candidate fail to pass this examination the fee shall not be returned to him, but he shall be admissible to any subsequent examination for the same degree without the payment of an additional fee.

84. Candidates for the degree of LL.B. shall be examined in the following subjects:—

Roman, Civil and International Law.

Constitutional History, and Constitutional Law of England.

General Law of England.

Doctor of Laws.

85. The degree of LL.D. shall not be conferred until after the expiration of seven academic years from the granting of the LL.B. degree. Every candidate shall be required to pass an examination in the Civil Law in the original Latin, with especial reference to such particular works as the Examiners may from time to time determine. The fee for the degree of LL.D. shall be Ten Pounds sterling.

86. The Senate shall have power to admit to examination for the degree of LL.D. any person who shall have obtained, at least two years previously, the degree of LL.B., at any other University approved by the Senate, and who shall also have obtained the degree of Bachelor of Arts, or an equivalent first degree in Arts, at any such University, or shall pass an examination similar to that prescribed for the degree of Bachelor of Arts in this University. Every candidate for admission under this By-law must make application in writing to the Registrar, and supply satisfactory evidence of his qualifications as aforesaid, and that he is a person of good fame and character; and upon the approval of his application, he shall pay to the Registrar a fee of Two Pounds for the entry of his name in the University Books, in addition to the prescribed fee for his degree.

FACULTY OF MEDICINE.*Bachelor of Medicine.*

87. A Professor, appointed by the Senate, shall give Lectures in Chemistry.

88. Until other Professorships in the Faculty of Medicine be constituted in the University, there shall be a Board of Examiners, appointed by the Senate, to test the qualifications of candidates who may apply for medical degrees, to be granted in accordance with the provisions contained in the Act of Incorporation.

89. Such candidates must lodge with the Registrar of the University satisfactory evidence of having taken the degree of B.A., or some equivalent degree, in this or in some other University approved by the Senate. Candidates who have not taken such degree must pass an examination similar to that prescribed for the B.A. degree in this University.

90. The candidate must also furnish evidence that he is of good fame and character, that he is not under twenty-one years of age, and that he has diligently pursued a course of medical studies extending over a period of four years, at some Medical School approved of by the Senate. His certificates must show that he has attended the following eight classes, each for a course of six months—Anatomy, Practical Anatomy, Physiology, Chemistry, Materia Medica, Surgery, Practice of Medicine, Midwifery; and the following five classes, each for a course of three months—Botany, Practical Chemistry, Medical Jurisprudence, Clinical Medicine, and Clinical Surgery; also that he has attended for eighteen months the medical and surgical practice of a hospital containing not fewer than eighty beds; and that he has been engaged for six months in compounding and dispensing medicines.

91. Medical or surgical diplomas from regularly constituted Examining Boards on Europe or America may, at the discretion of the Senate, be accepted as equivalent to the whole or part of the above-mentioned certificates.

92. As soon as the required documents have been declared satisfactory to the Senate, the Registrar shall notify to the candidate the day on which his examination will commence.

93. Before being admitted to examination, the candidate must deposit with the Registrar a fee of Ten Pounds, which will not be returned in the event of the candidate not passing the examination; but such candidate may be admitted to any future examination without any further charge.

94. Upon compliance with the above regulations, and on the report of the Examiners that the candidate has passed a satisfactory professional examination, the Senate shall confer upon him the degree of M.B.

Doctor of Medicine.

95. The degree of M.D. shall not be conferred until after the expiration of two academic years from the granting of the M.B. degree.

96. The candidate must produce evidence that, after having obtained the degree of M.B., he has spent two years in hospital practice, or three years in practice, either private or in the public service. He shall also be required to produce a certificate from the Superintendent of a Public Lunatic Asylum of diligent attendance at such Asylum for three months, such attendance being either before or after his obtaining the degree of M.B. Further, he shall be required to prepare and defend a thesis on some medical subject, to be selected by himself; such thesis shall be in the Latin or English language, and, if approved by the Senate, on the report of the Board of Examiners, may be printed; and he shall be required to pass an examination in Psychological Medicine, provided he has not previously passed such an examination in proceeding to the degree of M.B.

97. The fee for the degree of M.D. shall be Ten Pounds.

98. The Senate shall have power to admit to examination for the degree of Doctor of Medicine any person who shall have obtained, at least two years previously, the degree of Bachelor of Medicine or some corresponding first degree in Medicine at any other University approved by the Senate. Every candidate for admission under this By-law must make application in writing to the Registrar, and supply satisfactory evidence of his qualifications as aforesaid, and also that he is a person of good fame and character. Upon the approval of his application, he shall pay to the Registrar a fee of Two Pounds for the entry of his name in the University Books, in addition to the prescribed fee for his degree. Before the granting of the degree, every passed candidate will be required to furnish evidence of having completed his twenty-third year.

REGISTER

REGISTER OF GRADUATES.

99. A Register of the Graduates of the University shall be kept by the Registrar in such manner as the Senate shall from time to time direct, and such Register shall be conclusive evidence that any person whose name shall appear thereon as holding the degree of Master of Arts, Doctor of Laws, or Doctor of Medicine, at the time of his claiming to vote at a Convocation for the election of a Fellow of the Senate, is so entitled to vote; and that any person whose name shall not appear thereon, at the time of his claiming to vote in Convocation, is not so entitled to vote.

SUBSTITUTES FOR OFFICERS.

100. Any act required by the By-laws to be performed by any officer of the University may, during the absence or other incapacity of such officer, unless otherwise provided, be performed by a person appointed by the Senate to act in his place.

ACADEMIC COSTUME AND DISCIPLINE.

101. The Academic Costume shall be: for—

The Chancellor and the Vice-Chancellor—a robe and cap similar to those worn by the Chancellor of the University of Oxford. In undress, the silk gown worn by other members of the Senate—black velvet cap, and gold tassel.

A Member of the Senate—the habit of his degree, or a black silk gown (of the description worn by civilians holding degrees from Oxford and Cambridge), with tippet of scarlet cloth edged with white fur, and lined with blue silk,—black velvet trencher cap.

Doctor of Laws or Medicine—the gown worn by graduates of the same rank in the University of Oxford,—hood of scarlet cloth lined with blue silk,—black cloth trencher cap.

Master of Arts—the ordinary Master's gown of Oxford or Cambridge, of silk or bombazine, with black silk hood lined with blue silk,—black cloth trencher cap.

Bachelor of Laws or Medicine—the black gown worn by civilians in Oxford or Cambridge holding degrees, with hood of blue silk lined with white fur,—black cloth trencher cap.

An officer not being a graduate—a black silk gown of the description worn by civilians not holding degrees,—black cloth trencher cap.

Bachelor of Arts—a plain black stuff gown, with hood similar to that worn by the B.A. at Cambridge,—black cloth trencher cap.

Undergraduate—a plain black stuff gown,—black cloth trencher cap.

Scholar—the same gown, with a velvet bar on the sleeve,—black cloth trencher cap.

102. Members of the University shall, on all public occasions when convened for academic purposes, appear in their academic costume.

103. The undergraduates shall appear in academic costume when attending lectures, and on all public occasions in the University; and whenever they meet the Fellows, Professors, or other superior Officers of the University, shall respectfully salute them.

104. A journal shall be kept by the Registrar, in which he shall keep a daily record of the lectures delivered by each Professor, the number of students present, and also the names of the students reported by the Professor to be absent. This journal to be laid on the table at the monthly meetings of the Senate.

NON-MATRICULATED STUDENTS.

105. Any person desirous of attending University lectures may do so without Matriculation, upon payment of such fees as the Senate may from time to time direct.

PUBLIC EXAMINATIONS.

106. Two Public Examinations shall be held every year; the one to be called the Junior Public Examination, and the other to be called the Senior Public Examination, and shall be open to all candidates, male or female, who may present themselves.

107. The Public Examinations shall be held at such times and at such places as the Senate may from time to time appoint.

108. The subjects of the Junior Public Examinations shall be the English Language and Literature, History, Geography, the Latin, Greek, French, and German Languages, Arithmetic, Algebra, Geometry, and such other branches of learning as the Senate may from time to time determine.

109. The subjects of the Senior Public Examination shall be those mentioned in the foregoing section, together with Trigonometry, Conic Sections, Natural Philosophy, Chemistry, Experimental Physics, and Geology.

110. Every candidate who shall pass either of these examinations, or such portions of either of them as may be required by the rules or orders of the Senate in force for the time being, shall receive a certificate to that effect, specifying the subjects in which he shall have passed, and signed by the Dean of the Faculty of Arts and by the Registrar.

111. No person shall be admitted to either of the Public Examinations until he shall have paid such fees as may be required by the rules or orders of the Senate in force for the time being.

112. The Professors and Assistant Professors not engaged in tuition, except publicly within the University, together with such other persons as the Senate may from time to time appoint, shall form a Board for conducting the Public Examinations; and of this Board the Dean of the Faculty of Arts, or, in his absence, the Professor next in seniority, shall be Chairman.

113. At the conclusion of each examination, the Board shall transmit to the Senate a report of the result, signed by the Chairman and at least one other member.

114. Subject to these By-laws, the Public Examinations shall be conducted according to such rules or orders as the Senate may from time to time establish.

DIRECTIONS FOR CONDUCTING THE PUBLIC EXAMINATIONS.

1. The Public Examinations shall be held annually at the University, in the month of November, commencing on the first Monday in that month.

2. The fee for admission to the Junior Public Examinations shall be £2, and to the Senior Public Examinations £3. Candidates holding certificates of having passed the Junior Public Examination shall be admitted to the Senior Public Examination upon payment of an additional fee of £1.

3. A candidate holding a certificate of having passed the Junior Examination, and being a candidate for matriculation, shall be admitted to any subsequent junior examination in any of the sections in which he has not already passed, without the payment of any additional fee; and in case of his passing in any such sections he shall receive a certificate to that effect. The same rule shall apply to candidates holding certificates of having passed the senior examination; but no such candidate shall be allowed to compete for honors in any section in which he has already passed. These exemptions shall extend to one additional examination only.

4. Candidates who shall have failed to pass the examination may be admitted to any subsequent examination without the payment of any additional fee, but this exemption shall not extend to more than two examinations.

5. In addition to the regular examination in November, the Board of Examiners are authorized, at their discretion, to hold Junior Public Examinations in Sydney at such other times as they may consider desirable, provided that not more than one such examination shall be held in the same term.

6. No candidate shall be admitted to either of the public examinations unless he shall have notified to the Registrar his intention to become a candidate, specifying the subjects in which he elects to be examined, and shall have paid to the Registrar the required fee, fourteen days before the commencement of the examination.

7. The examination shall be conducted by means of written or printed papers and *visà voce* at the discretion of the Examiners.

8. Public examinations may be held at any place within the Colony where a person, approved by the Senate, can be found to conduct the examination; provided always that the aggregate amount of fees paid by candidates at any such place shall be sufficient to defray the expenses of such examination.

9. Local examinations, as provided for in clause 8, shall be held at the same time as those at the University, and shall be conducted as follows :—

- (a) Copies of the papers to be set at the public examinations at the University, together with such additional papers as the absence of *visá voce* examination may render necessary, shall be transmitted under seal to the person appointed by the Senate to conduct the local examinations.
- (b) Candidates shall write out answers to the questions set, in the presence of the person appointed to conduct the examination, or of some person deputed by him, and in accordance with such detailed instructions as may be furnished by the Chairman of the Board of Examiners.
- (c) The written answers shall be transmitted to the Board of Examiners, who shall examine them, and report thereon to the Senate.
- (d) The person conducting the local examination shall receive such remuneration for his services as the Senate may in each case determine.

10. The Senate may, at their discretion, send an Examiner or Examiners to conduct the local examinations at any place within the Colony.

JUNIOR EXAMINATION.

11. The subjects for the Junior Public Examination shall be those comprised in the following Sections :—

Section I.

Writing from dictation.

The rudiments of English Grammar.

The first four rules of Arithmetic—simple and compound, and the Rule of Three.

Geography.

The outlines of English History since the Conquest ; that is, the succession of Sovereigns, and the chief events of each reign.

All candidates will be required to pass in this Section.

Section II.

English.—Language, Grammar, and Composition.

Book recommended :—Latham's smaller Grammar.

Section III.

Latin.—Passages for translation from *Cæsar's Commentaries*, B. I. Easy passage for translation from some other Latin author. Short sentences for translation into Latin. Questions on historical and other allusions, and parsing.

Section IV.

Mathematics.—Arithmetic, Euclid, B. I, Algebra to simple equations, without surds.

Section V.

Mathematics.—Euclid, B. II, excepting Props., 8, 9, 10, and B. III. Algebra to proportion, including quadratic equations of one or two unknown quantities and surds.

Section VI.

English History.—From the Norman Conquest to the accession of Queen Victoria. An acquaintance with Dr. Smith's smaller History of England, or any similar work, will be sufficient to enable a candidate to pass in this Section.

Section VII.

Geography.—Physical features and political divisions.

Section VIII.

French.—Passages for translation from *Voltaire's Life of Charles XII*, B. I and II, with a further examination similar to that in Latin.

Section IX.

German.—Passages for translation from *Lessing's Fables*, with a further examination similar to that in Latin.

Section X.

Greek.—Passages for translation from *Xenophon, Anabasis*, B. I, with a further examination similar to that in Latin.

Every candidate, in addition to section I, will be required to pass in two at least of the remaining Sections, of which one at least must be II, III, IV, or V ; and in the case of female candidates, II, III, IV, V, or VIII.

SENIOR EXAMINATION.

12. The subjects for the Senior Public Examination shall be those comprised in the following Sections :—

Section I.

The same as for the Junior Examination. All candidates will be required to pass this Section, except those who hold certificates of having passed the Junior Examination.

Section II.

English.—Grammar, Analysis, and Composition.

Book recommended :—Latham's smaller Grammar.

Section III.

Latin.—Passages for translation from *Livy*, B. XXI, and *Horace, Odes*, B. III. Questions on historical and other allusions and grammar. Passages for translation from other Latin works. A passage of English for translation into Latin prose.

Section IV.

Arithmetic and Algebra, including logarithms. A satisfactory knowledge of arithmetic and of algebra to the Binomial Theorem inclusive, shall entitle a candidate to pass in this section.

Section V.

Geometry.—Euc., B. I, B. II, Props. 1-7, 11-14 ; B. III, B. IV, Props. 1-9, 15 ; B. V. Definitions ; B. VI, Props. 1-3, 4-16, 19-21, 23, 33 ; B. XI, Prop. 1-21.

A satisfactory knowledge of the portions required of Books I-IV shall entitle a candidate to pass in this Section.

Section VI.

History.—Political and Constitutional History of England, from the Norman Conquest to the Accession of Queen Victoria.

Section VII.

Geography.—Political, Physical, and Commercial.

Section VIII.

French.—Passages for translation from Guizot's *Histoire de la Révolution d'Angleterre*, and Racine's *Athalie*, with a further examination similar to that in Latin.

Section IX.

German.—Passages for translation from Schiller's *Thirty Years' War*, B. II and III, with a further examination similar to that in Latin.

Section X.

Greek.—Passages for translation from the *Ion* of Euripides, with a further examination similar to that in Latin.

Section XI.

Mathematics.—Trigonometry, Analytical Geometry, Elementary Mechanics. A satisfactory knowledge of either of these three subjects shall entitle a candidate to pass in this section. Books recommended:—Trigonometry, Todhunter's larger work; Analytical Geometry, Todhunter's; Mechanics, Parkinson's.

Section XII.

Chemistry.—Inorganic Chemistry, Organic Chemistry. A satisfactory knowledge of Inorganic Chemistry shall entitle a candidate to pass in this Section.

Section XIII.

Geology.—General description and classification of rocks. Distribution of organic remains.

Every senior candidate, in addition to Section I, will be required to pass in two at least of the remaining Sections, of which one at least shall be II, III, IV, X, or XI; and in the case of female candidates, II, III, IV, VIII, X, or XI, but no candidate will be examined in more than six Sections in addition to the first.

13. The names of those candidates who shall pass the Junior Examination shall be arranged alphabetically.

14. The names of those candidates who pass the Senior Examination shall be arranged in classes, the names in each class being arranged alphabetically. Separate lists shall be made of those who may specially distinguish themselves in either of the following divisions:—English Language and History, and Geography; Classics; Mathematics, including Mechanics; Modern Languages; Experimental Physics and Geology; and in these lists the names shall be arranged in classes and in order of merit.

15. After the name of each candidate in the above lists shall be added the school or other educational establishment (if any) from which he comes to attend the examination, and the name of his schoolmaster or tutor.

16. A separate account shall be kept of all receipts and disbursements on account of the Public Examinations.

17. The fees shall be collected by the Registrar, and paid into the general fund of the University, and shall be appropriated in the first place to the payment of all expenses incurred, including printing, stationery, and fees paid to Examiners, other than the Professors and Assistant Professors. The residue, if any, shall be appropriated amongst the subjects of examination in proportion to the number of candidates for examination in each, the portions so appropriated to be divided amongst the Professors and Assistant Professors who shall have examined in those subjects respectively.

CIVIL SERVICE EXAMINATION.

Colonial Secretary's Office,
Sydney, 6th October, 1871.

His Excellency the Governor, with the advice of the Executive Council, and in accordance with an Address of the Legislative Assembly of the 17th February last, directs it to be notified for general information, that from and after the 1st proximo, all persons seeking appointment to a clerical office in the Public Service of the Colony, must produce a certificate signed by the Dean of the Faculty of Arts and by the Registrar of the Sydney University, showing that they have passed a satisfactory examination in Section I of the subjects appointed by the University of Sydney for the Public Examinations held by the University, viz. :—

Reading aloud a passage from some standard English author.

Writing from dictation.

The rudiments of English Grammar.

The first four rules of Arithmetic, simple and compound, and the Rule of Three.

Geography.

The outlines of English History since the Conquest—that is, the succession of Sovereigns, and the chief events of each reign.

JOHN ROBERTSON.

TABLE OF FEES.

	£	s.	d.
Matriculation	2	0	0
Lecture Fees, <i>per Term</i> —			
Classics	2	2	0
Mathematics	2	2	0
Chemistry and Experimental Physics	3	3	0
Practical Chemistry	3	3	0
Geology and Palæontology	1	1	0
Mineralogy	1	1	0
B.A.	3	0	0
M.A.	3	0	0
B.A. (for Graduates from other Universities)	5	0	0
LL.B.	10	0	0
LL.D.	10	0	0
M.B.	10	0	0
M.D.	10	0	0

APPENDIX III.

UNIVERSITY OF SYDNEY.—BY-LAWS.

PUBLIC EXAMINATIONS.

106. Two Public Examinations shall be held every year; the one to be called the Junior Public Examination, and the other to be called the Senior Public Examination, and shall be open to all candidates, male or female, who may present themselves.

107. The Public Examinations shall be held at such times and at such places as the Senate may from time to time appoint.

108. The subjects of the Junior Public Examinations shall be the English Language and Literature, History, Geography, the Latin, Greek, French, and German Languages, Arithmetic, Algebra, Geometry, and such other branches of learning as the Senate may from time to time determine.

109. The subjects of the Senior Public Examination shall be those mentioned in the foregoing Section, together with Trigonometry, Conic Sections, Natural Philosophy, Chemistry, Experimental Physics, and Geology.

110. Every candidate who shall pass either of these examinations, or such portions of either of them as may be required by the Rules or Orders of the Senate in force for the time being, shall receive a certificate to that effect, specifying the subjects in which he shall have passed, and signed by the Dean of the Faculty of Arts and by the Registrar.

111. No person shall be admitted to either of the Public Examinations until he shall have paid such fees as may be required by the Rules or Orders of the Senate in force for the time being.

112. The Professors and Assistant Professors not engaged in tuition, except publicly within the University, together with such other persons as the Senate may from time to time appoint, shall form a Board for conducting the Public Examinations; and of this Board the Dean of the Faculty of Arts, or, in his absence, the Professor next in seniority, shall be Chairman.

113. At the conclusion of each Examination, the Board shall transmit to the Senate a report of the result, signed by the Chairman and at least one other member.

114. Subject to these By-laws, the Public Examinations shall be conducted according to such Rules or Orders as the Senate may from time to time establish.

DIRECTIONS FOR CONDUCTING THE PUBLIC EXAMINATIONS.

1. The Public Examinations shall be held annually at the University, in the month of November, commencing on the first Monday in that month.

2. The fee for admission to the Junior Public Examinations shall be £2, and to the Senior Public Examinations £3. Candidates who have already paid the fee of the Junior Public Examination shall be admitted to the Senior Public Examination upon payment of an additional fee of £1.

3. A candidate holding a certificate of having passed the Junior Examination shall, upon declaring his intention to matriculate, be admitted without the payment of any additional fee to Examination in any of the subjects for matriculation in which he has not already passed. The same rule shall apply to candidates holding certificates of having passed the Senior Examination; but no such candidate shall be allowed to compete for honors in such Section. These exemptions shall extend to one additional Examination only.

4. Candidates who shall have failed to pass the Examination may be admitted to any subsequent Examination without the payment of any additional fee; but this exemption shall not extend to more than two additional Examinations.

5. In addition to the regular Examination in November, the Board of Examiners are authorized, at their discretion, to hold Junior Public Examinations in Sydney at such other times as they may consider desirable, provided that not more than one such Examination shall be held in the same Term.

6. No candidate shall be admitted to either of the Public Examinations unless he shall have notified to the Registrar his intention to become a candidate, specifying the subjects in which he elects to be examined, and shall have paid to the Registrar the required fee, fourteen days before the commencement of the Examination.

7. The Examination shall be conducted by means of written or printed papers and *visà voce* at the discretion of the Examiners.

8. Public Examinations may be held at any place where a person, approved by the Senate, can be found to conduct the Examination; provided always that the aggregate amount of fees paid by candidates at any such place shall be sufficient to defray the expenses of such Examination.

9. Local Examinations, as provided for in clause 8, shall be held at the same time as those at the University, and shall be conducted as follows:—

(a) Copies of the papers to be set at the Public Examinations at the University, together with such additional papers as the absence of *visà voce* Examination may render necessary, shall be transmitted, under seal, to the person appointed by the Senate to conduct the Local Examinations.

(b) Candidates shall write out answers to the questions set, in the presence of the person appointed to conduct the Examination, or of some person deputed by him, and in accordance with such detailed instructions as may be furnished by the Chairman of the Board of Examiners.

(c) The written answers shall be transmitted to the Board of Examiners, who shall examine them, and report thereon to the Senate.

(d) The person conducting the Local Examination shall receive such remuneration for his services as the Senate may in each case determine.

10. The Senate may, at their discretion, send an Examiner or Examiners to conduct Local Examinations.

JUNIOR EXAMINATION.

11. The subjects for the Junior Public Examinations shall be those comprised in the following Sections:—

Section I.

Writing from dictation.

The rudiments of English Composition.

The first four rules of Arithmetic—simple and compound, and the Rule of Three.

All candidates will be required to pass in this Section.

Section II.

English.—Language and Grammar.

Subjects for Examination.—Milton's *Comus*, *Lycidas*, *Allegro* and *Penseroso*.

Section III.

Latin.—Passages for translation from *Cæsar's Commentaries*, B. II. Easy passage for translation from Latin. Short sentences for translation into Latin. Questions on Genders, Numerals, Inflections, &c.

Section IV.

Mathematics.—Arithmetic, Euclid, B. I., Algebra to simple equations, without surds.

Section V.

Mathematics.—Euclid, B. II., excepting props. 8, 9, 10, and B. III. Algebra to proportion, including quadratic equations of one or two unknown quantities and surds.

Section VI.

English History and General Geography.—The English History to date from the Norman Conquest to the Accession of Queen Victoria. An acquaintance with Dr. Smith's smaller History of England, or any similar work, will be sufficient.

The Geography to consist in a knowledge of the physical features of all countries, and the situations of the principal towns.

Section VII.

French.—Passages for translation from *La Fontaine's Fables*, with a further examination similar to that in Latin.

Section VIII.

German.—Passages for translation from *Lessing's Fables*, with a further examination similar to that in Latin. Every Candidate, in addition to Section I, will be required to pass in two others at the least.

Section XI.

Greek.—Passages for translation from *Xenophon, Anabasis*, B. II, with a further examination similar to that in Latin.

SENIOR EXAMINATION.

12. The subjects for the Senior Public Examination shall be those comprised in the following Sections:—

Section I:

The same as for the Junior Examination. All candidates will be required to pass this Section, except those who hold certificates of having passed the Junior Examination.

Section

Section II.

English.—Grammar, Analysis, and Composition. *Subjects:* Language. Both Parts of Henry IV.

Section III.

Latin.—Passages for translation from Livy, B. I, and Horace, Odes, B. II. Questions on Historical and other allusions, and Grammar. A passage of English for translation into Latin prose.

Section IV.

Arithmetic and Algebra, including logarithms. A satisfactory knowledge of Arithmetic and of Algebra to the Binomial Theorem, inclusive, shall entitle a candidate to pass in this Section.

Section V.

Geometry.—Euc., B. I, B. II, Props. 1-7, 11-14; B. III, B. IV, Props. 1-9, 15; B. V, Definitions; B. VI, Props. 1-3, 4-16, 19-21, 23, 33; B. XI, Props. 1-21.

A satisfactory knowledge of the portions required of Books I-IV shall entitle a candidate to pass in this Section.

Section VI.

History of Europe, from the beginning of the Eleventh to the Eighteenth Century; and *Geography*, Physical, Political, and Commercial.

Section VII.

French.—Passages for translation from Voltaire's *Siècle de Louis Quatorze*, and Racine's *Esther*; with a further examination similar to that in Latin.

Section VIII.

German.—Passages for translation from Schiller's *Thirty Years' War*, B. II and III; with a further examination similar to that in Latin.

Section IX.

Greek.—Passages for translation from the first four Books of the *Iliad*; with a further examination similar to that in Latin.

Section X.

Mathematics.—Trigonometry, Analytical Geometry, Elementary Mechanics.

A satisfactory knowledge of any one of these three subjects shall entitle a candidate to pass in this Section.

Books recommended:—Trigonometry, Todhunter's larger work; Analytical Geometry, Todhunter's; Mechanics, Parkinson's.

Section XI.

Chemistry.—Inorganic Chemistry, Organic Chemistry, and Experimental Physics.

Section XII.

Geology.—General description and classification of rocks. Distribution of organic remains.

Every senior candidate, in addition to Section I, will be required to pass in two at least of the remaining Sections.

13. The names of those candidates who shall pass the Junior Examination shall be arranged alphabetically.

14. The names of those candidates who pass the Senior Examination shall be arranged in classes, the names in each class being arranged alphabetically. Separate lists shall be made of those who may specially distinguish themselves in either of the following divisions:—English Language, and History and Geography; Classics; Mathematics, including Mechanics; Modern Languages; Chemistry and Experimental Physics and Geology; and in these lists the names shall be arranged in classes and in order of merit.

15. After the name of each candidate in the above lists shall be added the name of his school or of his private teacher.

16. A separate account shall be kept of all receipts and disbursements on account of the Public Examinations.

17. The fees shall be collected by the Registrar and paid into the general fund of the University, and shall be appropriated in the first place to the payment of all expenses incurred, including printing, stationery, and fees paid to Examiners, other than the Professors and Assistant Professors. The residue, if any, shall be appropriated for payment of the members of the Examining Board.

CIVIL SERVICE EXAMINATION.

Colonial Secretary's Office,
Sydney, 6th October, 1871.

His Excellency the Governor, with the advice of the Executive Council, and in accordance with an Address of the Legislative Assembly of the 17th February last, directs if to be notified for general information that from and after the 1st proximo all persons seeking appointment to a clerical office in the Public Service of the Colony must produce a certificate signed by the Dean of the Faculty of Arts and by the Registrar of the Sydney University, showing that they have passed a satisfactory examination in Section I* of the subjects appointed by the University of Sydney for the Public Examinations held by the University, viz.:—

Reading aloud a passage from some standard English author.

Writing from dictation.

The rudiments of English Grammar.

The first four rules of Arithmetic, simple and compound, and the Rule of Three.

Geography.

The outlines of English History since the Conquest—that is, the succession of Sovereigns, and the chief events of each reign.

JOHN ROBERTSON.

DIRECTIONS TO CANDIDATES FOR THE PUBLIC EXAMINATIONS.

[Candidates are directed to read these Rules carefully and to observe them strictly. They are further required to take notice that, in the event of any violation of the Rules respecting the mode of sending up their papers, by omission to fix the right number, or otherwise, their work will not be looked over until after the declaration of the result of the Examination, nor will their names appear in the published lists.]

No books or manuscripts allowed to be brought into the Examination Room, or into the building where the Examination is held.

No communication, by word or otherwise, between candidates, or any one, except the person presiding and the attendants, is allowed during the Examination.

No candidate to leave his place during the Examination without permission; but if he wishes to leave the room, or to communicate with the person presiding, he may stand up; and in the event of his being allowed to retire for any necessary purpose, he shall remain under sufficient supervision during his absence.

Any candidate violating any of the above regulations is liable to be immediately expelled from the Examination Room.

Each candidate is directed—

To write upon *half sheets* of foolscap paper, and upon *one side* only.

To lay his papers, when finished, close beside him, with the *face downwards*. Any candidate violating this rule, and so enabling his work to be seen by his neighbour, will be liable to be considered as conniving at copying.

To place his distinctive *number* (which will be privately communicated to each candidate before the Examination) at the *head* of every paper which he sends up.

To

* NOTE.—This refers to Section I as it stood in the year 1875; but henceforth the Civil Service Examination will be altogether distinct from the Public Examination; nor will any one who has entered for the Civil Service be exempted from payment of the Public Examination fee if he desires to present himself as a candidate.

To attach to each answer the *letter* corresponding with the question, and *nothing else*.

To write on the *outside* of his papers, when folded up, the name of the subject, his distinctive number, and the *letter S., J., or P.*, according as he is a candidate for the Senior, the Junior, or the Preliminary Examinations.

No candidate to write upon his papers his name or initials, or anything else whatever, except the answers to the questions, and what is directed by these Regulations.

Candidates are forbidden to communicate to *any one* the numbers by which they are distinguished, until the result of the Examination has been publicly declared.

In answer to the mathematical questions, *the whole* of the work must be sent up. No marks will be given for *answers only*.

INSTRUCTIONS TO PERSONS APPOINTED TO CONDUCT PUBLIC EXAMINATIONS IN COUNTRY PLACES.

The person conducting the Examination, or some responsible person appointed by him, to remain in the room with the candidates during the whole time of the Examination.

Arrangements to be made so that in case a candidate is allowed to leave the room for any necessary purpose, there may be security that he remain under sufficient supervision during his absence.

The seal of the envelope containing the Examination Paper for the day to be broken at the appointed hour, and in the presence of the candidates. This regulation is recommended particularly to the notice of those whom it concerns, inasmuch as any deviation from this rule will render the Examinations throughout the Colony null and void.

The printed passages furnished for dictation are to be read *slowly* to the candidates by the person presiding, at any convenient time during the first day's Examination.

Before reading for Dictation, the passage to be read to the candidates, in order that they may understand its meaning.

At the conclusion of the Dictation, the candidates to be allowed a few minutes to read over and correct what they have written.

In the Civil Service Examination, the candidates are required to read aloud a short passage from some standard English author; and the person presiding is requested to transmit to the Examiners his opinion of their performance.

The attention of the person presiding is particularly directed to the rule which provides that candidates, when they have finished their papers, shall turn them with the *face downwards*.

At the conclusion of each day's Examination, the answers sent in by the candidates to be transmitted by post, as a book parcel, to the Chairman of the Board of Examiners, University.

All persons conducting the Examination to furnish *white* foolscap paper and other necessary stationery, and to provide for sufficient table accommodation, so that the candidates may be kept at a reasonable distance from one another. Alphabetical arrangement to be observed, except in the case of members of the same family, who must not be allowed to sit together.

All expenses for telegrams, postage, stationery, hire of tables, &c., to be charged to the University.

No persons except the attendants or the assistants of the person presiding to be allowed access to the Examination Room during the Examination.

A copy of this paper to be posted up in the Examination Room.

A FEW HINTS TO CANDIDATES PREPARING FOR THE JUNIOR PUBLIC EXAMINATION IN SECTION II.

THE subjects pertaining to this Section, on which questions will be asked, may be classed under four heads: 1. Parsing.— In naming the parts of speech, the candidate is not bound to use the same words as are to be found in Dr. Latham's Grammar. Any words employed in other grammars will equally satisfy the Examiners. For instance, if in parsing the sentence, "Seeing is believing," he were to call the first or the last word a participle, this would be marked as a blunder, but he would be free to call it a participial noun, or an infinitive, or by any other *name* which showed that he did not confound it with a participle. In like manner, there are certain words which appear in some grammars as adverbs, and in others as conjunctions; here, also, it would not be imputed as a fault to the candidate if he followed one grammar rather than another; but it will save the student's time to understand that, neither in parsing, nor in answering any other question, will it be necessary for him to know the classes of adjectives, or adverbs, or conjunctions, as given in certain grammars; the ordinary divisions of the noun substantive and the verb are the only ones which will be required of him. With regard to the moods, it will save a student much trouble if he treated the so-called conditional and subjunctive moods as merely artificial uses of the potential, but, if he has been taught otherwise, he can answer as he has been taught, without fear of its being imputed to him as a fault. The errors against which he has to guard, under the head of parsing, will appear in the following examples:—When *like* is used as an adverb, and he calls it an adjective, when *down* is used as a preposition, and he calls it an adverb, or when he treats such words as *that*, *far*, or *half*, or *more*, etc., otherwise than he is warranted by the sentence in which this occurs, or when he confounds the past tense with the past participle, or calls a neuter verb active, or *vice versa*, or when he fails to detect what governs or what is governed.

II. A knowledge of the meaning of words. It is obvious that no student can be entitled to pass in the English Section if he is unable to give a fair explanation of words in common use, or of such as are found in the reading books, or in authors suited to his age. The endeavour of the Examiners has been to select a number of words, not with the hope that they will all be answered, but with the expectation that every diligent student will be able to explain a fair proportion of them. The Examiners have met with answers which showed that the candidate had confounded *ambiguous* with *ambitious* or *ambitious*, *elicit* with *illicit*, *deprecate* with *depreciate*, *valid* with *invalid*, *paramour* with *paramour*. To *eliminate* was interpreted to take the *elements* of; to *invalidate* to *make strong*; to *denounce*, as to *renounce*; to *enervate*, as to *refresh the nerves*; to *imprecate*, as to *emplicate*. A hundred other instances might be added, but these will suffice to put the student on his guard. It is reported that some candidates have wasted their time in reading up the dictionary, as a preparation for answering this class of questions. The only preparation that is of the least value for such a purpose is to mark carefully what is heard or read, and to acquire a definite conception of its meaning. Without attention and thought, nothing can be learnt that is worth the learning.

III. *Etymology*. It would be unfair to expect that the boys who come from schools where neither French nor Latin is taught should be able to give the derivation of English words which are borrowed from those languages. Nevertheless, as there is more than one manual of etymology intended expressly for the use of schools of the above description, and as this branch of knowledge ought to be encouraged, the Examiners will set questions which involve a knowledge of a few of the most obvious Latin roots from which English words in everyday use are derived. On that part of etymology which traces the connection between one English word and another, it is reasonable to expect that candidates should be able to give satisfactory answers.

IV. *Analysis*. Many schemes are published in books of education according to which the learner is expected to place in certain squares, arranged for the purpose, the extensions or limitations of the principal subject, or of the predicate, or of the object, and other contrivances are adopted in order to separate the principal sentence from its subordinate sentences, or to distinguish subordinate from co-ordinate clauses. The Examiners, in setting sentences for analysis, require *no performances of this kind*. Their only drift is to ascertain whether the candidate can distinguish the subject from the predicate, or, in other words, the thing of which the writer or speaker is thinking from that which he has to tell us concerning it. For example, if a candidate is asked to analyse the following sentence: "It is better to trust in the Lord than to have any confidence in princes!" all that the questioner cares to ascertain is, whether the candidate has sufficiently exercised his common sense, and thereby acquired a sufficient reliance upon it, to reason thus: "Something (A) is said to be better than something else (B); I have only to find (A) my subject, and whatever is affirmed of it is (B) my predicate." If this is done in two or three instances, the Examiners will give as full marks for this species of answers as for any of a more elaborate kind.

It is not expected that every candidate should acquire himself equally well in these four divisions: careful parsing, and a fair amount of proficiency in II and III, or II and IV, of the subjects above enumerated, will be sufficient for passing with credit. The advice of the Examiners on this, and on all other subjects, is one that every teacher has to repeat continually to his pupils. It is laziness not to exercise your memory; it is worse laziness to burthen your memory in order to save yourself the trouble of understanding and reflecting on what you learn. Half the battle in an Examination is courage, and courage never fails him who has mastered his subjects by thought.

PUBLIC EXAMINATIONS.

The numbers represent the subjects in which the candidates have passed, viz. :—

II. English.	VII. Geography.
III. Latin.	VIII. French.
IV. Arithmetic and Algebra.	IX. German.
V. Euclid.	X. Greek.
VI. History of England.	XI. Trigonometry.

SENIORS.

General Proficiency.

(The names are in alphabetical order in the classes.)

FIRST CLASS.

A'Beckett, Caroline Agnes (Mrs. Pillars's School), II, IV, VI, VII, VIII.
Dunn, Thomas (St. Patrick's College, Goulburn), II, III, IV, VI, VIII, X.
Whitfeld, Caroline Annie (Mrs. Pillars's School), II, IV, V, VI, VII, VIII.

SECOND CLASS.

Feez, Arthur Henry H. M. (King's School), III, IV, V, VI, XI.
King, George (Sydney Grammar School), III, IV, VI, X, XI.
Lloyd, Charles John (King's School), III, IV, V, VI, X, XI.

THIRD CLASS.

Brennan Francis (St. Patrick's College, Goulburn), III, XI.
Campbell, John (Fort-street School), IV, V, VI.
Clarke, Francis (St. Stanislaus' College), II, III, V, VI.
Colley, James (Kiama Public School), IV, V, VI, VII.
Cullen, Daniel (St. Patrick's College), III, IV, V, VI.
Dalton, Gerald Thomas A. (St. Stanislaus' College), II, III, VI, VIII, X.
Donaldson, Robert Riddle (Grafton Public School), IV, VI.
Dunphy, Michael Joseph (St. Stanislaus' College), II, III, IV, V, VI.
Emanuel, Israel Samuel (Mr. Pentecost), IV, VI, XII.
Fletcher, Charles Robert (Dr. Sly), III, IV, VI.

Forsyth, George James (Fort-street School), IV, V, VI, VII, XI.
Gouett, Marie Henriette G. (Miss Flower), VI, VII, VIII.
Graham, Margaret (Miss Flower), VI, VIII.
Hill, Fanny (Lady Murray), VI, VII, VIII.
Irving, Sydney Richmond (King's School), III, IV, V.
Kemp, Alice Emma (Belmore College), II, VI, VII.
Lander, William Henry (Sydney Grammar School), III, X.
Lang, John Gavin (Sydney Grammar School), III, VI, X.
Locke, James (St. Stanislaus' College), III, VI.
Mackins, James (St. Patrick's College), III, IV, VI.
O'Donnell, Benjamin (St. Patrick's College), III, IV, VI.
O'Donnell, Hugh Aloysius (St. Stanislaus' College), II, III, VI, X.
O'Reilly, Alexander Innes (Sydney Grammar School), II, III, VI, X, XII.
Owen, Henry Percy (Sydney Grammar School), III, IV, X.
Paige, William (Fort-street School), IV, V, VI.
Scobie, Michael (Public School, West Maitland), IV, VI.
Short, George Robert (Kiama Public School), IV, V, VI, VII.
Smith, Wallace Arabin (King's School), III, V.
Solomon, Hannah (Lady Murray), VI, VII, VIII.
Starling, John Thomas (Rev. D. Boyd), IV, V, XI.
Taylor, Arthur Wellesley (Fort-street School), IV, VI.
Thorpe, Frederick Ashley (Fort-street School), IV, V, VI.
Wenholtz, George (Adelong Public School), IV, V.

Distinguished in—the names are in order of merit—

ENGLISH.

Class II.

A'Beckett, Caroline A. } *æq.*
Whitfeld, Caroline A. }

CLASSICS.

Class I.

Lang, J. G.

Class II.

Dunn, T. } *æq.*
O'Reilly, A. T. }

Dunphy, Michael J.

Lander, W. H.

Owen, H. P.

MODERN LANGUAGES.

Class I.

Gouet, Marie H. G.

Solomon, Hannah.

MATHEMATICS.

Class II.

Lloyd, C. J.

Feez, A. H. M.

The University Prize for Junior Males is awarded to Thomas Byrnes, of the Brisbane Grammar School; *proxime accessit*, Alfred Charles Millard, of the Newcastle Grammar School. John George Cribb, of the Brisbane Grammar School, was highly distinguished, but was disqualified by age from competing.

The John Fairfax Prize for Junior Females is awarded to Cornelia Shadler.

The University Prize for Senior Males is awarded to Thomas Dunn.

The John Fairfax Prize for Senior Females is awarded to Caroline Annie Whitfeld; *proxime accessit*, Caroline Agnes A'Beckett.

The John West Medal is awarded to Thomas Dunn.

JUNIORS.

In the following lists the numbers represent the subjects of examination in which the candidates have passed, viz. :—

- II. English.
III. Latin.
IV. Lower Mathematics.
V. Higher Mathematics.
VI. History of England.

Adams, Charles Daniel (Fort-street School), IV, V, VI, VII.
Ainsworth, William Richard (Mr. Bowyer), III, IV, VI, VII.
Angus, William (Sydney Grammar School), II, IV, VI, VII.
Armstrong, William George (Canterbury, England), II, VI, VII.
Armstrong, Thomas Francis (Wollongong Public School), II, IV.
Asher, Fanny (Public School, William-street), II, VI.
Ashworth, William Henry (All Saints' College, Bathurst), II, IV, V, VI, VII.
Bains, James Edward (Ipswich Grammar School), II, IV, VI.
Barlow, John (Lyndhurst), II, VI.
Bell, Amy Edmondstone (Private), II, VI, VII.
Bell, Alexander Crawford (Armidale Grammar School), II, VI.
Bell, Charles (Mr. Hole), II, VI, VII.
Bennett, William Henry H. (Burwood Public School), IV, V, VI, VII.
Bergin, John (Sydney Grammar School), II, III, IV, VII.
Bethel, Christina (Public School, William-street), II, VI.
Biddulph, Phillip James (Newington), II, III, IV, V, VI, VII, VIII.
Bingle, Walter David (Newcastle Grammar School), III, VI, VII.
Blomfield, Harold Arthur (King's School), III, IV, V, VI.
Borton, Mark William (Ipswich Grammar School), II, III, IV, VII.

- VII. Geography.
VIII. French.
IX. German.
X. Greek.

Bradley, John Sherbrooke (Fort-street School), II, IV, V, VII.
Bradridge, Edward Diston (Newington), IV, VI, VII.
Brown, Edwin John (King's School), III, IV, V.
Brownhill, John Duncan (Grafton Grammar School), II, IV, VII.
Bryant, Herbert William (Brisbane Grammar School), II, III, VI, VII.
Buchanan, James (Morpeth Public School), II, IV, V.
Bucknell, Adrian Wentworth (Camden College), II, IV, VI, VII.
Bucknell, D'Arcy Hubert (Sydney Grammar School), II, III, IV, VII.
Bucknell, Theodore Francis (Camden College), II, IV, VI, VII.
Bucknell, William Wentworth (Sydney Grammar School), II, III, IV, VI, VII.
Burke, John Francis (Fort-street School), II, IV, V, VI.
Burrows, Thomas Edward (Fort-street School), II, IV.
Burrows, William (Sydney Grammar School), II, III, IV, V, VI, VII.
Busby, Hannah Jane (Miss Wilkinson), II, VI, VII.
Byrne, William (St. Stanislaus' College), II, III, IV, VI.
Byrnes, Thomas (Brisbane Grammar School), II, III, IV, V, VI, VII, VIII, X.
Cameron, Mary Bowman (Alberto College), II, VI, VII.

Cameron,

- Cameron, Charles (Kiama Public School), II, IV, VI, VII.
 Caswell, Francis Stewart (Goulburn High School), II, IV, VI.
 Cherry, Charles F. (Balmmain Public School), IV, V, VII.
 Clacker, William (Brisbane Grammar School), II, III, IV, V, VI, VII, IX.
 Clarke, Minnie Mary Anne (Goulburn Public School), II, VI.
 Clarke, William (Goulburn Public School), II, IV, VI, VII.
 Clarke, Rupert (Goulburn Public School), II, IV, VI.
 Clark, Ernest (West Maitland Public School), IV, VII.
 Cooke, John Taylor (Sydney Grammar School), II, III, V.
 Connell, Henry (Kiama Public School), II, V.
 Cosgrove, James Christopher (Roman Catholic School, Braidwood), IV, V, VI.
 Cowley, Percy (Albury Grammar School), IV, VI, VII.
 Cox, James (Newcastle Grammar School), III, VI, VII.
 Crawford, Alexander (Burwood Public School), II, IV, V, VI, VII.
 Creer, Edward Thomas (King's School), IV, VII.
 Cribb, John George (Brisbane Grammar School), II, III, IV, V, VI, VII, VIII, X.
 Cullen, Edward Alexander (Brisbane Grammar School), II, III, VI, VII.
 Daly, Annie Mary (Roman Catholic School, Braidwood), II, IV, V, VI.
 Dalton, James Joseph (St. Stanislaus' College), II, IV, VI, VII.
 Dart, George (Newcastle Public School), IV, VI, VII.
 Davis, Charles Frederick (King's School), IV, V, VII.
 Davis, Henry Lethbridge (King's School), II, III, IV, V.
 Dawson, Frank Gerald (Cooma Public School), IV, VII.
 Deane, Edward Tasman (Goulburn Public School), IV, V, VI.
 Deane, Sydney (Goulburn Public School), IV, VII.
 Densley, William (Lambton Public School), II, VI, V, VI.
 Drinan, William (West Maitland Sacred Heart College), II, IV, VI.
 Drysdale, Alexander Miller (Ipswich Grammar School), II, VI.
 Ebsworth, Arthur Charles (Sydney Grammar School), II, III, IV.
 Edwards, Edward Samuel (Fort-street School), IV, V, VI, VII.
 Eld, George Grainger (Sydney Grammar School), II, III, VII.
 Everett, Emily Edith (Miss Everitt), II, VI, VII.
 Firth, Florence Ann (Mrs. Ord), II, VIII.
 Fisher, Emma (Mr. Fache), II, VI, VII, VIII.
 Fitzpatrick, Edward (St. Patrick's College, Goulburn), II, IV, VI.
 Fitzpatrick, Bernard Joseph (Fort-street School), II, IV, VI.
 Fielding, Thomas (Brisbane Grammar School), II, III, IV, VI, VII, VIII, X.
 Fletcher, Henry Joseph (West Maitland Public School), II, VI.
 Flynn, James (West Maitland Sacred Heart College), II, IV, VI.
 Francis, Richard Powell (Brisbane Grammar School), II, III, IV, V, VI, VII.
 Fraser, Isabella Mary (Wesleyan School, Surry Hills), II, VI, VII, VIII.
 Fraser, James (Braidwood Public School), II, IV.
 Fraser, Sarah Kate (Wesleyan School, Surry Hills), II, VI, VIII.
 Fraser, Hugh Barron (Brisbane Grammar School), II, III, IV.
 Fuller, Robert Miller (Kiama Public School), II, IV, VI, VII.
 Gale, Fanny Rosena (Cooma Public School), II, IV, VI.
 Garran, Helen Sabine (Miss Hardie), II, VI, VII, VIII.
 Gasteen, John (Brisbane Grammar School), II, IV, V, VI, VII.
 Gill, Robert John (Newington), II, IV.
 Glasson, Robert G. (All Saints' College), IV, VI.
 Goertz, Arthur Edward (Brisbane Grammar School), II, III, IV, VI, IX, X.
 Goode, John (St. Patrick's College, Goulburn), II, IV, VI.
 Gracie, Arthur (Fort-street School), II, IV, VI, VII.
 Graham, Elizabeth (William-street Public School), II, VI, VIII.
 Graham, James William Davis (Ipswich Grammar School), II, IV, V, VI, VII.
 Greenway, Charles Howard (Armidale Grammar School), II, VI.
 Grey, Francis Charlton (Fort-street School), II, IV, VI, VII.
 Hall, William Hessel (Burwood Public School), II, IV, V, VI, VII.
 Harden, Frederick Scott (Armidale Grammar School), II, III, IV, VI, VII.
 Harden, Henry Scott (Mr. Bowyer), II, III, IV, V, VI, VII.
 Harrison, George James (Kiama Public School), II, IV.
 Hay, John Norman (Goulburn High School), IV, VI.
 Hayes, John (Brisbane Grammar School), II, III, IV, VI, VII.
 Henry, Amy (Mr. Fache), II, VI.
 Higgins, Thomas Wiseman (King's School), II, IV, V.
 Hill, Mary Jack B. (Belmore College), II, VI, VII, VIII.
 Hill, Noel (Sydney Grammar School), IV, VII.
 Hogg, Ada Rosetta (Mr. Fache), II, IV, VI, VIII.
 Holmes, William Clarence (Rev. E. Leach), II, IV, VI, VII.
 Hunt, Aslee Arthur (Balmmain Public School), II, IV, VI, VII.
 Hutton, Falconer West (Newington), II, III, IV, V, VI.
 Isaacs, John (St. Stanislaus' College), II, IV, VI.
 Isaacs, Morris Emanuel (St. Stanislaus' College), II, IV, VI, VII.
 Jacobs, Frederick Job (Burwood Public School), IV, V, VI, VII.
 Jacobs, George Sydney (Sydney Grammar School), IV, VI.
 Jamieson, Alexander (Brisbane Grammar School), II, IV, VII.
 Jeffrey, Richard Henry (Sydney Grammar School), II, III, IV, V, VI.
 Jennings, Charles (St. John's School), II, VI, VII.
 Johnson, James Varty (Sydney Grammar School), III, VI.
 Johnson, Thomas (Sydney Grammar School), II, VI, VII.
 Johnson, William (Burwood Public School), IV, V, VI, VII.
 Jones, Arthur Stanley (Fort-street School), IV, V, VII.
 Kelly, Thomas Alexander (Sydney Grammar School), II, III, VI.
 Kemmis, Mary (Mr. Kemmis), III, VI.
 Kenna, Patrick James (St. Stanislaus' College), II, IV, V, VI, VII.
 Kenny, Albert Joseph (Currawang Public School), II, V, VI.
 Kenny, Edward Augustine (Currawang Public School), II, IV, VI.
 Kennedy, Thomas (Sydney Grammar School), IV, VII.
 Kent, George Charles (Brisbane Grammar School), II, IV, VI.
 Kinnimont, Thomas (Balmmain Public School), IV, V, VI.
 Leatheam, William Joseph (Kiama Public School), IV, VI, VII.
 Leeson, Annie (Ulmarra Public School), II, IV.
 Leslie, James William (Eden Public School), IV, VII.
 Lewis, William Arthur (Fort-street School), II, IV, V.
 Long, John (Goulburn Public School), II, IV, VI.
 Longland, George (Grammar School, Brisbane), II, III, IV, VI, IX, X.
 Lord, Blanche de Mestre (Miss Jones), II, VI, VII, VIII.
 Lovegrove, Henry Laidley (Nowra Presbyterian School), IV, VII.
 Macdermott, Ellen Mary Kate (Wesleyan School, Surry Hills), II, VI, VII, VIII.
 Macdermott, Thomas Philip (Wesleyan School, Surry Hills), II, IV, V, VI, VII, VIII.
 Macdonnell, Thomas Peter Vincent (Brisbane Grammar School), II, IV, VI, VII.
 Macfarlane, Grace (Miss Flower), II, VIII.
 Macnamara, Michael (St. Stanislaus' College), II, III, IV, VI.
 Mackenzie, James Edward (Armidale Grammar School), IV, VI.
 Madden, Edmund Francis (Brisbane Grammar School), II, IV, V, VI, VII.
 Mainwaring, John (Fort-street School), IV, V, VI.
 Mannell, Francis Worthington (Currawang Public School), II, IV, VI, VII.
 Marshall, Georgina (Lady Murray), II, VI, VII.
 Martyn, Benjamin Charles (Sydney Grammar School), II, III, IV, VI, VII.
 M'Carthy, Arthur William (Sydney Grammar School), II, III, IV, V.
 M'Creddie, Andrew (Burwood Public School), IV, V, VII.
 M'Donnell, Charles (Sacred Heart College, West Maitland), II, IV, VI.
 M'Grath, Bridget (Roman Catholic School, Braidwood), II, IV.
 M'Grath, William W. John (Ipswich Grammar School), II, III, IV, VI.
 M'Lean, Allan (Shoalhaven Presbyterian School), II, IV, V, VI, VII.
 M'Nab, Alexander (Brisbane Grammar School), II, III, IV, VII.
 Meares, Matilda (Mr. Hardy), II, VI.
 Merewether, Edward (Newcastle Grammar School), II, III.
 Millard, Alfred Charles (Newcastle Grammar School), II, III, IV, V, VII, VIII, X.
 Millard, Godfrey William (Newcastle Grammar School), II, III, IV, VI, VII, X.
 Miller, John (Armidale Grammar School), II, VI, VII.
 Miller, James (Sacred Heart College, West Maitland), II, VI.
 Mills, Emily (Ladies' College, Ashfield), II, VI, VII.
 Mills, Stephen (Mr. M'Creddie), II, IV.
 Mitchell, Stanley Cecil (Sydney Grammar School), II, III, VI, VII.
 Montagu, Neville W. (Mr. Bowyer), II, III, IV, VI, VIII.
 Montgomerie, William Henry (Morpeth Public School), II, IV, V, VI, VII.
 Morey, George Parker (Ipswich Grammar School), II, VI, VII.
 Morris, George Harry (Milford School), II, IV, V, VI, VII.
 Morton Philip Henry (Shoalhaven Presbyterian School), IV, V, VI.
 Mosely, Robert William (Ipswich Grammar School), II, VI, VII.
 Moss, David Lionel (Sydney Grammar School), II, IV, VI, VII.
 Mullens, Arthur Lancelot (Camden College), II, IV, VI, VII.
 Murray, Thomas (Sacred Heart College, West Maitland), II, IV, VI.
 North, John George (Mr. M'Creddie), II, IV, V, VI.
 Oliver, Eva Maria (Goulburn Public School), II, VI.
 Overend, Ernest Knight (Brisbane Grammar School), II, III, IV, VI, VII.
 Oxenham, Justinian (Brisbane Grammar School), II, III, IV, V, VI, VII, VIII, X.
 Palser, Henry (Newington), II, IV, VI, VII.
 Parish, Ellen (Mrs. Pillars), VII, VIII.
 Paterson, William James (Sydney Grammar School), IV, V.
 Patterson, Wyndham Harry (Burwood Public School), II, IV, V, VI, VII.
 Pentecost, Hugh (Goulburn Public School), II, IV, V, VI, VII.
 Pockley, Ella (Miss Flower), II, VI, VII, VIII.
 Potts, William Edmund (Armidale Grammar School), II, VII.
 Richardson, Amy Violet (Alberto College), II, VI.
 Rickard, James Bennett (Bathurst Public School), II, IV, V, VI, VII.
 Riley, Edith Russel (Goulburn Public School), II, VI.
 Riley, George Edwin (Sacred Heart College, West Maitland), IV, VI.
 Ring George Washington (Sydney Grammar School), IV, VI, VII.
 Robberds, Charles Edward Flemming (Sydney Grammar School), II, III, IV, VII.
 Rooney, William James (Morpeth Public School), II, IV, V, VI, VII.
 Ross, Benjamin Atkinson (Brisbane Grammar School), II, III, IV, VI, VII.
 Rowe, William Henry (Sydney Grammar School), II, III, IV, V, VI, VII.
 Russell, Emily Louisa (Misses Hooper), II, VI, VII, VIII.
 Russell, Philomena (William-street Public School), II, VI.
 Ryrie, Cassells Campbell (King's School), II, IV.
 Samuel, Lewis (Sydney Grammar School), II, III, IV, V, VI, VII.
 Schrader, Charles William (Armidale Grammar School), II, IV, VI, VII.
 Sendall, Walter Neville (Fort-street School), II, IV, V, VI.
 Senior, King (King's School), III, IV.
 Shadler, Cornelia (Miss Baxter), II, III, IV, VI, IX.

Shaw,

- Shaw, John Abbott Kingsmill (Armidale Grammar School), II, III, IV, VI.
 Shelley, Norman (Newington), II, III, IV, VI, VII.
 Simpson, Evangeline (Misses Hooper), II, VI, VII.
 Smith, Charles (Newington College), II, IV, V, VI.
 Smith, Samuel Mark (Adelong Public School), II, IV, VI, VII.
 Solomon, Henry Albert (Mr. Norton), II, III, IV, VI, VII.
 Sparke, William (Newcastle Grammar School), II, III, IV, VI.
 Stafford, George William (Roman Catholic School, Braidwood), II, IV, V, VI.
 Stafford, John Michael (Roman Catholic School, Braidwood), IV, V, VI, VII.
 Stafford, James Malcolm (Ipswich Grammar School), II, III, IV, V, VII.
 Steel, Annie (Alberto College), II, VII.
 Stonier, Agnes Mary (Riviere College), II, IV, VII.
 Stuart, Mary Annie (Grafton Public School), IV, VI.
 Summerbell, Walter Charles (Sydney Grammar School), II, III, VI.
 Sweetland, Benjamin (Newcastle Grammar School), II, III, VI, VII.
 Swyny, Alfred (Fort-street School), IV, V.
 Symonds, Minnie Dowling (Riviere College), II, VI.
 Tange (King's School), II, III, IV, VI, VII.
 Tait, Archibald (Brisbane Grammar School), II, IV.
 Thomas, George Bramhall (Sydney Grammar School), II, IV, VI, VII.
 Thomas, Frederick Charles (Newington), II, IV, VI, VII.
 Thompson, Clara Maude (Miss Baxter), IV, VI, VII.
 Thornthwaite, Francis Frederick (Burwood Public School), II, IV, V, VI, VII.
 Tidswell, Walter Roby (Balmain Grammar School), III, VI, VII.
 Tighe, Ada (Riviere College), II, VII.
 Tilley, Hannah Elizabeth (William-street Public School), II, VI.
 Trail, Harold George (King's School), III, IV, VII.
 Triglone, Amos (Goulburn Public School), II, IV, V, VI.
 Truscott, Frederick James (Burwood Public School), II, IV, VI, VII.
 Turner, Frank Herbert (Mr. Bowyer), II, III, IV, VI, VII.
 Turri, Garibaldi (Lambton Public School), II, IV, V, VI, VII.
 Upton, Samuel (Presbyterian School, Shoalhaven), II, IV.
 Vindin, Alfred John (Mr. Fraser, West Maitland), IV, VII.
 Walker, Thomas (Kiama Public School), II, IV, VI.
 Walther, Frederick William (Fort-street School), IV, V, VII.
 Ward, James Dixon (Kiama Public School), II, IV, VI, VII.
 Warner, Emma (Mr. Fâche), II, IV, VII.
 Waugh, Margaret (Mr. Fâche), II, VI, VII, VIII.
 Watson, Christian (Alberto College), II, VI.
 Wedd, Joseph (Brisbane Grammar School), II, III, IV, VI, VII, IX.
 Weingarth, John Joseph (St. Stanislaus' College), IV, VII.
 Wheeler, James Atkin (Ipswich Grammar School), II, III, VI.
 Whitfeld, George (Sydney Grammar School), II, III, IV, V, VI, VII.
 Wilson, Jane Weir (Private), VI, VII, VIII.
 Williams, John (Lambton Public School), IV, V, VII.
 Wood, Arthur (Lambton Public School), IV, V.
 Woolcock, John (Brisbane Grammar School), II, IV, V, VI, VII.
 Zilman, James (Brisbane Grammar School), IV, V, VI, VII.

The successful candidates were educated as under :-

	Junior.	Senior.	Total.		Juniors.	Seniors.	Total.
Sydney Grammar School...	27	5	32	Presbyterian School, Shoalhaven	5	0	5
Brisbane Grammar School	24	0	24	St. John's School, Sydney	1	0	1
Ipswich Grammar School...	9	0	9	Sacred Heart College, West Maitland	6	0	6
Armidale Grammar School	8	0	8	Roman Catholic School Braidwood	4	0	4
Newcastle Grammar School	7	0	7	Mr. Bowyer's School	4	0	4
Albury Grammar School...	1	0	1	Dr. Sly's School	0	1	1
Grafton Grammar School	1	0	1	Mr. Ord	1	0	1
Balmain Grammar School	1	0	1	Mr. Hole	1	0	1
Fort-street Public School...	14	5	19	Mr. Norton	1	0	1
William-street Public School	5	0	5	Rev. E. Leach	1	0	1
Wollongong Public School	1	0	1	Mr. M'Creddie	2	0	2
Currawang Public School...	3	0	3	Mr. Fâche	5	0	5
Newcastle Public School	1	0	1	Mr. Kemmis	1	0	1
Cooma Public School	2	0	2	Milford School	1	0	1
Morpeth Public School	3	0	3	Miss Everett	1	0	1
Lambton Public School	4	0	4	Miss Wilkison	1	0	1
Kiama Public School	7	2	9	Miss Flower	2	2	4
Goulburn Public School	10	0	10	Misses Hooper	2	0	2
West Maitland Public School	2	1	3	Miss Baxter	2	0	2
Bathurst Public School	1	0	1	Mrs. Pillars	1	2	3
Grafton Public School	1	1	2	Ashfield Ladies' College	1	0	1
Burwood Public School	9	0	9	Lady Murray	1	2	3
Braidwood Public School...	1	0	1	Riviere College	3	0	3
Adelong Public School	1	1	2	Alberto College	4	0	4
Ulmara Public School	1	0	1	Belmore College	1	1	2
Balmain Public School	3	0	3	Mr. Hardy	1	0	1
Newington College...	8	0	8	King's School, Canterbury E.	1	0	1
King's School	10	4	14	Private	2	0	2
Lyndhurst College...	1	0	1	Mr. Fraser, West Maitland	1	0	1
Camden College	3	0	3	Mr. Pentecost, Goulburn	0	1	1
All Saints College, Bathurst	2	0	2	Rev. D. Boyd, Maitland	0	1	1
St. Stanislaus' College	7	5	12	Miss Hardie	1	0	1
St. Patrick's College, Goulburn	3	5	7	Eden Public School	1	0	1
High School, Goulburn	2	0	2	Miss Jones	1	0	1
Wesleyan School, Surry Hills	4	0	4				

1876-7.

NEW SOUTH WALES.

UNIVERSITY OF SYDNEY.

(BY-LAW.)

Presented to Parliament pursuant to 15th section of the Act 14 Vic. No. 31.

UNIVERSITY OF SYDNEY.

BY-LAW.

THE present Auditor of the University, the Honorable Geoffrey Eagar, is hereby declared to be a Superior Officer of the University, entitled to the rights and privileges conferred by the "Sydney Incorporation Act Amendment Act of 1861."

The Corporate Seal of the University of Sydney was affixed hereto on the seventeenth day of August, one thousand eight hundred and seventy-seven, in pursuance of a resolution of the Senate, of the first day of August,—

HUGH KENNEDY,
Registrar.

(L.S.)

E. DEAS THOMSON,
Chancellor.
HERCULES ROBINSON,
Governor.

1876-7.

NEW SOUTH WALES.

SYDNEY GRAMMAR SCHOOL.

(REPORT FOR 1876.)

Presented to Parliament, pursuant to Act of Incorporation, 18 Victoria.

The Secretary to the Trustees, Sydney Grammar School, to The Minister of Justice and Public Instruction.

Sir,

Sydney Grammar School, 26 February, 1877.

I have the honor, by direction of the Masters of the Sydney Grammar School, to transmit to you, for the purpose of being laid before the Parliament, the following Report of their proceedings and the progress of the School during the year 1876.

Professor Pell and the Honorable George Allen were unanimously re-elected Chairman and Vice-Chairman of the Board for the current year.

Mr. H. C. L. Anderson was appointed Lecturer in Natural Science and Secretary to the Head Master, in the room of Mr. Rennie, resigned, and Mr. Weiss was appointed an Assistant Master.

The Salting Exhibition in the Sydney University being vacant, Mr. Reginald Charles Allen was nominated by the Trustees to the Senate for appointment.

In August Mr. H. S. Hawkins resigned his Assistant Mastership, and on the recommendation of the Head Master Mr. J. G. Davis was appointed an Assistant Master.

In November Mr. Hodge resigned his position as Janitor and Drill Sergeant, and Sergeant-Major Pope was appointed in his stead.

The Trustees were compelled to limit the number of scholars to 400; and for the purpose of providing adequate accommodation for this number the Trustees entered into a contract for the erection of two additional class-rooms at the rear of the present building, for the sum of £945, which rooms the Trustees hope to have finished by March, 1877.

Upon the recommendation of the Head Master the School hours have been fixed as follows, viz.:—Morning lessons, from 9:30 a.m. to 12:30 p.m.; and afternoon lessons, from 1:15 p.m. to 3:15 p.m.; to take effect from the beginning of the year 1877.

The average number of pupils in attendance during the year has been fully up to the limit of 400.

A commencement has been made in the founding of Class-room Libraries, and the Trustees have devoted a sum of money towards that object.

The Trustees have much pleasure in reporting their satisfaction with the state of discipline and efficiency of the School.

It is a gratification to be able to report that all the scholarships in the Sydney University are at present held by ex-students of the Grammar School, and that a former student has lately obtained a scholarship at St. John's College, Cambridge.

The amount of the whole income and expenditure of the School during the year will be found in the annexed Appendix.

I have, &c.,
W. H. CATLETT,
Secretary.

APPENDIX.

RETURN of the Sydney Grammar School for the Year 1876.

Office.	Name.	Salaries.	Allowances.	Fees from Pupils.	Total.	Remarks.
Head Master	Albert Byethesca Weigall	£ 500 0 0		895 10 0	1,395 10 0	Residence allowed.
Mathematical Master	Edward Pratt	400 0 0	50 0 0	498 15 0	948 15 0	
Classical Master	Edwin Whitfield	300 0 0		300 0 0	600 0 0	
Second Classical Master	Edwin Bean	366 13 4			366 13 4	Resigned, 14th July.
Assistant Master	Henry Spendlove Hawkins	187 10 0			187 10 0	
Do. do.	Lawrence Stephenson	300 0 0			300 0 0	Resigned, 1st Jan.
Do. do.	Edward Henry Rennie	20 16 8	10 0 0		30 16 8	
Do. do.	Henry Charles Lennox Anderson	241 13 4	35 0 0		276 13 4	
Do. do.	Charles Henry Francis	216 13 4			216 13 4	
Do. do.	John Perry	200 0 0			200 0 0	
Do. do.	Alfred de Lisle Hammond	200 0 0			200 0 0	
Do. do.	Frederick Lyon Weiss	183 6 8			183 6 8	
Do. do.	James Green Davis	66 13 4			66 13 4	
English Master	Charles John Fache	200 0 0	50 0 0		250 0 0	
Writing Master	Carl Johan Nelson	208 6 8			208 6 8	
Drawing Master	Joseph Fowles	100 0 0			100 0 0	
Janitor and Drill Sergeant	Sebastian Hodge	83 6 8	53 0 0		136 6 8	Resigned, 30th Sep.
Do. do.	Walter Robert H. Pope	16 13 4			16 13 4	
Secretary and Accountant to Trustees	William Henry Catlett	100 0 0	53 12 0		153 12 0	
		£ 3,891 13 4	251 12 0	1,694 5 0	5,837 10 4	

Audited, 16 January, 1877,—
JAMES C. TAYLOR,
Accountant.

W. H. CATLETT,
Secretary.
1 January, 1877.

RETURN of the Receipts and Disbursements of the Sydney Grammar School for the Year 1876.

Receipts.		Amount.	Disbursements.		Amount.
To Balance from 1875	£ s. d.	£ s. d.	By Salaries	£ s. d.	£ s. d.
„ Endowment		697 15 6	„ Capitation Fees paid to Masters	3,891 13 4	
„ School Fees from Pupils	5,360 0 0	1,500 0 0	„ Allowances	1,694 5 0	
„ Interest from fixed Deposits	51 0 0		„ Stationery	251 12 0	5,837 10 4
„ Fixed Deposit Accounts		5,411 0 0	„ Printing	101 8 0	
		850 0 0	„ Advertisements	50 3 0	
			„ School Prizes	11 16 0	163 7 0
			„ Knox Prizes	35 0 0	
			„ Petty expenses	15 0 0	50 0 0
			„ Insurance	91 17 5	
			„ Books for Class-room Libraries	9 0 0	125 17 5
			„ Repairs and improvements to Buildings	25 0 0	238 4 6
			„ Deposit Accounts		850 0 0
			„ Balance in the Commercial Bank, on 31st December, 1876.		1,193 16 8
		£ 8,458 15 6			£ 8,458 15 6

Audited, 16 January, 1877,—
JAMES C. TAYLOR,
Accountant.

W. H. CATLETT,
Secretary.
1 January, 1877.

RETURN of the Number of Masters of the Sydney Grammar School, as well as the Number of Scholars in the Year 1876.

Number of Masters.	Number of Scholars.				
	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Average of Year.
Thirteen engaged for their whole time. One engaged for particular lessons.	402	401	413	387	400½

W. H. CATLETT,
Secretary.
1 January, 1877.

1876-7.

NEW SOUTH WALES.

REPORT

OF THE

COUNCIL OF EDUCATION

UPON THE CONDITION

OF THE

PUBLIC SCHOOLS,

FOR

1876.

Presented to both Houses of Parliament, in pursuance of the Act 30 Vic. No. 22, sec. 27.

SYDNEY: CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

THE COUNCIL OF EDUCATION TO HIS EXCELLENCY THE GOVERNOR,

SUBMITTING

REPORT UPON THE CONDITION OF THE PUBLIC SCHOOLS FOR 1876.

To His Excellency SIR HERCULES GEORGE ROBERT ROBINSON, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,

We have the honor, in compliance with the requirements of the Public Schools Act, to submit this our Tenth Annual Report upon the condition of Public Schools, being that for the year 1876.

I.—COUNCIL.

To supply the vacancy caused by the retirement of the Honorable Thomas Holt, M.L.C., who, as explained in our previous Report, withdrew from the Council after the close of 1875, the Honorable George Wigram Allen was appointed a member on the 28th April, 1876, for the residue of his term. The Council then consisted of—

The Honorable George Wigram Allen, Speaker of the Legislative Assembly.
 Stephen Campbell Brown, Esquire, M.L.A.
 William Augustine Duncan, Esquire.
 The Honorable John Smith, M.D., LL.D., M.L.C., President.
 The Honorable Sir Alfred Stephen, C.B., K.C.M.G., M.L.C.

The terms for which Mr. Brown and Mr. Allen were appointed expired at the end of 1876. At the beginning of the present year Mr. Allen was re-appointed, and the Honorable John Robertson, M.L.A., was appointed as a member of the Council in place of Mr. Brown.

The Honorable John Smith held the position of President during 1876, and, having for the seventh time been elected to fill the office, will act in that capacity for the current year.

II.—GENERAL STATISTICS.

Ten years have elapsed since the first appointment of the Council of Education, the body to which the administration of the Public Schools Act of 1866 was entrusted. The time therefore seems opportune for reviewing its proceedings, and for ascertaining to what extent the object of that measure has been accomplished. From the nature of the duties imposed by the Act, it is impossible to represent arithmetically the results of much of the work done by the Council; but, as regards those departments of the Council's labours that can be estimated by means of statistics, the following statements will show the amount of progress that has been achieved.

In the ten years—1867 to 1876 inclusive—while the population of the colony increased from 431,412 to 629,776 or 46 per cent. the number of Public Schools has increased from 259 to 503, or 94·2 per cent.

In addition to these, 279 Provisional Schools and 110 Half-Time Schools are now in operation, these classes of schools having been brought into existence for the first time under the Public Schools Act.

The total increase in the number of schools, other than Certified Denominational Schools, is therefore 633, being at the rate of 244 per cent.

On the other hand the number of Certified Denominational Schools has fallen from 310 to 181, or 41 per cent.

The net increase of all schools, from 569 to 1,073, is 88 per cent.

The number of pupils enrolled having been 47,663 in the first quarter of 1867, and 111,269 during the year 1876, has increased by 63,606, or 133 per cent.

The amount of fees has increased (from £30,719 8s. 9d. to £61,545 12s. 7d.) by £30,826 3s. 10d., being at the rate of 100 per cent.

The number of new school-houses erected is 199, to which may be added 61 others in course of erection.

The total number of teachers, assistants, and pupil teachers has increased from 971 to 1,583 (612), or 63 per cent.

The number of teachers who have undergone training and thus obtained classification is 681.

In other branches of the work of administering the Act, the progress made does not admit of being thus represented. It is to be noted, for example, that the system of inspection formerly in existence has been greatly extended and improved; the standard of attainments required from the pupils and the degree of professional skill demanded of teachers have been gradually raised year by year, and the proficiency exhibited by the scholars at examinations has been considerably increased. Thus, while the means of education have been more abundantly provided and diffused, improvement in the quality of the instruction imparted has also been secured.

Schools.—

Schools.—It will be seen from the following table that the total number of schools was increased in 1876 by 43.

Year.	Public.	Provisional.	Half-Time.	Denominational.	Total.
1867	288	31	6	317	642
1868	318	103	38	289	748
1869	336	146	61	264	807
1870	359	164	82	241	846
1871	378	181	96	223	878
1872	396	194	101	211	902
1873	400	216	117	209	942
1874	420	244	122	204	990
1875	461	262	116	191	1,030
1876	503	279	110	181	1,073

The Public Schools show a net increase of forty-two, and Provisional Schools of seventeen; while the Half-Time Schools exhibit a decrease of six, and Certified Denominational Schools of ten. Further explanations on this head will be found in the subsequent portions of this Report relating to the several classes of schools.

Appendix A.

Pupils.—Notwithstanding the many obstacles to school attendance, an increase of 6,813 in the number of pupils enrolled occurred in 1876, as may be seen from the following table:—

Year.	Public.	Provisional.	Half-Time.	Denominational.	Total.
1867	28,434	733	267	35,306	64,740
1868	34,284	3,113	593	35,930	73,920
1869	37,593	4,788	1,242	37,026	80,649
1870	39,731	5,185	1,445	36,460	82,821
1871	43,494	5,633	2,267	35,919	87,313
1872	46,458	6,673	1,792	33,564	88,487
1873	48,831	7,466	2,209	33,512	92,018
1874	53,702	8,002	2,462	36,218	100,384
1875	58,811	8,786	2,350	34,509	104,456
1876	64,414	9,196	2,265	35,394	111,269

Throughout the year, but especially during the early portions, an epidemic of scarlatina prevailed over the whole Colony; large numbers of pupils were kept from school, and many schools were even closed on that account for considerable periods. Judging by the current quarter's experience it seems probable that similar effects will be produced in 1877 from the very general prevalence of ophthalmia. The drought also prevented regular attendance in many parts of the interior. It is gratifying to find, however, that the average regularity of attendance improved to some; although only a small, extent.

Proportion of pupils in average attendance to the average number enrolled:—

Year.	Public Schools.	Certified Denominational Schools.	All Schools.
	Per cent.	Per cent.	Per cent.
1872	69·3	67·5	68·6
1873	67·	65·7	66·
1874	65·7	64·	65·6
1875	64·8	64·	64·5
1876	65·9	64·5	65·4

As is usually the case, the returns for the last quarter of the year exhibit a greater degree of regularity than is evidenced by those for the earlier portions. In Public Schools, for example, the pupils in average attendance formed 67·6 per cent. of those enrolled; and in Denominational Schools 66·8 per cent.; while for all schools the proportion was 67·3.

Fees.—An increase of £5,928 19s. 11d. in the amount of fees paid took place in 1876, the total amount being £61,545 12s. 7d. The number of free scholars was slightly diminished, having been 6,321, while in the preceding year the number was 6,600.

Amount of Fees paid in each year commencing with 1867:—

Year.	Public.	Provisional.	Half-Time.	Denominational.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1867	14,404 0 10½	162 12 5	18 9 7½	16,134 5 10	30,719 8 9
1868	17,588 8 11	1,099 14 11	77 15 11	15,398 3 9	34,164 3 6
1869	20,658 19 7	1,981 9 9	174 13 8	16,803 10 11	39,618 13 11
1870	21,113 8 10½	2,077 10 6	234 0 10	16,158 3 2	39,583 3 5
1871	24,324 0 8	2,154 2 3	284 4 3	16,240 14 6	43,503 1 8
1872	27,048 18 11	2,701 4 6	456 9 3	15,787 9 11	45,994 2 7
1873	28,579 15 11	3,430 15 11	529 16 11	16,406 13 0	48,947 5 11
1874	31,656 1 7½	3,670 1 11½	769 13 0	17,440 8 7	53,536 5 2
1875	33,985 12 6½	3,860 14 4½	677 9 9	17,722 15 11	56,246 12 8
1876	37,952 12 1	4,395 18 1	730 5 11	18,466 16 6	61,545 12 7

Some difficulty has recently been experienced in recovering, by legal process, sums owed by persons able, but unwilling, to pay school fees. The intention of that section (18) of the Public Schools Act, which provides for the recovery of fees by summary process, has been sometimes defeated by the decision of the Magistrates before whom cases have been tried. The consequence is, that in such instances, teachers are not only deprived of the fees proved to be due by persons possessed of the means of paying, but are also mulcted in the costs of their suits. A more efficacious and less difficult mode of proceeding, should the Act be amended, would seem to be desirable.

Children not under instruction.—On many occasions of late years questions have been raised as to the number of children in the Colony not receiving instruction. These children have been variously estimated at numbers ranging from 10,000 to 50,000, and the Returns ordered by the Legislative Assembly, on the motion of Mr. W. H. Suttor, have been appealed to in proof of the allegation that not more than 76,000 children were under instruction at one time in the Council's schools. While this latter statement is undoubtedly correct for a very limited period, it will be found that for a more extended term, such as twelve months, the number of children deriving instruction from these schools is considerably larger. If 15 per cent. be allowed for double enrolments of the same children, an estimate which does not err on the side of insufficiency, it will be seen that about 95,000 children obtained some amount of instruction in the Council's schools in the course of the year.

The fluctuation in the attendance which this calculation discloses is a matter of some concern. The following table exhibits, for the quarter ending 31st December, 1876, the number of pupils enrolled, the average attendance, and the relative proportions of these numbers in localities of five different kinds, and in the whole Colony.

Localities.	Number enrolled.	Number in average attendance.	Percentage of average attendance to number enrolled.
Cities and Suburbs.....	27,742	18,359.6	66.1
Large Towns	4,369	2,917.5	66.7
Small Towns	13,397	9,070.3	67.7
Mining Districts.....	7,338	4,875.6	66.4
Rural Districts	24,113	16,634.1	68.9
Total	76,959	51,857.1	67.3

This table exhibits a state of things, as regards regularity of school attendance, which, being contrary to the commonly received opinion, is calculated to excite some surprise. Hitherto it has generally been believed that the greatest irregularity prevailed in rural districts where the circumstances adverse to regular attendance are most numerous. On the other hand, it was considered that in cities, suburbs, and large towns, the conditions were most favourable, and that in such localities the proportion of pupils in average attendance to the number enrolled would be the highest. From the table it is apparent, however, that the facts are entirely the reverse of these assumptions. The regularity is highest in rural or thinly inhabited districts, and lowest where the population is most dense. The mining districts which seem to form an exception to this statement are, in reality, a striking confirmation of its accuracy, inasmuch as they include the schools in the colliery districts where a large population is collected.

As a result so completely opposed to the ordinary belief might have been deduced from Returns relating to a period of exceptional character in relation to school attendance, the Council caused further inquiry to be made and Returns for other periods to be examined. By this test the general correctness of the table was confirmed, and for the past year the principle may be considered as established that, with occasional exceptions, irregularity of attendance varies as the density of the population, the difference however being, at most, less than 3 per cent.

It would be highly desirable to determine the educational status of the whole Colony by direct inquiry, in order to settle definitely the much debated question as to the number of children growing up without instruction; and such inquiry might advantageously be undertaken by the Government, by whom alone it can be carried out. But with respect to the narrower field of the city and suburbs, it seemed to the Council to be within its own power to make the necessary investigation. Arrangements were accordingly made for an educational census which was successfully carried out in December and January last. Of course it was optional with occupiers of houses to give or to withhold the information sought; and as the census was not taken under any Act of the Legislature, and no penalties were attached to non-compliance with the requests of the collectors, there was no guarantee for the truth of the statements made, beyond the good faith of the parties. It is proper to state, however, that very little difficulty was experienced by the collectors in the performance of their task; that a disposition to assist them was generally evinced; and that in two instances only were they met with an absolute refusal. The Council possesses the means of verifying to some extent the correctness of the information supplied by the census collectors. This means of verification having been applied to the census returns, the result is such as to show that they fairly represent the facts. Separate returns were obtained for the several wards of the city of Sydney and for each of the surrounding municipalities. Appendix J.

The results of the census are briefly stated in the following lines:—

Total number of children above four and under four years of age	City.	Suburbs.	Total.
...	20,733	16,257	36,990
Number attending schools under the Council	11,461	8,226	19,687
Number attending private schools	4,119	3,773	7,892
Total attending school	15,580	11,999	27,579
Number not attending school	5,153	4,258	9,411

The number given as not attending school is undoubtedly large, but a closer examination of the returns reveals the fact that, of the 5,153 children in the City of Sydney not attending school, 1,735 are represented as being able to read and write. These are therefore not wholly destitute of education. Again, it is found that of the number remaining, 2,943 are below the age at which many intelligent parents consider that formal instruction of the young should commence. For example: 1,469 are between four and five years of age; 848 between five and six; 404 between six and seven, and 222 have reached the age of seven years. It will thus be seen that only 697 illiterate children between the ages of seven and fourteen years are not receiving instruction.

In verifying the census returns with respect to the number of children within the city boundary, reported to be in attendance at schools under the Council's supervision, it became necessary to compare them with the ordinary quarterly returns furnished by the teachers. The immediate result was to disclose a considerable discrepancy in the numbers obtained from the two sources:—

<i>Number of Children enrolled.</i>			
According to School returns	...	...	13,640
According to Census returns	...	...	11,461
Difference	...	...	2,179

Further inquiry having been made with a view to account for this difference, it was found that during the quarter ending 31st December, 1876, there were enrolled in the city schools 2,311 children who resided beyond the city boundary. Besides these, there were enrolled 324 children above the age of fourteen, and 449 under four years of age. Deducting the sum of these from the total number in attendance, but adding forty-three children, who, though dwelling in the city, attended suburban schools, there will remain 10,599—less by 862 than the number represented in the census returns as being taught in the Council's schools. Assuming that the parents were correct in representing these 862 as usually attending school, their absence at the time the census was taken may, to some extent, be accounted for by special circumstances, such as sickness, holiday-making, home employment, or other temporary causes. Another explanation of the discrepancy may be found in the fact that many parents do not discriminate sufficiently between public schools, in the broad sense, and private schools. Such schools as the Sydney Grammar School, for example, would naturally enough be ranked as a public school, and some of the larger private schools might easily be mistaken for schools of the same character. The children attending the Sydney Ragged School (117) should probably be included in the 862 before referred to.

From the census returns of suburban municipalities, it appears that 16,257 children, of ages varying from four to fourteen years, resided in Alexandria, Balmain, Camperdown, Darlington, Glebe, McDonald Town, Newtown, Paddington, Randwick, Redfern, St. Leonards, St. Leonards East, Waterloo, Waverley, and Woollahra. Of that number, 8,226 are reported as attending Public or Denominational Schools, 3,773 as instructed privately, and 4,258 as attending no school. The school returns for the same municipalities show that, including forty-three who reside in the city, 6,380 children of the specified ages attended the Council's schools, but in addition to these 2,311 others attend schools in the city. This gives a total of 8,648 children *from the suburbs* attending such schools, being 422 more than the number stated in the census returns.

As regards the number (4,258) reported as not in attendance at any school, it is found that 1,223 can read and write. There are therefore 3,035 *uninstructed* children between the ages of four and fourteen years not attending school; but of these, 1,094 are between four and five years, 663 between five and six, 293 between six and seven, and 165 have reached the age of seven years. If seven years be taken as the age at which regular school attendance should be commenced, the number of children who ought to be under instruction, but do not attend school, in the suburban municipalities, is 985.

The total number of children between the ages of seven and fourteen years without instruction in the city and immediate suburbs would therefore appear to be 1,682. If the question be asked whether these children are prevented from attending school by any want of the necessary accommodation, it may be stated in reply that the Council has no reason to believe that such is the case. Allowing 8 square feet for each child, the existing school buildings provide accommodation for 18,000 pupils in average daily attendance. Such an average attendance would, however, represent an enrolment of fully 27,000; and as it would always be practicable, without producing serious inconvenience from overcrowding, to accommodate 20 per cent. more scholars than that average attendance, it follows that the existing buildings are fairly sufficient for a school population of about 33,000. The number enrolled in the last quarter of 1876 was but 20,020. It is true that in some instances the accommodation provided is of an unsuitable description, and the schools are not so conveniently situated as parents might wish; at the same time, however, if they manifested a real interest in the welfare of their children by endeavouring to secure for them a good education, they would not allow school attendance to be interfered with by such obstacles as distance and inferior class-rooms. But the steps taken by the Council to increase and improve the existing school accommodation in the city and suburbs, as described in a subsequent paragraph of this Report, will, by the end of the current year, have rendered any such excuse, if made, for absence from school entirely groundless.

III.—PUBLIC SCHOOLS.

In 1875, forty-seven applications for the establishment of Public Schools were granted, and seventy-one last year; but not more than forty-two new Public Schools were, in 1876, actually opened. This is undoubtedly a slower rate of increase than could be desired, or than seems at first sight attainable; but there are obstacles to the multiplication of schools which are not yet entirely overcome. In the first place, plans and specifications cannot be prepared with sufficient rapidity, and even when this difficulty has been removed, further delay is occasioned by the scarcity of contractors. With a view to provide the necessary plans with the least possible delay, architects have been employed in various parts of the Colony, but on the whole this experiment has not been attended with success. Their employment rarely secured greater despatch; and some of the persons engaged had had no previous experience in work of this description, and they possessed little of the special knowledge requisite to enable them to prepare suitable plans.

But

But the delay caused by the difficulty in procuring plans and tenders is insignificant compared with that arising from the want of school sites. Several cases occurred in which, after plans had been prepared and contracts taken for the erection of school buildings, the works could not be proceeded with, because sites could not be procured. In arranging for the purchase, for school purposes, of land belonging to private individuals, the Council has sometimes been compelled to bring the negotiations to a close on account of the exorbitant prices demanded; and, in other cases, efforts to obtain a site have been completely frustrated by the unwillingness of owners to dispose of land at any price. As regards land for which application has been made to the Government, it may suffice to state that in 141 cases, twenty-six of which are in the Bathurst District alone, school buildings cannot be provided, because sites have not been granted or promised. It is, of course, not probable that schools would have been erected in all these cases, even if, by the appropriation of the lands applied for, the Council had been placed in a position to build; but it is nevertheless true that under such circumstances schools would have been provided more speedily. Appendix K.

In order to remove the site difficulty, a measure was, in 1874, submitted by the Council to the Government in the shape of a proposed Bill to be laid before the Legislature. The Bill was prepared by a member of the Council (Sir Alfred Stephen) on the model, in a great degree, of the School Sites Acts of England; and the reasons in its favour were thus stated in the letter accompanying the draft:— Appendix L.

“The title of the Bill, and the list of sections which is prefixed, will sufficiently indicate its object; which the Council deem of so much importance, and feel to be so urgently required, that they trust the Government will introduce the measure into Parliament, and procure its adoption, if possible, in the now approaching session.

With respect to the proposed selection of Crown lands, the Council would submit that the absolute power of veto, which is reserved by the Bill, will afford ample protection in the hands of the Government against undesirable appropriations. The same suggestion applies equally to the Church and School lands. But the object will be attained, after the expiration of sixty days for purposes of inquiry, of enabling the Council to commence the erection of school buildings on the land selected, without the great delay attendant on a formal survey and the issue of the grant. The existing temporary occupiers, on the other hand, will be compensated for the loss of their holdings, a loss, considering the limited extent of selection asked for, which will rarely be more than nominal.

This principle of compensation, the Council need hardly observe, is carefully preserved throughout the Bill; whether as it respects actual occupiers of the selected land, or reversioners entitled after termination of the existing tenancy, if any. There are numerous cases, especially in the suburbs of Sydney, in which the virtual owners—being tenants in tail, or for life, or under leases originally for 99 years—are quite willing to give or sell a portion of land to the Council; but they can convey their own limited interest only. It is submitted that such persons, if the right of all parties contingently entitled be protected, ought to be enabled to pass the property absolutely to the Council. The Bill transmitted does adequately protect those rights. And this being so, the Council feel persuaded that the interests of public education, for which the Legislature has hitherto so liberally provided, will not be thought less to justify such a measure, although occasionally the alienation may be compulsory, than the demands for railway accommodation. If land may compulsorily be taken for railway purposes, as it may everywhere in this Colony, and almost everywhere in England, subject to compensation, the Council cannot believe that similar provisions for a higher object will encounter opposition.

These observations apply obviously, with equal force, to the taking of land from absolute owners, and of land under mortgage. In every case throughout the Bill every interest has been carefully guarded. The Council may indeed state, generally, that there is no clause in it for which a precedent cannot be found, in substance, in the Railway Act of New South Wales, or the Consolidated Lands' Clauses Act, or Sites for Schools Acts of the Imperial Parliament. If in any matters of detail a difference should be thought to exist, it will be seen merely that preference has been given to a shorter form of enactment, or a more simple course of procedure. The 18th section is new; but its terms and object are too plain to require explanation of any kind.”

In a subsequent letter, addressed to the Honorable the Minister of Justice and Public Instruction, by Sir Alfred Stephen, on behalf of the Council, further explanations of the aim and scope of the Bill are given. The following passages are extracted from that communication:—

“I am to represent to you that without some such legislative measure the Council finds itself daily more and more powerless to carry out the provisions of the ‘Public Schools Act,’ or keep reasonable pace with the increasing wants or demands of the community, in the erection of schools and school buildings. It is a startling fact that there are at this moment upwards of *eighty* applications from the Council to the Government for school sites undisposed of, many of them unanswered, some having so remained for years, and the children in the meantime having grown up or passed with their parents into other localities. It is not by this statement that blame attaches to the officers of the Crown in any department. The explanation usually given is that there are not surveyors sufficiently numerous to measure the ground; but after measurement even considerable delay has not unfrequently occurred in the issue of the grant. Now by the express terms of the schools statute the Council may not expend money on land until vested in the Board. The remedy for this state of things is, I submit to you, the enactment of the measure here advocated; it is surely not too much to expect that—subject to the veto in each case of the appropriate Minister—the Council of Education should for high public ends possess the same or a similar power of selecting, and at once occupying, land to a limited extent, which every man possessing five shillings per acre has vested in him to an extent by comparison almost unlimited, for purposes merely of self-advancement, subject as to the particular area to no veto whatever.

There is another and by no means inconsiderable class of cases in which no remedy can be afforded, except by the Legislature. There are cases in which the land wanted is vested in tenants for life, or tenants in tail, or tenants for some long term of years,—usually ninety-nine;

nine; these persons—substantially the owners—are ordinarily willing to give or sell the ground, but they have not the legal power. The remaining portions of the property, in fact, would be improved in value by the erection of the desired school, but the question of compensation to the reversioners is, of course, equally provided for by the Bill. The same statement and remarks apply with equal force, although the examples are less numerous, to cases of ordinary leasehold property. I believe that there are some of these existing on portions of the Church and School Lands Estate.

A smaller class perhaps than either of those mentioned in the two last previous paragraphs is that of owners of the fee in possession; and the ordinary case here is that of persons willing enough to sell, but only on exorbitant terms. Public elementary education is possibly not a thing indifferent to them; but they desire much more a heavy price for the indispensable bit of ground wanted—knowing now that all the money is to come out of the public purse. Whether for the sake of that education the Council shall be enabled to acquire land so situated at its fair and honest value, or be compelled to purchase it at the public expense at any sum which the owner may demand, is the question to be decided. If we believe that the end sought for is just when the construction of a road is concerned, it will be found difficult to maintain that it is unjust when the interests of education are affected. It is, at all events, no question as to the *expending* of public money by this Board, but solely as to the providing of means by which public money may be *saved*. Schools cannot be erected without sites. The Council of Education is entrusted with certain sums for the purpose of, among other things, erecting schools. It may be necessary for the Council therefore occasionally to purchase sites for schools, and the Council, obviously, will be enabled to build schools more or less in number, in proportion as it shall have to pay more or less for those sites."

The Government of the day however thought the proposition inadmissible, and things have remained therefore as they were.

New School buildings.—New school buildings were completed in 1876 at the undermentioned places:—

Ashfield	Condobolin	Guildford	Narellan
Baulkham Hills	Coogee	Hurstville	Oberon
Bell's Creek	Doughboy Hollow	Inverell	Parramatta South
Bowning	Dungaree	Jerilderie	Peakehurst
Campbelltown	Five Dock	Jindera	Scone
Cassilis	Germanton	Kogarah	Sussex-street
Clarence Town	Gerringong	Laurieton	Urana.
Cobargo	Greghamstown	Markwell	

Besides these, contracts have been taken, and, in most cases, works are in progress for new school buildings at:—

Adelong	Cudgegong	Ilford	O'Connell
Balmain	Dapto	Jamberoo	Pyramul
Bathurst	Downside	Kempsey West	Queanbeyan
Bingera	Eglinton	Kangaroo River	Quirindi
Blacktown	Emu	Lane Cove	Raymond Terrace
Blowering	Forest	Macquarie Plains	Round Swamp
Bourke	Forest Hill	Merriwa	Ryde
Bowra	Freeman's Reach	Milton	Southgate Lower
Breadalbane	Giant's Creek	Minmi	Spring Grove
Broke	Gladstone	Morebringer	Sydney North
Bungowannah	Gosford	Mount Keira	Tamworth
Burrawang	Gosforth	Mudgee	Uarby
Cooyal	Goulburn North	Murrurundi	Watson's Bay
Cootamundra	Grafton South	Newtown	Yarrunga.

Substantial additions have been made or commenced at:—

Armidale	Forbes	Menangle	Rooty Hill
Berkeley	Gocup	Morpeth	Rylstone
Bombala	Grafton	Mullenjandra	Singleton
Botany	Gundagai	Murrumbateman	Smithfield
Brewarrina	Gunnedah	Narrandera	Spring Flat
Bundarra	Hartley	Newcastle South	Sugarloaf
Camden	Hay	Omega Retreat	Thurgoona
Cundletown	Hamilton	Orange	Tumbarumba
Currawang	Lambton	Paddington	Tenterfield
Collector	Leichhardt	Prospect	Tomerong
Crudine	Lismore	Pambula	Walcha
Dubbo	Liverpool	Parkes	Windsor
Dundas	March	Richmond	Wombat
Eden	Maitland West	Robertson	Wyrallah.
Edwardstown	Marshall Mount	Rocky Mouth	

As regards the City of Sydney, spacious schoolrooms, capable of accommodating 1,200 children, have been erected in Sussex-street, and were opened in November. A site has been secured in Pymont, the requisite plans have been approved, and tenders invited; and land has been purchased in Crown-street on which schoolrooms will be erected for the district of Surrey Hills. The Council purposes further to add to the school accommodation of Sydney as occasion may require, and opportunities for obtaining suitable sites may present themselves. In the suburbs, new buildings are in course of erection at Balmain, Balmain West, Newtown, and Watson's Bay; plans have been prepared, and tenders for the erection of schoolrooms

schoolrooms for St. Leonards and Woollahra are about to be procured; and, sites having been purchased for Petersham, Waterloo, and Waverley, and another granted by the Government for Darlington, the necessary steps for providing schoolrooms for these places will at once be taken.

The total number of applications for the establishment of Public Schools in 1876 was 91, of which 71 were granted, 8 declined, and 11 were under consideration at the end of the year.

IV.—PROVISIONAL SCHOOLS.

These schools, as their name implies, can hardly be deemed permanent institutions. They are liable to change with the circumstances of the localities in which they are placed. In prosperous districts, where population increases, such schools usually become transformed into Public Schools. On the other hand, in declining localities where population has a tendency to diminish, a Provisional School is likely to lose a portion of its scholars and become a Half-Time School, and even to dwindle away till it is finally closed on account of the small attendance of children. Thus in 1876, 21 Provisional Schools became Public Schools, and 20 others were discontinued through paucity of scholars. In new localities however 58 Provisional Schools were brought into operation during the same period. The whole number of applications for aid to Provisional Schools received in 1876 was 97, of which 65 were granted, 21 were declined, 3 were withdrawn, and 8 were under consideration at the close of the year.

The following figures exhibit briefly the most important facts in connection with schools of this class:—

Number of Provisional Schools on list for 1875	...	...	...	...	262
Closed in 1876	...	...	20	...	41
Converted into Public Schools, 21	...	...	...	...	41
					221
Opened in 1875	...	...	...	...	58
Total on list for 1876	...	...	...	...	279
Net increase	...	...	...	...	17

V.—HALF-TIME SCHOOLS.

Like Provisional Schools, these are liable to change with the population, and either to become Provisional Schools, when the attendance increases, or to lose their pupils and cease to exist. In many localities in which Half-Time Schools have been in operation, the residents have latterly evinced a preference for whole-time schools, as affording greater opportunities for the education of their children. This desire, so long as it is kept within reasonable bounds, is to be regarded as a favourable sign, and becomes objectionable only when it is insisted upon in cases where the number of school children is very small.

Number of Half-Time Schools on list for 1875	...	...	...	...	116
Closed during 1876	...	...	18	...	24
Converted into Provisional Schools...	6	...	...	...	24
					92
Opened in 1876	...	...	...	...	18
Total on list for 1876	...	...	...	...	110
Net decrease	...	...	...	...	6

VI.—INSPECTION.

Staff.—We regret that we have to record the death of one of our Inspectors, Mr. E. H. Flannery, whose decease occurred in February, 1876. Mr. Flannery, a zealous and efficient officer, had held the position of Inspector for seven years. To fill his place we appointed Mr. C. Hookins who, besides gaining a first class certificate, had been a teacher in the service of the late Board of National Education and the present Council for twenty-two years, and had been for a long time head master of the Model Public School at Albury. The Council also appointed Mr. F. Bridges, previously head master of the Model Public School in Sydney, to be an Assistant Inspector.

Schools Inspected.—For purposes of inspection the schools in operation in 1876 were arranged in 1,154 departments, of which 1,059 were duly inspected. The following table shows the several Inspectors' districts in which the inspected schools are situated.

Districts.	Number of Schools or Departments existing during the year.	Number fully inspected.	Number not fully or regularly inspected.
Albury.....	65	39	26
Armidale.....	51	44	7
Bathurst.....	107	98	9
Braidwood.....	93	88	5
Camden.....	97	97	0
Cumberland.....	91	87	4
Goulburn.....	97	92	5
Grafton.....	81	73	8
Maitland.....	96	91	5
Mudgee.....	74	69	5
Newcastle.....	110	90	20
Sydney.....	114	114	0
Yass.....	78	77	1
Totals.....	1,154	1,059	95

Of the 95 departments not inspected, 26 belong to the Albury District, and 20 to the Newcastle District. In the former case, the decease of the late Inspector in the early part of the year, and the necessary delay which occurred in the appointment of a successor, occasioned the lapse of a considerable time before the work of inspection could be resumed. As regards the 20 unvisited schools in the Newcastle District the Inspector gives the following explanation:—"Of the 20 schools not visited, 3 were closed in March, 3 were opened only in November, and time did not permit me to reach 14."

Efficiency of Schools.—For the purpose of measuring the progress made generally by schools as regards efficiency, we append the following table which affords material for contrasting the condition of schools in 1871—the earliest time for which the necessary data can be obtained—with their state in the last two years:—

Schools.	Below Standard.			Up to Standard.			Above Standard.		
	1871.	1875.	1876.	1871.	1875.	1876.	1871.	1875.	1876.
Public.....	52.1	31.7	29.	36.8	36.9	36.5	10.9	31.3	34.4
Provisional.....	80.	75.6	65.4	17.	19.6	29.9	2.9	4.6	4.6
Half-Time.....	75.4	54.6	51.6	16.3	32.	35.4	8.1	13.3	12.9
Denominational.....	63.5	47.9	38.2	29.	31.6	34.9	7.3	20.4	26.7
All Schools.....	62.4	46.3	40.9	29.2	31.8	34.6	8.2	21.8	24.3

From this table some striking facts are apparent. Thus, in 1871, more than half the Public Schools (52 per cent.) were below the standard, whereas last year only 29 per cent. were in that undesirable position. Again, in 1871, only 10.9 per cent. of these schools attained a condition above the standard, while in 1876 the proportion was raised to 34.4 per cent.

The improvement in the condition of Certified Denominational Schools is quite as remarkable. In 1871, not less than 63.5 per cent. of these schools were below the standard, and the proportion of those above was only 7.3 per cent. Last year, however, only 38.2 per cent. were below, while 26.7 per cent. ranged above, the standard. As already mentioned, the standard has been gradually raised in each successive year, and therefore the improvement recorded in the table is a decided advance in efficiency.

The following table shows the estimated proficiency of the pupils examined in 1876:—

Subjects.	Estimated proficiency of the Pupils in 1876.				
	Good.	Fair.	Tolerable.	Moderate to Indifferent.	Totals.
<i>Reading—</i>					
Alphabet.....	1,462	2,369	1,407	1,331	6,569
Monosyllables.....	5,327	6,291	3,474	1,603	16,695
Easy Narrative.....	5,257	6,782	2,919	1,810	16,768
Ordinary Prose.....	5,188	5,106	1,752	816	12,862
Totals.....	17,234	20,548	9,552	5,560	52,894
<i>Writing—</i>					
On slates.....	7,486	8,085	4,033	3,216	22,820
In copy-books or on paper.....	12,363	10,108	3,826	1,136	27,433
Totals.....	19,849	18,193	7,859	4,352	50,253
<i>Arithmetic—</i>					
Simple rules.....	5,720	8,622	7,422	9,036	30,800
Compound rules.....	1,862	2,328	2,286	2,209	8,685
Higher rules.....	1,230	1,372	1,183	618	4,403
Totals.....	8,812	12,322	10,891	11,863	43,888
<i>Grammar—</i>					
Elementary.....	4,055	5,484	3,008	3,689	16,236
Advanced.....	3,394	3,877	2,516	2,063	11,850
Totals.....	7,449	9,361	5,524	5,752	28,086
<i>Geography—</i>					
Elementary.....	4,926	6,796	4,645	4,052	20,419
Advanced.....	4,161	3,543	2,216	2,049	11,969
Totals.....	9,087	10,339	6,861	6,101	32,388
<i>Other Subjects—</i>					
Scripture and moral lessons.....	5,924	5,104	2,426	1,351	14,805
Object lessons.....	15,222	16,138	10,186	8,538	50,084
Drawing.....	6,822	8,323	4,940	2,562	22,647
Music.....	7,991	12,504	7,699	4,266	32,460
Euclid.....	594	850	431	172	2,047
Algebra.....	313	467	270	82	1,132
Mensuration.....	173	205	60	18	456
Latin.....	254	382	226	7	869
Trigonometry.....	.....	42	.....	.....	42
Needlework.....	5,437	5,135	1,942	691	13,205

By comparing the table of proficiency for 1876 with that published in the Report for 1871, it will be found that a considerable improvement has been effected during the last five years. Of the pupils examined, the numbers classed as "good" have increased in that time as follows:—

In Reading,	from 21·2 to 32·5 per cent.
Writing,	" 27·8 to 39·4 "
Arithmetic,	" 15·2 to 20· "
Grammar,	" 16·5 to 26·5 "
Geography,	" 14· to 28· "

The total number examined in 1876 was 52,894, which is equal to an increase of 4,181 upon the number examined in 1875, and of 14,766 upon the number examined in 1871. Further details on this head are contained in the following table, which shows the per centages of pupils that passed the examination in the various grades of proficiency in five subjects for 1871 and for 1876:—

Subjects.	Good.		Fair.		Tolerable.		Moderate to Indifferent.	
	1871.	1876.	1871.	1876.	1871.	1876.	1871.	1876.
	Per cent	Per cent	Per cent	Per cent				
Reading	21·2	32·5	36·1	38·8	25·5	18·	17·	10·5
Writing	27·8	39·4	36·3	36·2	23·1	15·6	12·6	8·6
Arithmetic	15·2	20·	20·7	28·	26·1	24·8	37·8	27·
Grammar	16·5	26·5	28·4	33·3	25·4	19·6	29·5	20·4
Geography	14·	28·	26·2	31·9	28·	21·1	31·7	18·8

In the next table are shown the per centages of pupils passing examination successfully in the different kinds of schools in 1871 and in 1876.

Schools.	Reading.		Writing.		Arithmetic.		Grammar.		Geography.	
	1871.	1876.	1871.	1876.	1871.	1876.	1871.	1876.	1871.	1876.
	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
Public	63·9	76·5	69·9	81·9	47·2	52·9	52·4	69·2	47·2	68·
Provisional	33·4	44·5	50·9	55·	20·3	34·	19·4	27·3	15·7	26·2
Half-Time	36·2	57·3	51·1	65·4	30·6	26·2	25·7	23·6	23·6	29·7
Denominational	54·3	70·7	58·	70·5	29·5	43·9	37·5	54·5	33·2	59·1
All	57·3	71·4	64·1	75·7	35·9	48·1	44·9	59·8	40·2	60·

VII.—TEACHERS.

Supply.—The supply of teachers was well maintained during 1876, and it was even found impracticable to present situations with sufficient rapidity to secure early employment for all the candidates that presented themselves. But it should be remarked, on the other hand, that if school sites had been obtainable when required, and new school buildings had thereupon been erected, the supply might have fallen short of the demand. The character of the teachers employed is such, speaking generally, as to warrant the confidence of the Council and of parents, and many are entitled, both on the score of efficiency and propriety of conduct, to the highest praise.

Pupil Teachers.—In a few localities some difficulty was experienced in obtaining suitable candidates for the office of pupil teacher, although there was, on the whole, a large increase in the number of applicants. We purpose instituting inquiry, with the view of ascertaining the cause of the diminution alluded to, and then taking such steps as the circumstances may appear to warrant for securing a constant supply of eligible young persons for the office.

The following statistics afford the means of comparison with the results of previous years:

	1874.	1875.	1876.
Applicants examined	193	135	258
" successful	102	82	152
" unsuccessful	91	53	106
Pupil teachers promoted:—			
From Class IV to Class III	60	90	91
" III " II	61	57	71
" II " I	48	56	57
" I to Training School	34	54	52
Failed to gain promotion	39	41	40

Training School.—During the year there were two sessions of the Training School—the first from 10th January to 26th June, and the second from 10th July to 18th December.

Seventy-nine candidates—47 males and 32 females—were enrolled as students. Of these 1 male and 1 female withdrew after a brief experience of the work of the Training School. One male of weak constitution was allowed to retire after four months training, and was appointed, without examination, to a school; a female retired on finding her health unequal to the required exertion; and one male, on account of sickness, was permitted to leave two months before the end of the session, with liberty to re-enter in the first session of 1877. There were, therefore, 74 students, viz., 44 males and 30 females, that passed through the regular training course.

These were divided into two classes—upper and lower. In the former were placed 25 males and 14 females, and in the latter 19 males and 16 females.

The course of study prescribed was:—

LOWER CLASS.

Reading: Selections in Prose and Poetry from advanced Class Books and from standard authors.
 Writing: Plain and Ornamental Penmanship. Exercises in writing from dictation.
 Grammar: Parsing, Analysis of Sentences, Composition, and Derivation.
 Geography: Descriptive: Australia in outline; New South Wales in full detail; Europe, Asia, Africa, and North America in detail.
 Arithmetic: Simple and Compound Rules, Reduction, Vulgar and Decimal Fractions, Proportion, Square Root.
 School Management: Instruction, Organization and Discipline of Schools.
 Lesson Books: Series I to III inclusive.
 Drawing: Freehand and Perspective.
 Singing: Tonic-sol-fa method.

UPPER CLASS.

Reading: Selections from standard authors.
 Writing: As in lower class.
 Grammar: Parsing, Analysis, Composition, Derivation.
 Geography: As in lower class. Physical—The earth as a part of the solar system; general features of the earth's surface—the high lands of both hemispheres lowland plains and rivers, oceans, winds, tides, currents, distribution of island groups, coralline structures, volcanic phenomena, climate, &c.
 Arithmetic: Higher Arithmetic, including the extraction of roots.
 School Management: Instruction, Organization, and Discipline of Schools; Method.
 Drawing: Freehand and Perspective.
 Singing: Tonic-sol-fa method.
 English Literature: Chambers' English Literature—first five periods—special study of 3rd and 4th periods. Thomson's Seasons—"Summer."
 Euclid: Books I to IV inclusive. Deductions.
 Algebra: Quadratics, including surds.
 Mensuration: Superficies.
 Latin: Smith's Principia Latina, Part I.

French: De Fivas' Grammaire des Grammaires, Ahn's I Reader, Athalie.

Euclid, Algebra, Mensuration, and Latin were studied by males and French by females only. The students of both classes attended one day each week in the Model School, where they observed the methods of teaching employed, and were also themselves required to teach classes.

The physical training consisted of military drill and gymnastic exercises for males, and calisthenics for females.

Special class.—A distinctive feature of the work for this year was the formation of a special class of students.

At the commencement of the second session in July last, six males and nine females who had been in training the previous session, and had obtained Second Class Certificates, were directed to enter upon a second course of training. The course of study prescribed for these students was:—

English Literature and Composition.

History of England.

Mathematical Drawing.

Vocal Music.

Latin: Cæsar, Grammar, Ihne's Latin Syntax.

Euclid: Books V, VI, XI, XII. Deductions.

Algebra: To and inclusive of the Binomial Theorem.

Trigonometry: Analytic, with Solutions of Triangles.

Mechanics: Elementary Course.

French: (For females only)—De Fivas' Grammaire des Grammaires; Ahn's Second Reader; Athalie—advanced studies.

The afternoon of Monday and forenoon of Thursday in each week, were spent by these students in some Public School in or near Sydney, that they might gain additional practical experience in the management of schools, and thus be better prepared to enter on their work.

The students of this class were occasionally withdrawn to supply places in schools rendered temporarily vacant by the absence of the regular teachers. In consequence of this arrangement no student was in attendance for the whole session, and therefore their general progress could not be estimated accurately. There is sufficient evidence, however, to show that the establishment of such a class is calculated to produce a very beneficial effect. The students seemed to appreciate the opportunity thus afforded them of increasing their practical skill, and especially of obtaining instruction in the higher subjects. Even when placed in ordinary country schools such teachers would be certain to raise the character of the instruction so far that the parents, becoming aware of its value, would be anxious to keep their children constantly in attendance. Thus the evil caused by the prevailing irregularity in the attendance would be diminished to a considerable extent.

Results.—In compliance with regulation 61, the classes were examined orally at the end of each month, and at the termination of each session the final examination for classification was held under the superintendence of an Inspector. The results of these final examinations will be seen by the following table, which shows the classification obtained by the students.

				Males.	Females.
Second Class	...	...	...	A ...	6 ...
				B ...	15 ...
Third Class	...	...	...	A ...	8 ...
				B ...	10 ...
				C ...	3 ...
Total...	...	...	...	44	30

Examinations.

Examinations.—In consequence of the alteration in the Regulations by which compulsory examination of teachers once classified was altogether discontinued, few were examined this year but such as voluntarily presented themselves. One consequence of the change is seen in the comparatively small percentage of failures—35·1. In the two preceding years the percentage was 61·1 and 47·2 respectively.

The number of teachers who presented themselves for examination was 111. Their success is shown in the following table:—

Promoted to III C	13
" B	18
" A	19
" to II B	10
" A	11
" to I B	1
	72
Failed to gain promotion	39
	111

Promotions.—The new regulation as to promotion for good service was not rigidly enforced last year. The Council desired to give teachers who possessed reasonable claims under the old regulation, the benefit of their previous service, and awarded promotion to all who would have been entitled to receive it upon the conditions existing prior to the change.

The numbers promoted were—

From III C to III B	3
" III B to III A	3
" III A to II B	19
" II B to II A	10
" II A to I B	3
" I B to I A	1

Total 39

Four of these were special promotions for services which, compared with those usually rendered, might be termed distinguished.

Emoluments.—The remuneration, whether derived from salary or school fees, received by the teachers in the Council's service, has been gradually increased during the ten years of the Council's existence. This result, as regards increased salary, has been obtained partly by the efforts of the teachers themselves to raise their classifications and render their schools more efficient, and partly by the operation of the regulations by which the salaries paid, especially in the lower grades, have been greatly augmented. The total amount paid to teachers in 1876 was £174,601 0s. 3d. This sum is composed of £113,055 9s. 8d. paid by the Council as salaries, and £61,545 12s. 7d. received as school fees. In the aggregate, therefore, teachers received £18,556 14s. 2d. more last year than in 1875. The average amount paid to each teacher was £110 5s. 11d. The following tables, however, exhibit in greater detail and more precisely the emoluments of teachers according to classification and position in the service.

Average rate of emoluments of classified principal teachers in 1875 and in 1876:—

Classification of Teachers.	Salaries.		Fees.		Total.	
	1875.	1876.	1875.	1876.	1875.	1876.
I A	£ 150	£ 156	£ 251	£ 237	£ 401	£ 393
I B	138	144	169	194	307	338
II A	126	132	98	139	224	271
II B	114	120	86	84	200	204
III A	102	108	42	41	144	149
III B	90	102	32	41	122	143
III C	78	96	23	26	101	122

To these rates should be added the annual value of the residences which, in the great majority of cases, are provided for the teachers. The average emoluments of principal teachers (males) in Public and Certified Denominational Schools—taking all cases in which such teachers are in receipt of their classification salary—are

	Salaries.	Fees.	Total.
Public Schools	£111 18 0	+ £63 0 3	= £174 18 3
Cert. Denom. Church of England ...	110 10 9	+ 79 0 10	= 189 11 7
" Roman Catholic ...	107 4 4	+ 70 5 7	= 177 9 11
" Presbyterian ...	113 0 0	+ 84 4 9	= 197 4 9
" Wesleyan ...	114 7 1	+ 90 12 5	= 204 19 6
All Public and Denominational Schools	110 12 0	+ 66 3 5	= 176 15 5

In 1873 the average emoluments of teachers in Public and Certified Denominational Schools were—

Salary.	Fees.	Total.
£84 6 2	+ £53 8 6	= £137 14 8

The fact that Public School teachers receive a smaller remuneration than teachers in other schools may appear to be singular and to require explanation. There will be no difficulty in understanding the matter, however, if it be borne in mind that by section 8 of the Public Schools Act "a Public School may

be established in any locality where, after due inquiry, the Council of Education shall be satisfied that there are at least twenty-five children who will regularly attend such school on its establishment." In accordance with this provision, many Public Schools have been opened in localities where the population is scanty and the school attendance at, or very little above, the minimum. In such schools the amount paid for school fees is often so small as to be merely nominal, and the amount derived from this source forms an insignificant addition to the salary paid by the Council. On the other hand, Certified Denominational Schools, especially of late years, are for the most part confined to thickly-peopled districts where the receipts from school fees exceed the average. The Presbyterian and Wesleyan Schools are so few in number and their circumstances so exceptional, that they might with justice have been omitted from the calculation embodied in the foregoing table.

The rates of emoluments in Half-Time Schools and Provisional Schools are:—

	Salaries.			Fees.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Half-Time Schools ...	78	10	0	+ 13	5	7	= 91	15	7
Provisional Schools ...	57	0	3	+ 16	11	9	= 73	12	0

In the following table the average emoluments of principal teachers (males receiving their classification salary) are exhibited for the several Inspectoral districts:—

Districts.	Salaries.			Fees.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Sydney ...	121	19	0	+ 131	4	3	= 253	3	3
Mudgee ...	110	11	5	+ 79	5	11	= 189	17	4
Armidale ...	111	4	7	+ 70	19	6	= 182	4	1
Albury ...	102	9	4	+ 71	10	6	= 173	19	10
Cumberland ...	110	0	8	+ 63	13	2	= 173	13	10
Yass ...	108	0	0	+ 62	19	9	= 170	19	9
Bathurst ...	106	18	2	+ 62	19	8	= 169	17	10
Braidwood ...	108	0	0	+ 61	7	8	= 169	7	8
Camden ...	111	17	10	+ 49	5	6	= 161	3	4
Maitland ...	110	8	0	+ 50	5	1	= 160	13	1
Newcastle ...	109	4	2	+ 51	6	7	= 160	10	9
Grafton ...	107	7	8	+ 49	7	1	= 156	14	9
Goulburn ...	106	0	0	+ 46	5	3	= 152	5	3

While considerable improvement in the pecuniary position of teachers is manifest from these tables, there are still some circumstances which affect unfavorably their comfort and efficiency, especially in the case of persons engaged in small Public Schools, in Provisional Schools, and in Half-Time Schools—all, in short, who are stationed in sparsely populated districts. In these cases, teachers are often precluded from obtaining proper food, and are compelled to subsist on a coarse and innutritious diet which is detrimental to the health of both body and mind. When to this disadvantage is added the feeling of depression occasioned by the want of suitable society, the entire absence of sympathy on the part of parents, and too frequently the antagonism of the School Board, or influential members of that body, it will be seen that teachers so situated have some real hardships to endure and need effective support. Under such circumstances the work done in these small schools must be held to be of a satisfactory description.

VIII.—LOCAL SUPERVISION.

No material improvement is yet apparent in the character of the local supervision. The Inspectors of the Armidale and Camden Districts alone report that the supervision has been more active; in other districts it is still described as very unsatisfactory with regard to a large majority of the schools. The fact that School Boards are not now required to raise one-third of the amount necessary for buildings and repairs is assigned as the reason for the increased activity in the Armidale and Camden Districts. It is doubtful, however, whether the 73rd regulation and the special instructions issued to Inspectors, requiring them to give notice of their visits to Local Boards, were effectively observed. Those instructions are embraced in the following extracts from the minutes of the Council:—

1. That Inspectors be instructed to give to each Public School Board notice of *one* inspection yearly, to invite the members to be present thereat, and to hold a meeting of the Board some time during the day of inspection.
2. That the question of the material wants of the school should, *inter alia*, be fully considered at such meeting, and that the Inspector should then make himself thoroughly acquainted with the material condition of the school, in order that he may be in a position to report to the Council.
3. That the Board should be informed that their proper course is to bring under the Council's notice the material requirements of the school, and to furnish an estimate of the cost and, if necessary, a plan and specification of the proposed works.

The Council hoped, by these instructions, to have inspired Local Boards with interest in the welfare of the schools under their supervision, and thus to have led them to manifest greater energy and activity in their proceedings. As the Inspectors record but few instances of meetings of the Boards having been held in accordance with the foregoing resolution, the Council is led to the conclusion that, if the instructions were acted upon, the result is the reverse of encouraging.

IX.—FINANCE.

During the year, the Council had at its disposal the sum of £279,186 5s. 8d., which was made up of the following items:—

Balance from 1875 ...	£27,092	8	5
Vote for Public Instruction ...	250,000	0	0
Church and Schools Estates Revenue ...	1,739	6	11
Various items ...	354	10	4
	£279,186	5	8

If to this be added the sum of £61,545 12s. 7d., paid as school fees, the whole amount available for primary instruction is raised to £340,731 18s. 3d. The balance sheet appended hereto shows that the total amount expended from public funds was £240,282 18s., leaving a balance of £38,903 7s. 8d., available in 1877 to meet pledges made on account of buildings.

The principal heads of expenditure are summarised in the subjoined table:—

Office	£7,822 11 2
Inspection	11,140 8 2
Training Department	4,500 7 11
Teachers' salaries	113,055 9 8
Buildings, repairs, &c. (schools)	96,577 4 10
Books, printing, &c.	3,791 19 4

Buildings.—In the various lists of schools contained in Appendices B, D, F, detailed information is given as to the amount expended upon each school under the heads of (1) Salaries, (2) Books and Apparatus, (3) Travelling Expenses and Forage, (4) Buildings, Furniture, &c. The Council, however, in view of the large amount of the Parliamentary vote, has deemed it desirable to give in a separate form the amount expended on new school buildings. This information is exhibited in the following table:—

Paid by Council:—

School.	For site.			For Building.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Ashfield	150	0	0	2,450	5	3	2,600	5	3
Bell's Creek				251	3	6	251	3	6
Baulkham Hills				1,077	0	0	1,077	0	0
Bowning				340	0	0	340	0	0
Campbelltown				1,135	0	0	1,135	0	0
Cassilis				1,406	0	0	1,406	0	0
Clarence Town	25	0	0	1,200	0	0	1,225	0	0
Condobolin				240	0	0	240	0	0
Cobargo				270	0	0	270	0	0
Coogee				2,514	0	0	2,514	0	0
Doughboy Hollow				301	5	8	301	5	8
Dungaree				150	0	0	150	0	0
Five Dock				1,975	0	0	1,975	0	0
Germanton				403	10	0	403	10	0
Gerringong				433	6	8	433	6	8
Greghamstown				390	0	0	390	0	0
Guildford				811	6	9	811	6	9
Hurstville	10	0	0	1,685	0	0	1,695	0	0
Jereelderie				397	10	0	397	10	0
Jindera				408	16	0	408	16	0
Kogarah				1,346	15	0	1,346	15	0
Laurieton				187	10	0	187	10	0
Markwell				218	0	0	218	0	0
Murrumbateman				375	0	0	375	0	0
Narellan				1,045	8	0	1,045	8	0
Oberon				445	0	0	445	0	0
Orange				1,145	15	0	1,145	15	0
Parkes				1,457	11	1	1,457	11	1
Parramatta South				1,676	13	8	1,676	13	8
Peakehurst				1,363	16	6	1,363	16	6
Peelwood				146	13	4	146	13	4
Scone	60	0	0	903	6	8	963	6	8
Strontian Park				230	0	0	230	0	0
Sussex-street	1,682	15	0	8,192	12	4	9,875	7	4
Urana				449	1	8	449	1	8
	£ 1,927	15	0	37,022	7	1	38,950	2	1

Paid

Paid by Council for important additions:—

	£	s.	d.		£	s.	d.
Armidale	240	0	0	Morpeth (residence) ...	636	0	0
Bombala	800	0	0	Morpeth	813	0	0
Berkeley	200	0	0	Mullenjandra	285	0	0
Botany	357	0	0	Marshall Mount	200	0	0
Bundarra	250	0	0	Menangle	200	0	0
Cooma... ..	465	6	8	Narrandera	250	3	4
Cundletown	239	0	0	Omega Retreat	438	16	0
Collector	470	0	0	Paddington	470	0	0
Camden	800	0	0	Panbula	423	5	0
Dubbo	217	0	0	Prospect	186	0	0
Eden	195	0	0	Rylstone	435	0	0
Forbes	575	0	0	Spring Flat	367	10	0
Gocup	338	0	0	Singleton	1,870	0	0
Gundagai	547	17	0	Thurgoona	295	0	0
Gullen	470	0	0	Tumut	540	0	0
Grafton	1,096	11	11	Tenterfield	260	0	0
Hay	480	0	0	Uralla	222	0	0
Hartley	328	0	0	Wagga Wagga	284	16	4
Inverell	986	0	0	Wallsend	679	0	0
Liverpool	930	0	0	William-street	1,010	11	0
Leichhardt	425	0	0	Windsor	727	0	0
Lambton	844	13	4				
Lismore	314	4	11				
March... ..	180	0	0				
					£ 22,341	15	6

Supply of School Books.—At a very early period of the Council's existence, the question of providing a series of Reading Books for Schools maintained under the Council was considered. As the books then sanctioned were defective in some points, and were not especially adapted for use in schools situated in the Southern Hemisphere, the Council felt it desirable that another series should be substituted whenever a suitable opportunity presented itself. No practical steps were taken, however, until last year, when Messrs. W. Collins, Sons, & Co., of London, Edinburgh and Glasgow, submitted to the Council their series of "Progressive Readers," which, it appears, are extensively used in primary schools in the Mother Country. After lengthened inquiry and mature deliberation, the Council resolved to adopt these books, provided they were re-cast to such an extent as to fit them for use in Australian Schools. To these conditions Messrs. Collins agreed, and a contract was therefore entered into with that firm for the supply of the revised books for a period of five years. Subsequently the same firm tendered, in common with others, for the supply of school requisites; and, as their tender was the lowest, it was accepted, and the necessary contracts were entered into in the usual form. From the well known character and standing of Messrs. Collins, the Council feels assured that their engagements will be met in the most satisfactory manner.

The use of the new series of reading books which have been designated "The Australian Reading Books," will, no doubt, be very beneficial in improving the instruction given in the Council's schools.

We submit this as our Report upon Public Schools for the year ending 31st December, 1876; and in testimony thereof we have caused our corporate seal to be affixed hereto, this thirtieth day of April, one thousand eight hundred and seventy-seven.

(L.S.)

J. SMITH, President.
W. A. DUNCAN.
ALFRED STEPHEN.
G. WIGRAM ALLEN.

W. WILKINS, Secretary.

APPENDIX A.

GENERAL ABSTRACT of Returns from Public, Provisional, and Half-time Schools.

Quarter ending—	Number of Children on Rolls.									Average attendance.			Amount of School fees paid.		
	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.			
MARCH, 1876.															
Public Schools	23,921	20,401	44,322	20,363	7,295	5,863	6,534	4,267	44,322	16,389·7	13,449·8	29,839·5	£ 8,766	s. 7	d. 7½
Provisional Schools	3,619	3,556	7,175	3,078	2,726	706	545	120	7,175	2,518·8	2,519·8	5,038·6	997	14	11½
Half-time Schools	876	873	1,749	910	609	99	119	12	1,749	627·6	660·9	1,288·5	177	15	8
Totals	28,416	24,830	53,246	24,351	10,630	6,668	7,198	4,399	53,246	19,536·1	16,630·5	36,166·6	9,941	18	2¾
JUNE, 1876.															
Public Schools	23,941	20,155	44,096	20,167	7,278	5,821	6,540	4,290	44,096	15,173·	12,255·4	27,428·4	9,899	18	7½
Provisional Schools	3,813	3,717	7,530	3,287	2,751	770	595	127	7,530	2,578·1	2,587·9	5,166·	1,222	17	9
Half-time Schools	889	883	1,772	921	608	114	119	10	1,772	601·1	632·6	1,233·7	204	14	7½
Totals	28,643	24,755	53,398	24,375	10,637	6,705	7,254	4,427	53,398	18,352·2	15,475·9	33,828·1	11,327	11	0
SEPTEMBER, 1876.															
Public Schools	23,693	20,341	44,034	20,225	7,286	5,734	6,691	4,098	44,034	15,818·7	13,069·4	28,888·1	9,155	8	0½
Provisional Schools	3,481	3,426	6,907	2,997	2,465	691	634	120	6,907	2,412·7	2,393·1	4,805·8	1,026	19	2½
Half-time Schools	796	787	1,583	791	578	113	95	6	1,583	849·6	561·7	1,411·3	168	5	1
Totals	27,970	24,554	52,524	24,013	10,329	6,538	7,420	4,224	52,524	18,781·	16,024·2	34,805·2	10,350	12	4¼
DECEMBER, 1876.															
Public Schools	24,228	20,890	45,118	20,750	7,581	5,945	6,571	4,271	45,118	16,523·5	13,809·9	30,333·4	10,130	17	9½
Provisional Schools	3,516	3,418	6,934	2,961	2,565	745	551	112	6,934	2,418·9	2,375·3	4,794·2	1,148	6	2
Half-time Schools	820	821	1,641	833	579	123	94	12	1,641	582·8	596·3	1,179·1	179	10	7
Totals	28,564	25,129	53,693	24,544	10,725	6,813	7,216	4,395	53,693	19,525·2	16,781·5	36,306·7	11,458	14	6¼

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APPENDIX B.

ATTENDANCE of Children at the Public Schools, as certified by the Public School Boards, for the Quarter ending 31st December, 1876, or for the last Quarter of that year during which the Schools were in operation.

Name of School.	Number of Children on Rolls.							Average Weekly Attendances.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.							
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.	School Fees.								
Aberdeen	26	26	52	17	19	14	2		19.8	15.6	35.4	95	10	0				2	10	112					
Aberglasslyn	29	19	48	10	29				19.1	11.4	30.5	79	0	0						89	15	4			
Adelong	91	80	171	97	22	12	40		64.2	51.1	115.3	207	10	0						209	9	7	432	5	11
Adelong Crossing	20	27	56	44	12				19.6	15.9	35.5	105	2	4						55	10	11	166	3	10
Adelong Grove	16	15	31	17	14				14.1	12.9	27.0									5	6	0	5	6	0
Adelong Upper	17	23	40	16	24				13.3	13.9	27.2									27	4	6	124	5	4
Albion Park	47	31	78	24	37	13			33.1	19.3	52.4	137	1	11						55	15	6	196	9	11
Albury	174	130	304	133	19	75	47	30	129	90.9	219.9	327	6	8						104	15	0	647	9	5
Aldavilla	27	20	47	12	26				13.7	15.2	28.9	108	0	0						36	0	0	183	18	10
Alstonville	14	18	32	10	6	10	6	3	10.1	10.7	20.8	72	0	0						10	7	10	15	0	0
Alumny Creek	30	15	45	12	6	10	12	3	22.3	12.3	34.6	108	12	6						31	15	3	167	12	10
Amosfield	27	23	50	15	25	4	6		17	14.3	31.3	86	0	0						41	5	0	77	5	0
Appin	25	22	47	21	26				13.7	14.2	27.9									27	17	6	205	10	3
Araluen	71	55	126	82	17	12	15		51.4	36.5	87.9	238	2	7						117	4	8	408	11	11
Araluen Upper	24	29	53	27	22	3			16.8	19.4	36.2	102	0	0						52	14	10	156	10	10
Araluen West	29	36	65	47	11	7			16.2	21.4	37.6	120	16	0						45	17	6	200	12	6
Armidale	134	101	235	136	16	31	48	4	95	71.8	166.8	262	1	1						216	13	0	729	15	0
Ashfield	118	92	211	89	5	56	60	1	75.6	56.1	131.7	156	16	8						85	2	4	2,788	12	1
Avondale	24	22	46	18	20				18.6	16	34.6									33	10	0	289	16	11
Ballina	36	27	63	34	20	5	4		21.4	16.4	37.8	110	0	0						40	15	7	172	6	6
Balmain	441	339	780	285	78	243	91	83	307.3	207.8	515.1	565	4	0						678	6	11 1/2	3,817	14	8 1/2
Balmoral	35	43	78	48	24	1	3	2	22.1	26.9	49.0	107	10	0						98	3	0	204	0	2
Bandon Grove	16	18	34	21	4	5	4		12	15.2	27.2									21	16	4 1/2	108	0	10 1/2
Bankstown	25	26	51	36	2	1	13		18.5	18.2	36.7	84	0	0						23	15	0	117	7	3
Barraba	27	27	54	29	8	14	3		15.2	14.2	29.4									54	11	9	204	11	9
Barrington	7	4	11	1	1	3	2		7	4	11	63	0	0						7	10	0	76	15	9
Batemans Bay	30	24	54	20	23	10			21.8	15.9	37.7	102	7	10						51	0	9	361	1	11
Bathurst	303	272	575	265	13	33	215	49	211.6	178.1	389.7	470	13	10						572	10	11	3,442	19	11
Batlow	23	12	35	21	13	1			19.4	10.2	29.6	84	0	0						15	5	0	99	15	9
Baultham Hills	20	31	51	23	6	2	20		13.9	21.2	35.1	111	9	5						42	3	9	1,815	11	2
Bega	86	62	148	105	18	18	4	3	68.8	47.3	116.1	168	18	0						123	18	6	342	18	0
Bellinger	21	21	42	11	16	5	9	1	12	16	28	108	0	0						20	16	3	171	19	2
Bell's Creek	21	14	35	19	8	3			14.2	9.5	23.7	71	0	0						23	17	6	399	14	7
Belmore River	28	18	46	17	23	5	5		15.3	9.2	24.5	103	12	1						33	2	7	138	0	3
Bendemeer	22	16	38	20	12	4	2		10.4	6.2	16.6									32	6	3	129	14	10
Bergalia	18	16	34	11	14	4	5		11.7	8.7	20.4	168	16	8						39	19	8	323	6	6
Berkeley	16	17	33	11	14	4			11.9	15	26.9	11	1	3						25	3	11	239	3	6
Berrina	47	45	92	54	23	6	6	3	31.7	30.1	61.8	143	3	7						80	9	8 1/2	325	10	4 1/2
Bethungra	23	26	49	27	22				15.4	17.4	32.8	20	0	0						13	14	2	50	3	1
Binalong	48	38	86	26	62	3	1		25	19.3	44.3	97	3	4						64	15	2	164	10	3
Binda	12	6	18	8	1	3	6		8.8	4.1	12.9	10	0	0						5	0	7 1/2	15	0	7 1/2
Bishop's Bridge	18	16	34	11	14	3			15.9	11.9	27.8	168	10	0						20	7	9	142	6	3
Black Range	18	22	40	32	6	2			12	13.7	25.7	96	0	0						15	9	6	81	16	2
Blayney	64	43	107	52	23	14	18		40.4	28	68.4	108	0	0						51	3	5	161	9	0
Bloom Hill	17	16	33	19	2				8.2	10	18.2	56	0	0						18	17	9	75	6	4
Blowering	18	15	33	12	21				10.6	8.8	19.4	84	0	0						44	13	6	142	8	4
Blue Gum Flat	26	14	40	36	2				18.7	10.7	29.4	108	0	0						19	10	6	206	4	4
Bodalla	33	43	76	27	33				20.4	26.2	47.1	71	0	0						34	3	4	108	5	10
Boggabri	21	13	34	27	3	4			12.8	9	21.8	103	10	0						38	1	0	151	5	5
Bombala	35	50	144	88	23	13	9	11	63.2	45.3	108.6	158	10	0						80	0	0	100	0	0
Boolong	15	19	34	15	8				12	13.7	25.7	96	0	0						22	9	0	119	14	8
Booral	26	16	42	18	15	1			18.4	12.7	31.1	111	10	1						31	17	6	143	7	7
Botany	41	36	82	31	15	8	1	8	23.5	26	55.5	132	0	0						64	0	6	623	7	10
Botany Road	180	159	339	141	17	28	47	106	109.8	93.1	202.9	256	6	0						284	12	2	531	11	1
Bourke	34	29	63	35	6				19	13.7	32.7	103	0	0						104	13	0	312	0	8
Bourke street	383	321	704	268	32	44	104	318	264.4	225.2	489.6	566	0	5						629	6	8 1/2	1,251	19	3 1/2
Bowenfels	19	18	37	20	6	8			9	16.4	25.8	103	0	0						44	1	8 1/2	156	1	8 1/2
Bowling Alley Point	27	27	54	27	12	11	4		19.3	13.5	32.8	117	10	0						32	9	6	152	13	3
Bowna	25	22	47	12	11	4			15.2	28.5	43.7	90	0	0						23	15	6	114	19	6
Bowring	24	20	44	19	30	2			13.1	13.6	26.7	96	0	0						21	15	6	465	5	8
Bowra	25	17	42	19	14	6																			

APPENDIX B—continued.

Name of School.	Number of Children on Rolls.						Average Weekly Attendances.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.					
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.				
Cassilis	27	22	49	23	20	1	..	20-1	16-8	30-9	£	105	3	0	1421	7	6	1,603	3	10		
Castlereagh	27	23	50	33	14	2	1	12-2	14-4	26-6	111	12	0	..	..	..	36	3	8	150	5	0
Cawdor	36	24	60	32	2	..	26	16-1	16-1	32-2	120	0	0	..	..	..	28	11	0	160	7	9
Cessnock	17	30	47	12	30	..	5	9-3	19-2	28-6	102	0	0	..	..	..	19	1	9	130	19	8
Chatsbury	17	17	34	11	6	16	1	11-1	11-8	22-9	72	0	0	..	..	..	22	7	9	105	15	1
Chatsworth Island	61	46	107	29	15	51	12	50-9	33-1	84	154	10	0	..	..	..	77	7	6	278	6	4
Clarence Town	69	54	123	66	28	22	7	45-9	28-7	81-6	145	8	8	..	..	..	56	17	5	1,498	10	9
Cleveland-street	793	616	1,409	650	209	143	188	549-2	444-6	993-8	1,173	12	8	..	..	..	1,412	13	2	3,000	13	7
Cobargo	18	23	41	23	16	2	..	8-2	10-8	19-9	104	17	6	..	..	..	21	14	6	398	0	1
Collector	24	24	48	13	21	..	14	15-8	17-7	33-5	96	12	6	..	..	..	28	14	6	332	12	2
Colyton	31	22	53	20	18	10	3	19-4	14-8	34-2	111	4	0	..	..	..	24	3	11	152	19	4
Condobolin	19	30	49	36	9	4	..	14-3	20	34-3	72	0	0	..	..	..	48	2	9	420	13	1
Coerwull	35	47	82	34	10	25	11	24-3	29-7	54	113	0	0	..	..	..	80	13	7	193	13	7
Coogee	57	22	79	42	19	15	..	37-5	13-8	51-3	34	13	6	..	..	..	12	1	0	2,260	17	9
Coolac	10	20	30	14	16	..	..	9-1	16-7	25-8	77	0	0	..	..	..	35	16	0	113	11	5
Coolah	17	9	26	14	9	3	..	12-6	7	19-6	71	0	0	..	..	..	26	12	0	98	19	5
Coolangatta	14	22	36	7	22	7	..	9-6	16-7	26-3	101	11	5	..	..	..	17	1	6	119	12	2
Cooma	59	42	101	78	8	3	3	42-6	32-6	75-2	151	12	11	..	..	..	18	0	0	322	19	10
Coonabarabran	29	34	63	36	14	3	10	17-4	20-9	38-3	148	10	0	..	..	..	49	19	0	258	17	8
Coonamble	33	14	47	26	17	1	3	24-3	12-2	36-5	76	10	0	..	..	..	56	4	8	145	4	8
Cooranong	27	39	66	4	62	..	..	21	26-2	47-2	82	10	0	..	..	..	21	14	5	116	0	7
Cootamundra	36	23	59	42	6	3	4	24-1	10-4	34-5	95	10	0	..	..	..	46	16	6	351	4	10
Coraki	25	22	47	25	13	6	3	17-8	16-2	34	108	0	0	..	..	..	32	3	0	166	16	2
Cottawalla	20	13	33	1	13	..	6	12-5	8-9	21-4	70	0	0	..	..	..	14	11	10	88	2	10
Cow Flat	46	61	107	40	16	..	51	41-7	43-6	85-3	112	3	4	..	..	..	77	16	5	204	1	2
Cowper	32	25	57	19	18	13	2	21-4	16-4	37-8	110	12	6	..	..	..	47	10	4	172	6	0
Cowra	45	11	56	34	5	17	..	29-6	4-7	34-3	128	4	2	..	..	..	60	13	7	201	9	7
Croki	53	35	88	20	5	4	59	36-8	26-9	63-7	188	0	0	..	..	..	87	9	9	195	0	6
Croobyar	78	71	149	46	16	6	40	41	48-8	63-1	154	10	0	..	..	..	86	3	1	244	18	7
Crookwell	29	26	55	27	4	11	13	17-6	13-5	31-1	93	0	7	..	..	..	36	7	10 1/2	119	15	5 1/2
Croom Park	14	14	28	7	10	9	..	9-8	9-5	19-3	52	16	0	..	..	..	11	16	7 1/2	65	19	6 1/2
Crudine	22	15	37	24	11	2	..	13-9	10-1	24	72	0	0	..	..	..	137	0	0	21	0	0
Cudal	20	22	42	34	8	..	..	8-1	12-3	20-4	13	3	2	..	..	..	7	8	7	28	8	11
Cudgong	10	6	16	15	1	..	..	6-4	3-8	10-2	73	10	0	..	..	..	44	14	0	131	15	0
Cullenbone	29	29	58	23	13	12	5	18-7	16-8	35-5	81	0	0	..	..	..	56	1	9	140	12	7
Cundletown	27	44	71	16	18	17	20	22-6	30-5	53-1	111	14	8	..	..	..	2	0	0	46	16	0
Cunningham	19	16	35	10	25	..	..	16-7	12-4	28-4	66	0	0	..	..	..	21	16	6	87	16	6
Currawang	49	34	83	22	44	2	15	28-1	17-7	45-8	144	0	0	..	..	..	74	4	3	376	4	3
Dalton	21	20	41	2	13	..	13	15-2	15-6	30-8	108	0	0	..	..	..	39	6	6	150	13	6
Dapto	22	24	46	26	13	7	..	18-4	20-1	38-5	111	0	0	..	..	..	85	7	0	1,009	3	0
Deniliquin	111	67	178	100	64	14	..	68-7	37-1	105-8	185	5	1	..	..	..	157	3	6	343	6	10
Dennis Island	17	10	27	..	..	..	27	10-6	7-4	18	77	14	5	..	..	..	12	3	0	111	5	1
Devonshire-street	137	99	236	110	17	19	18	90-4	53-3	148-7	200	6	7	..	..	..	166	16	1	410	12	11
Dingo Creek	13	16	29	11	16	2	..	9-8	11-4	21-2	61	7	1	..	..	..	6	2	9	155	1	10
Dobroyde	17	2	19	1	..	..	18	8-4	1-2	9-6	94	14	2	..	..	..	19	8	2	114	2	4
Doughboy Hollow	38	32	70	41	23	..	..	25-7	20-5	46-2	88	5	1	..	..	..	56	17	0	523	8	2
Dubbo	108	64	172	108	29	20	13	67	32	99	189	0	0	..	..	..	147	13	1	571	14	11
Dungaree	10	17	27	21	4	2	..	6-5	8-5	15	72	0	0	..	..	..	23	3	0	249	15	10
Dumaresq Island	26	23	54	15	16	9	6	19-5	18-1	37-6	87	15	5	..	..	..	19	8	1	189	12	7
Dundas	42	41	83	52	5	..	26	29-9	23-6	53-5	134	3	5	..	..	..	58	7	3	409	19	5
Dundee	12	6	18	17	1	..	..	10-1	4-6	14-7	90	0	0	..	..	..	49	19	1	161	19	9
Dungog	36	19	55	20	18	6	11	27	13-4	40-4	123	2	4	..	..	..	39	3	7	230	6	6
Dunmore	63	61	124	26	5	26	67	44-2	39-9	84-1	164	6	9	..	..	..	56	0	2	243	3	5
Dural	20	28	48	21	3	2	22	9-7	13-4	23-1	102	0	0	..	..	..	29	4	8	142	14	7
Eagleton	16	19	35	10	18	3	1	12-3	13-8	26-1	107	10	0	..	..	..	12	10	9	122	11	11
Eden	28	13	41	12	8	19	2	21-1	8-8	29-9	121	0	0	..	..	..	41	6	9	163	14	11
Edwardstown	22	21	43	25	10	7	1	12-5	11-1	23-6	72	0	0	..	..	..	38	19	0	282	0	4
Eglinton	32	22	54	16	17	7	..	19-6	11-3	30-9	105	10	9	..	..	..	52	2	0	163	14	1
Eling Forest	11	20	31	23	3	5	..	6-4	13-2	19-6	60	0	0	..	..	..	14	1	5 1/2	75	8	3 1/2
Elizabeth Field	10	17	27	12	7	..	8	6-2	11-2	17-4	72	0	0	..	..	..	12	4	0	84	0	0
Ellalong	8	19	27	25	2	..	..	5-7	14-4	20-1	60	0	0	..	..	..	20	19	4	178	10	11
Ennis	12	23	35	4	7	20	..	10-2	16-1	26-3	64	9	0	..	..	..	35	2	6	101	2	0
Esk Bank	53	47	100	43	25	8	21	33-9	29	62-9	262	0	0	..	..	..	83	4	2	352	19	1
Euroka	21	24																				

APPENDIX B—continued.

Name of School.	Number of Children on Rolls.							Average Weekly Attendances.			Expenditure from Public Funds.				Expenditure from Local Contributions.		Total.	
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.
												£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Guntawang	21	34	55	37	17	1			15.9	16.3	32.2	111 10 0	2 14 7				42 0 7	156 5 2
Guyong	26	17	43	25	9	4	5		17.9	11.1	20.9	108 0 0	2 14 8				47 6 3	158 0 11
Hamilton	186	150	336	151	19	65	25	16	130.8	87.3	218.1	230 10 0	17 3 2	19 10 0	843 9 0		231 11 9	1392 3 11
Hanbury	132	123	255	78	37	12	59	69	79.8	64.9	144.7	230 13 8	7 16 10		27 11 0		144 1 9	460 3 3
Harden	26	17	43	18	23				14.6	9	23.6	44 10 11	2 14 4			100 0 0	17 18 4½	165 3 7½
Hargraves	11	29	40	23	10	3		4	7.6	19.7	27.3	120 0 0	3 5 10				36 4 5	159 10 3
Hartley	19	13	32	24	4	3		1	12.5	10.5	23	96 0 0	1 18 7	3 0 0	198 1 6		42 2 1	341 2 2
Hartley Vale	25	24	49	24	16	4	4	1	14.9	15.5	30.4	104 5 9	5 1 10				62 7 0½	171 14 7½
Harwood Island	16	23	39	7	15	11	2	4	12	17.6	29.6	72 0 0	1 2 11				41 12 0	114 14 11
Haslen's Creek	18	19	37	23	12				13	13.1	26.1	92 10 0	2 3 1				27 9 2	122 2 3
Hay	73	42	115	43	30	23	19		42.5	21.2	63.7	157 17 1	3 11 8		480 0 0		175 2 0	816 10 9
Hexham	23	20	43	7	3			31	16	15.1	31.1	99 12 10	3 7 1		30 0 0		27 5 8	160 5 7
Hill End	202	189	391	189	10	78	114		155.9	135.3	291.2	389 15 9	18 15 8	8 18 6	10 0 0		353 1 7	780 11 6
Hinton	65	52	117	46	14	25	7	25	43.9	39.2	83.1	162 13 4	5 13 8	7 5 0	1 19 0		66 7 7	244 3 7
Hopefield	19	20	39	14	9	14			11.5	12.2	23.7	102 0 0	2 14 2				21 10 8	126 4 10
Hornsby	17	25	42	10	4		26	2	14.1	18.1	32.2	111 3 0	1 0 0				26 10 5	138 13 5
Howlong	27	41	68	44	14	8			16.4	24.2	40.6	120 1 8	1 18 2		186 4 8		74 11 0	382 15 6
Hunter's Hill	47	18	65	11	15	12		27	40.4	15.1	55.5	170 13 2	2 13 2				94 9 4	267 15 8
Hurstville	27	15	42	32	2	6			18.4	11.8	30.2	117 7 10		14 2 0	1771 0 0		3 13 0	1806 14 4
Icely	14	19	33				7	26	10.6	14.1	24.7	119 10 0	3 15 4				54 10 10	177 16 2
Ifjord	31	28	59	35	16	8			22.9	19.5	42.4	82 9 4			1 14 0		29 18 10	114 2 2
Inverell	100	99	199	91	30	55	18	5	46.2	50.3	96.5	185 11 4	7 7 0	7 3 0	1116 0 8	266 13 4	181 6 1	1764 1 5
Ironbarks	35	24	59	25	23	3			20.3	14.4	34.7	117 7 10	1 16 6				75 4 3	194 8 7
Jembacumbene	21	12	33	26	4	3			14.7	8.1	22.8	71 10 0					12 17 3	84 7 3
Jerelderie	41	19	60	20	27	11	1	1	29.7	10.8	40.5	96 0 0	7 2 5		442 0 0	132 10 0	18 1 0	695 13 5
Jerrara	26	19	45	20		11	14		21	15.2	36.2	102 0 0	1 15 0	1 0 0			44 14 6	149 9 6
Jindalee	22	19	41	3	15		6	17	12.3	11.7	24	49 13 6	16 15 6	6 10 0	14 2 0	5 0 0	23 6 0	115 7 11
Jindera	10	10	20	13	4			3	8.5	6.2	14.7	41 4 6	12 15 2	31 16 0	419 0 6		9 4 9	514 0 11
Kangaloon	26	25	51	30	2	16	3		18.2	17.2	35.4	108 0 0	1 3 0				36 0 1	145 3 1
Kangaloon West	22	16	38	23			15		16	10.1	26.1	102 0 0	2 7 7		30 0 0		19 0 6	153 8 1
Kangaroo Valley	22	32	54	27	9	10	8		18.1	19	37.1	110 9 11	2 17 1		76 19 6		45 19 6	236 6 0
Kelly's Plains	23	23	46	28	11	2	5		15.3	17.5	32.8	96 0 0			36 0 0		38 2 2	170 2 2
Kellyville	14	19	33	21	11		1		10.3	13.9	24.2	90 0 0			4 6 0		25 4 3	119 10 3
Kelso	41	45	86	70	6		8	2	21.4	27.3	48.7	132 0 0	1 16 9				53 19 4	187 16 1
Kempsey	48	54	102	43	32		20	7	33.6	40.2	73.8	124 17 11	3 2 3	1 0 0	28 10 0		86 14 10	244 5 0
Kiama	159	100	259	117	31	51	60		110.2	67.4	177.6	397 7 2	10 3 3		61 2 0		256 3 3	634 15 8
Kimbriki	13	16	29	8		16	5		9	12.1	21.1	54 0 0	1 4 11				4 14 10	59 19 9
Kinchela Creek	9	15	24	14	10				6.2	10.7	16.9	101 0 0	1 14 4		25 0 0	4 0 0	19 14 6	151 8 10
Kincumber	20	15	35	25		6	4		11.8	7.7	19.5	72 0 0	0 13 8				11 13 10	84 7 6
Kiora	17	16	33	20	3		10		12.6	12.6	25.2	102 0 0	0 16 10				39 0 6	141 17 4
Kirkconnell	12	22	34	24	6		4		7.8	14.2	22	91 16 10	2 5 2	7 0 0	28 4 0		19 1 3	148 7 3
Kogarah	26	27	53	38	3	4	8		16.9	19.5	36.4	108 0 0	1 13 0	16 10 0	1385 3 4		41 0 6	1552 6 10
Kurrajong South	17	23	40	31	5	4			9.7	14.8	24.5	74 10 0	1 15 7	4 0 6	30 0 0		23 16 1	134 2 2
Laguna	36	23	59	47	10	2			26.7	16.4	43.1	103 19 10	3 18 4		79 10 0		30 8 0	217 16 2
Lake Albert	12	24	36	17	9	5	5		8.3	15.3	23.6	72 0 0	7 11 8		4 13 6		37 14 4	121 19 6
Lambton	280	207	487	109	9	53	78	238	203.5	131.2	334.7	421 11 8	22 13 4	4 19 9	784 17 1		398 7 7½	1632 9 5½
Lane Cove	34	30	64	32	9	2	21		20.1	24.9	51	108 0 0	4 18 8	4 10 0	351 8 0	10 0 0	50 18 9	529 15 5
Lawrence	30	31	61	34	8	2	17		23	27.7	45.7	78 0 0	1 8 5				40 7 1	119 15 6
Lawson's Creek	19	15	34	23	9				11.6	7.6	19.2	59 0 7	5 4 8				26 16 0	91 1 3
Leichhardt	77	72	149	56	19	8	4	62	55.5	49.4	104.9	178 9 6	3 1 0	0 15 0	477 16 5		137 5 7	797 7 6
Limekilns	17	14	31	1	18	12			7.7	7.1	14.8	90 0 0	0 17 8	5 0 0			17 7 0	113 4 8
Lismore	40	44	84	45	19	11	4	5	26.9	30.9	57.8	134 14 0	2 2 6		203 0 0	10 3 4	71 17 0	421 10 10
Little River	28	32	60	25	13	14	8		14.3	16.2	30.5	130 16 10			25 10 0		40 10 11	196 17 9
Liverpool	51	48	99	56	3	22	13	5	35.9	29.9	65.8	159 16 4	1 16 6	6 0 0	953 5 0		64 18 6	1185 16 4
Llandello	16	18	34	26	6				9.6	12.8	22.4	96 0 0	2 1 1				22 9 2	121 0 3
Lochinvar	32	22	54	40	4	2	3	5	22.2	11.8	34	101 3 6	2 13 11		37 15 6		25 0 3	166 13 2
Lucknow	45	48	93	49	14	5	23	3	28.1	33.1	61.2	112 8 0	4 11 1		1 4 0		39 19 1	203 2 2
Luddenham	28	31	59	40	10	4		5	14.5	20.7	35.2	111 3 4	2 0 3		16 6 10		22 17 9	152 8 2
M'Donald Central	19	13	32	15	6		11		11.2	9.5	20.7	70 11 4	0 10 1	5 0 0	5 0 0		18 10 0	94 11 5
M'Donald Lower	14	11	25	15	2		8		7.8	6.1	13.9	61 10 0	0 12 10	1 4 10	85 0 0		9 12 9	153 0 5
Macquarie Plains	21	26	47	28	18	1			16	20.1	36.1	72 0 0			25 12 0		39 0 11½	136 12 11½
Maitland East	83	74	157	64	25	30	37	1	46.4	49.1	95.5	237 3 4	6 1 9		119 4 0		120 18 32	483 7 4½
Maitland West	278	199	477	229	20	50	137	41	198.5	137.9	336.4	493 10 0	20 6 10	8 18 9	901 15 3		138 13 2	1563 4 0
Major's Creek	39	48	87	46	32	7	2		20.9	26.1	47	172 10 0	4 4 2		24 10 0		64 13 0	265 17 2
Mangrove Creek	12	7	19		19				10.1	5.2	15.3	52 0 0	1 3 11		10 0 0		9 1 0	72 4 11
Manly	65	32	97	46	17	17	9	8	43.8	18.3	62.1	113 5 9	1 8 2	1 10 0	116 3 9	9 1 3	107 3 0	345 11 11
March	26	21	47	27	5	11		4	15.1	13.9	29	93 10 0	4 3 1		183 3 4	15 16 8	40 15 7½	337 8 8½
Marengo	20	16	36	19	17				15.2	10.5	25.7	106 0 0	1 6 11		54 2 6	5 17 6	32 4 0	199 10 11
Markwell	13	30	43	7	34				8.5	21.1	29.6	96 0 0	1 15 10		218 0 0		11 7 6	327 3 4
Marlee	20	15	35	24		11			12.8	9.9	22.7	41 4 0	0 12 7				1 16 7	43 13 2
Marrickville	162	123	285	105	19	8	21	132	119.4	83.6	203	237 10 0	4 17 6		19 0 0		259 11 0	570 13 6
Marshall Mount	28	25	53	5	39		9		16.3	14.7	31	121 6 8	1 12 4		18 11 0		45 9 5	186 19 5
Marulan	16	19	35	12	14	9			12.8	16.7	29.5	71 10 0	1 10 7				4 12 0	77 12 7
Maryland	17	19	36	21	7	4	4		11.8	14.1	25.9	75 3 4	6 3 2		12 0 0		43 4 3½	136 10 9½
Menangle	15	28	43	38			3	2	9.1	18.4	27.5	108 0 0	1 4 2				24 12 6	133 16 8
Meadow Flat	21	9	30	6	12	2	10		16.4	7.8	24.2	73 1 11	3 4 3					

APPENDIX B—continued.

Name of School.	Number of Children on Rolls.							Average weekly Attendances.			Expenditure from Public Funds.				Expenditure from Local Contributions.		Total.	
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.
Mount Victoria	34	37	71	45	24	2	2	21-5	22-4	43-9	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Mudgee	171	156	327	102	19	82	13	102-1	86	188-1	416 7 6	22 0 9	3 17 0	436 6 3	307 15 11	1,236 7 5	154 15 13	
Mulgoa	25	25	50	40	8	1	1	19	15-8	34-8	98 16 8	2 1 0	1 5 0	5 0 0	43 6 3	150 8 11	43 6 3	
Mulgoa Forest	14	9	23	10	1	3	9	9-1	7	16-1	110 17 6	1 16 0	.....	5 0 0	10 13 0	128 6 6	10 13 0
Mullengandra	15	18	33	12	4	11	6	9-1	8-7	18-2	71 0 0	.....	.....	235 0 0	22 10 6	378 10 6	22 10 6
Mulwala	18	19	37	8	29	.....	.....	12-5	15-8	23-3	74 14 5	1 10 8	.....	.....	41 15 6	118 0 7	41 15 6
Mummell	13	14	27	8	19	.....	.....	8-5	8-9	17-4	82 10 0	1 15 8	.....	.....	14 12 3	98 17 11	14 12 3
Murrumbateman	26	17	43	22	19	2	.....	15-9	11	26-9	98 8 2	2 0 4	8 10 0	425 0 0	36 13 9	587 17 3	36 13 9
Murrurundi	61	38	99	65	15	4	15	39-4	25-3	64-7	120 0 0	0 2 11 6	.....	600 0 0	68 8 0	790 19 6	68 8 0
Murwillumbah	8	6	14	2	5	7	.....	4-3	4-3	8-6	64 11 7	1 17 4	.....	.....	9 11 11	76 0 10	9 11 11
Muswellbrook	26	22	48	23	1	23	1	20-8	17-1	37-9	16 4 0	7 18 3	1 14 6	.....	6	31 18 6	6 1 9
Muscle Creek	24	9	33	22	9	2	.....	13-6	4-5	18-1	65 10 0	2 18 2	.....	.....	17 14 2	86 2 4	17 14 2
Mutton's Falls	19	17	36	12	10	14	.....	10-4	11-2	21-6	70 0 0	0 4 2	.....	.....	19 6 6	89 10 8	19 6 6
Myrtleville	2	8	10	1	9	.....	.....	1-1	4-3	5-4	20 0 0	1 1 3	.....	.....	3 5 0	24 6 8	3 5 0
Nambucca	18	23	41	13	22	6	.....	16	19-4	35-4	33 12 10	2 6 10	2 0 0	.....	3 7 3	41 6 11	3 7 3
Narandera	23	19	42	32	8	.....	2	14-7	14	28-7	112 4 9	3 10 1	.....	373 18 0	70 7 0	53 15 0	613 14 10
Narellan	15	23	38	36	.....	2	.....	10	18-3	28-3	104 19 10	1 7 1	4 10 0	502 8 10	23 3 6	1,200 9 3	23 3 6
Narrabri	48	31	79	42	29	3	5	31-2	20-8	52	122 11 4	3 17 7	.....	.....	38 5 0	214 13 11	38 5 0
Nelligen	25	19	44	20	21	.....	3	17-5	12-8	30-3	72 0 0	1 10 10	1 10 0	68 12 0	6 8 0	26 0 6	176 1 4
Nelson's Plains	26	21	47	34	9	3	1	17	14	31	94 9 4	0 17 0	.....	.....	30 8 11	125 15 3	30 8 11
Nerrigundah	23	23	46	13	17	9	4	15-3	16-7	33	99 7 6	0 15 0	7 0 0	.....	.....	30 13 6	187 10 0
Newcastle	362	300	662	332	9	112	90	119	250	189-9	439-9	449 4 10	14 13 9	4 5 0	14 1 0	615 3 0	1,097 7 7	
Newcastle South	200	181	381	101	10	45	63	162	147-7	108-4	256-1	225 19 0	11 15 8	9 0 0	502 3 1	290 9 6	1,009 7 9	
New Sheffield	36	34	70	27	6	17	15	26	20-7	46-7	72 0 0	3 16 2	.....	106 0 0	50 3 5	231 19 7	50 3 5
Newtown	192	150	342	121	5	20	41	155	129-7	88-1	217-8	292 19 11	8 19 2	.....	4246 9 6	264 8 5	4,812 17 0
North Sydney	36	32	68	36	5	6	9	12	29-5	26-1	55-6	108 0 0	2 18 1	18 0 0	1744 5 0	68 18 9	1,942 1 10	
Norwood	21	15	36	18	10	7	1	10-5	7-4	17-9	92 16 1	1 2 4	.....	.....	28 1 10	122 0 3	28 1 10
Norwa	52	36	88	26	23	17	15	7	36-9	23-6	60-5	185 19 0	4 17 0	0 12 0	76 7 0	267 15 0	76 7 0	
Nundle	50	59	109	23	35	39	9	3	38-4	43-8	82-2	158 4 8	8 18 4	3 0 0	.....	93 17 3	264 0 3
Oberon	26	24	50	2	22	3	23	15-9	14-4	30-3	37 10 0	2 16 2	5 2 11	306 0 0	15 0 0	12 4 3	373 13 4	
O'Connell	22	17	39	23	2	9	5	16-2	12-7	28-9	72 0 0	2 17 5	.....	228 17 7	56 15 5	35 4 3	395 14 8
Omega Retreat	26	33	59	18	1	15	22	3	17-6	22-7	40-3	114 3 10	.....	20 0 0	24 6 0	158 10 4	24 6 0
Onybigambah	37	32	70	32	7	26	.....	30	22-2	52-2	107 10 0	2 15 11	.....	48 18 0	58 18 0	213 1 11	58 18 0
Orange	128	106	233	140	5	34	49	5	94-4	74-5	168-9	240 14 7	15 11 1	1100 14 4	273 2 6	1,720 2 6	273 2 6	
Oswald	26	24	50	.....	9	.....	41	.....	14-6	24	123 11 0	1 7 9	.....	.....	24 16 6	149 15 3	24 16 6
Oxley Island	23	29	52	34	15	2	1	.....	22-8	39-5	103 12 4	3 18 9	.....	.....	17 13 4	125 4 5	17 13 4
Paddington	411	298	709	258	93	72	87	199	265-9	193-5	479-4	743 19 10	11 1 0	498 3 10	654 14 0	1,907 18 8	654 14 0	
Palmer's Island	22	24	46	4	21	17	4	.....	16-1	15-2	31-3	78 0 0	1 5 8	1 3 0	25 10 0	39 16 0	145 14 8
Panbula	19	33	52	26	22	4	.....	13-4	22-7	36-1	96 0 0	1 1 8	.....	78 8 0	37 2 6	247 12 2	37 2 6
Parading Ground	12	12	24	9	3	.....	12	.....	7-5	6-1	13-6	48 0 0	0 13 8	.....	9 12 0	58 5 8	9 12 0
Parkes	61	70	131	95	6	7	23	38-8	48-2	87	138 7 0	15 0 7	11 2 6	456 0 0	13 8 11	166 14 10	795 13 10
Parkesbourne	18	26	44	12	3	29	.....	8-9	13-3	22-2	94 10 0	1 4 10	.....	5 0 0	16 4 6	116 19 4	16 4 6
Parramatta	165	118	283	147	20	25	47	44	114-6	74-9	189-5	460 16 1	5 8 8	12 0 0	23 8 3	296 6 8	717 19 8	
Parramatta South	79	69	148	67	9	20	40	12	52-7	48-4	101-1	1,748 6 8	20 5 1	7 10 0	296 16 5	62 10 11	2,135 9 1	
Parramatta Junction	22	23	45	30	2	21	2	.....	16-1	22-1	33-2	61 10 0	.....	.....	38 10 0	100 3 6	38 10 0
Paterson	52	43	95	52	18	17	4	4	32-6	24-1	56-7	138 1 10	3 11 9	1 16 3	194 11 0	59 19 3	394 0 1	
Peakhurst	24	20	44	26	3	14	1	.....	13-6	13-3	31-9	71 10 0	2 15 0	9 0 0	1396 15 9	39 49 0	1,519 5 7
Peel	34	27	61	33	28	.....	.....	21-3	16-9	38-2	108 0 0	4 7 6	.....	88 6 4	46 18 6	247 12 4	46 18 6
Peelwood	32	30	62	17	38	1	6	.....	15-2	15-2	31-4	71 10 0	2 15 6	3 7 6	.....	33 9 2	111 2 2
Pennant Hills	38	44	82	25	16	.....	41	.....	26-7	48-7	158 4 6	1 19 4	.....	.....	61 1 0	221 4 10	61 1 0
Penrith	116	85	201	130	12	19	37	3	89-8	62-5	152-3	222 0 4	6 18 9	.....	48 6 0	249 4 8	526 9 9
Perth	19	23	42	28	.....	9	5	.....	13-2	14-9	111 6 0	2 4 9	.....	89 11 9	12 8 3	32 18 9	248 10 2
Peterborough	42	35	77	14	47	6	3	7	25-2	26-2	51-4	96 0 0	3 8 6	.....	57 16 0	157 4 6	57 16 0
Pictou	93	73	166	125	28	13	.....	59-3	43	102-3	185 1 4	4 3 3	.....	1 0 0	99 5 6	289 10 1	99 5 6
Pipeclay Creek	17	22	39	30	7	.....	2	.....	10-4	14-4	24-3	111 19 5	3 18 7	.....	48 11 6	164 9 6	48 11 6
Pitt-street	84	81	165	77	2	33	15	38	55-3	47-9	103-2	264 2 11	5 19 4	.....	40 0 0	137 7 2	447 9 5
Pitt Town	56	50	106	83	10	12	1	.....	41-2	37	78-2	145 8 10	.....	82 14 4	65 12 1	293 15 3	65 12 1
Plattsburg	177	163	340	29	4	84	5	218	116-7	98-8	215-5	286 14 11	11 6 11	0 11 0	.....	186 14 3	485 7 1
Ponto	11	11	22	.....	11	9	.....	.....	6-1	8-6	14-8	48 14 5	.....	.....	16 5 5	64 19 10	16 5 5
Portland Lower	15	24	39	22	.....	17	.....	13	17-5	30-5	101 15 7	4 4 0	.....	.....	27 8 3	133 8 10	27 8 3
Port Macquarie	79	76	155	64	34	30	27	.....	58-2	53-3	111-5	159 0 0	2 8 3	8 0 0	14 17 0	83 9 3	267 13 6
Prospect	27	13	40	28	12	.....	.....	22-3	9-9	32-2	108 0 0	.....	0 15 0	190 13 0	33 14 7	333 2 7	33 14 7
Pyramul	18	25	43	23	19	1	.....	13	18	31	108 0 0	8 15 11	.....	1 19 0	19 11 6	138 6 5	19 11 6
Pyrmont	136	107	243	58	17	143	15	10	98-2	75-8	174	291 7 1	7 3 0	3044 19 6	441 3 10	3,684 13 5	441 3 10	
Queanbeyan	56	34	90	53	12	15	10	.....	46-2	28-8	75	115 2 3	20 0 0	245 12 6	29 1 0	2,129 15 11	29 1 0
Raglan	20	13	33	31	2	.....	.....	12	6-8	18-8	78 0 0	.....	.....	53 3 0	38 2 0	169 5 3	38 2 0
Rainbow Reach	27	29	56	20	3													

APPENDIX B—continued.

Name of School.	Number of Children on Rolls.							Average Weekly Attendances.			Expenditure from Public Funds.						Expenditure from Local Contributions.			Total.									
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.		Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.		Buildings, Furniture, &c.	School Fees.										
												£	s.			d.	£				s.	d.	£	s.	d.	£	s.	d.	
Summerland	14	24	38	11	13	14	14	11.6	13.7	30.3	£	103	0	0	£	2	10	4	£	30	0	0	£	38	17	8	179	3	0
Sussex-street	203	171	374	189	58	48	42	37	133.4	110.9	244.3	198	7	5	1	0	0	25	0	0	128	14	10	158	4	6	574	15	0
Sussex-street South	110	92	202	100	38	34	22	8	82.2	71.2	153.4	283	17	5	30	4	4	505	2	8	7	7	158	4	6	557	15	0	
Swan Creek	41	29	70	26	2	14	14	2	26.3	23.3	50.1	162	0	0	3	13	2	20	0	0	61	4	6	32	17	8	138	6	10
Taloumbi	27	20	47	22	9	14	2	1	18.4	15.3	33.7	97	0	0	0	0	0	5	16	0	30	17	8	32	17	8	138	6	10
Tambaroora	52	48	100	55	21	10	14	3	37.3	29.4	66.7	143	7	10	3	13	11	12	0	0	117	12	0	152	12	0	1763	17	0
Tamworth	73	52	125	72	6	17	27	3	47.2	27.1	74.3	185	14	6	0	15	6	12	0	0	22	14	0	30	17	1	120	6	3
Tantawangio	10	22	32	23	3	6	1	1	8.2	19	27.2	84	10	6	0	14	10	1452	5	0	22	14	0	30	17	1	120	6	3
Tarago	22	20	42	30	1	6	5	1	17.5	16.8	34.3	96	0	0	0	0	0	5	11	0	22	14	0	30	17	1	120	6	3
Taralga	23	19	42	26	2	6	6	1	19.4	16.8	36.9	107	10	0	2	13	7	106	15	0	36	12	6	36	12	6	253	11	1
Taree	87	53	140	89	24	57	17	3	63.6	33	96.6	175	8	5	2	4	6	10	0	0	34	18	9	34	18	9	214	11	8
Tattaila	14	16	30	22	5	3	3	1	10.6	13.2	23.8	109	9	7	1	12	7	143	10	0	40	9	7	40	9	7	204	10	9
Telegberry	36	30	66	26	4	9	28	1	24.1	23.9	48	119	10	0	2	10	10	150	2	0	37	2	2	37	2	2	350	3	0
Tempe	60	40	100	55	22	3	14	6	44.3	25	69.3	163	10	10	3	5	6	31	10	0	95	3	9	150	2	9	293	10	5
Tenterfield	91	70	161	74	37	50	17	3	61.7	42.1	103.8	238	5	10	3	3	6	150	2	0	150	2	0	150	2	0	391	12	1
Teralba	16	14	30	14	3	9	4	1	10.3	10.6	20.9	76	5	10	0	13	11	20	10	0	20	10	0	20	10	0	97	9	5
Thalaba	21	20	41	30	1	6	4	4	14.2	15.7	29.9	103	0	0	1	3	2	20	7	0	20	7	0	20	7	0	129	2	0
Thurgoona	37	38	75	22	8	10	5	1	23.1	23.5	46.6	155	9	4	0	18	6	210	13	3	113	8	6	113	8	6	450	9	7
Tingha	31	28	59	21	9	12	10	7	18.2	13.5	31.7	96	0	0	3	9	4	51	3	6	51	3	6	51	3	6	150	12	10
Tinonee	36	29	65	27	13	21	4	4	25.7	19.3	45	128	16	5	3	3	5	63	2	0	24	11	8	24	11	8	154	11	6
Tipperary Gully	23	28	51	20	20	9	2	2	14.5	15.8	30.3	84	12	6	2	2	0	28	19	0	28	19	0	28	19	0	113	11	6
Tiranna	27	9	36	13	11	4	3	5	21.0	7.2	29	109	16	4	1	18	9	38	0	0	38	0	0	38	0	0	149	15	9
Tirannia Creek	24	24	48	27	20	1	1	1	14.2	13.4	27.6	47	1	11	2	15	2	5	0	0	5	0	0	5	0	0	45	7	7
Tomago	18	20	38	16	7	5	6	4	11.5	12.8	24.3	63	0	0	0	14	10	266	3	6	17	4	10	17	4	10	85	19	8
Tomerong	27	17	44	13	2	23	6	4	18.9	12.4	31.3	84	0	0	2	2	0	20	11	6	20	11	6	20	11	6	375	17	0
Toolejoa	41	38	79	2	46	27	4	4	30.8	30.4	61.2	156	0	0	1	18	10	63	2	0	63	2	0	63	2	0	221	0	10
Towrang	23	13	36	16	1	23	3	1	14.3	8.2	22.5	72	0	0	1	2	4	4	10	0	21	15	2	21	15	2	99	7	6
Trunkey	17	17	34	15	12	4	3	1	14.5	11.2	25.7	46	12	10	0	0	0	74	12	3	74	12	3	74	12	3	69	5	1
Tumberumba	24	31	55	38	14	3	3	3	19.3	19.8	39.1	107	10	0	2	7	8	139	5	0	74	13	10	74	13	10	323	16	6
Tumut	71	71	142	102	21	16	3	3	52.2	53.7	105.9	180	10	0	12	15	8	205	16	6	205	16	6	205	16	6	399	2	2
Turon, Upper	18	14	32	15	17	1	1	1	10	10.4	20.4	71	10	0	3	4	7	10	12	3	10	12	3	10	12	3	85	6	10
Two Mile Creek	25	20	45	20	21	4	1	1	13.7	12.8	26.5	50	10	0	3	4	9	24	12	2	24	12	2	24	12	2	79	17	11
Tweed Junction	10	12	22	12	5	4	1	1	5.8	5.1	10.9	64	0	0	2	8	4	10	0	0	10	0	0	10	0	0	76	8	4
Uarby	23	12	35	18	17	1	1	1	7.9	6.4	14.3	72	0	0	3	7	0	136	17	3	22	11	6	22	11	6	344	15	9
Ulladulla	35	14	49	13	10	3	12	11	23.2	10.7	33.9	85	10	0	0	11	8	32	16	9	32	16	9	32	16	9	130	8	5
Ulmarras	45	57	102	47	15	20	14	1	30.7	37.1	67.8	147	10	0	2	13	0	77	16	0	77	16	0	77	16	0	297	19	0
Uralba	51	50	101	36	31	13	22	1	34.5	35.1	69.6	152	1	10	4	19	9	85	16	1	85	16	1	85	16	1	247	17	8
Urania	14	16	30	12	13	5	1	1	6.7	7.9	14.6	20	10	0	1	4	4	449	1	8	16	15	0	16	15	0	663	4	4
Vacy	15	17	32	24	6	2	2	2	9.3	13.2	22.5	102	0	0	1	17	3	27	1	2	27	1	2	27	1	2	130	13	5
Violet Dale	21	20	41	20	10	9	2	1	14.4	12.7	27.1	109	0	0	2	14	2	27	16	3	27	16	3	27	16	3	139	10	5
Violet Hill	26	22	48	21	16	2	0	0	22	17	39	111	11	4	1	1	1	40	9	0	31	9	0	31	9	0	184	11	3
Wagga Wagga	203	155	358	188	22	75	73	1	136.7	103.6	240.3	408	4	2	19	2	7	284	16	4	543	10	0	543	10	0	1261	4	3
Wagga	14	8	22	15	5	2	1	1	10.7	6.2	16.9	70	0	0	11	0	1	13	11	6	13	11	6	13	11	6	95	0	7
Walcha	36	29	65	45	7	11	2	2	28.3	22.3	50.6	114	7	6	5	18	10	102	7	6	97	18	6	97	18	6	297	19	0
Wallabadah	40	36	76	42	25	5	4	4	25.7	24.2	49.9	120	0	0	1	12	2	34	12	8	68	6	10	68	6	10	234	11	8
Wallalong	35	34	69	6	12	28	13	10	26.8	23	49.8	108	0	0	2	16	5	155	10	0	43	6	1	43	6	1	309	12	6
Wallendbeen	17	19	36	16	6	14	1	1	13.2	13.7	26.9	40	0	0	9	7	6	12	0	0	9	12	9	9	12	9	71	0	3
Wallerawang	27	35	62	20	12	25	2	3	19.5	22	41.5	108	0	0	2	19	10	45	3	0	45	3	0	45	3	0	156	2	10
Wallgrove	20	14	34	9	5	9	4	7	14.8	11.3	26.1	105	2	0	1	6	1												

APPENDIX C.

APPLICATIONS for the establishment of Public Schools received during the year 1876.

Name of Place.	Distance of nearest School.	Number of Children residing in the locality within 2 miles of site.								Number of Children promised to attend.							Number of Parents or Guardians undertaking to send Children.						Council's decision.
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	C.E.	R.C.	Pres.	Wes.	Others		Total.
Adelong Grove.....	4½	29	23	52	30	22	...	...	25	15	40	20	20	...	...	...	8	7	...	...	...	15	Agreed to.
Baker's Swamp.....	7	20	15	35	11	19	5	...	20	15	35	11	19	5	...	...	5	6	1	...	...	12	Do.
Balmain West.....	1¼	1,060	1,099	2,159	984	485	377	155	128	113	241	113	4	59	25	40	56	3	24	10	8	101	Do.
Ben Bullen.....	7	24	13	37	23	14	...	...	24	13	37	23	14	...	...	...	9	4	...	...	...	13	Do.
Bendeela.....	4½	15	21	36	16	4	14	2	16	21	37	17	4	14	2	...	4	1	4	1	...	10	Do.
Bethungra.....	13	50	50	100	50	30	15	5	25	21	46	30	15	1	...	...	9	6	1	...	...	16	Do.
Binni.....	8	17	23	40	33	3	4	...	20	24	44	31	5	8	...	...	12	2	2	...	...	16	Do.
Bloom Hill.....	4½	38	29	67	30	18	...	19	38	29	67	30	18	...	19	...	9	5	...	8	...	22	Do.
Bodalla.....	8	62	71	133	69	44	6	8	62	71	133	69	44	6	8	6	19	10	1	2	1	33	Do.
Boramobil.....	3	16	12	28	22	6	...	...	16	12	28	22	6	...	...	...	7	2	...	...	...	9	Declined.
Boreenore.....	3	Information not given.			35	54	...	12	24	24	48	35	4	...	9	...	13	1	...	2	...	16	Agreed to.
Bowan.....	9	26	22	48	13	35	...	...	26	22	48	13	35	...	...	...	4	9	...	...	...	13	Do.
Brawlin.....	8	26	14	40	11	29	...	...	10	17	27	2	25	...	...	...	1	7	...	...	...	8	Do.
Breadalbane.....	6	42	30	72	30	30	8	4	30	17	47	24	14	6	3	10	6	2	...	1	19	Do.	
Brocklehurst.....	4½	25	25	50	...	...	...	...	20	17	37	23	14	...	...	...	8	4	...	...	...	12	Under consideration.
Brolgar.....	7	107	107	214	80	99	35	...	71	78	149	62	72	15	...	...	25	28	5	...	...	58	Agreed to.
Brown's Creek.....	6	18	36	54	27	21	5	1	18	36	54	27	21	5	1	...	9	8	2	1	...	20	Do.
Bryan's Gap.....	5	30	32	62	14	34	3	5	30	32	62	14	34	3	5	5	8	11	1	1	1	22	Do.
Bulga.....	6	23	26	49	36	13	...	...	25	25	50	37	13	...	...	...	12	3	...	...	...	15	Under consideration.
Bundanoon.....	2	29	27	56	38	5	4	...	29	27	56	38	5	4	...	9	13	2	1	...	4	20	Agreed to.
Bungwall.....	20	24	32	56	35	7	7	...	21	28	49	28	7	7	...	...	9	2	2	...	2	15	Do.
Burrawang East.....	2½	38	40	78	22	6	22	20	35	33	68	19	2	25	14	8	6	2	8	3	2	21	Do.
Burrill.....	3	40	31	71	26	18	...	14	27	28	55	21	7	...	16	11	6	2	...	5	3	16	Do.
Canowindra.....	18	26	29	55	36	13	6	...	26	29	55	36	13	6	...	...	12	4	2	...	...	18	Do.
Cape Hawke.....	5	22	15	37	20	9	8	...	22	15	37	20	9	8	...	...	5	3	2	...	...	10	Do.
Carrick.....	8	18	22	40	9	29	2	...	18	22	40	9	29	2	...	...	2	9	2	...	...	13	Do.
Castle Hill.....	2	72	58	130	73	11	...	46	42	40	82	36	9	...	37	...	14	3	...	10	...	27	Do.
Castlereagh Upper.....	2¼	56	37	93	9	34	...	50	58	42	100	10	37	...	53	...	5	9	...	21	...	35	Do.
Cathcart.....	10	19	16	35	4	23	8	...	28	32	60	18	34	8	...	...	4	9	2	...	...	15	Under consideration.
Charcoal.....	2	62	52	114	59	26	10	16	49	42	91	59	6	10	16	...	18	2	3	4	...	27	Agreed to.
Coalbrook.....	4	25	23	48	Information not given.				16	20	36	11	7	...	12	6	7	2	...	3	2	14	Under consideration.
Cooperbrook.....	4	20	26	46	27	9	...	10	27	21	48	23	9	...	11	...	9	2	...	4	...	15	Agreed to.
Cudal.....	9	29	21	50	42	8	...	...	29	21	50	42	8	...	...	...	19	2	...	...	...	21	Do.
Darlington.....	½	382	367	749	419	138	72	68	113	113	226	135	10	33	22	26	61	6	10	13	13	103.	Do.
Demondrille.....	4	21	26	47	22	25	...	...	21	26	47	22	25	...	...	...	7	7	...	...	...	14	Do.
Dungaree.....	6	23	29	52	33	17	...	2	29	29	58	30	26	...	2	...	11	8	...	1	...	20	Do.
Elderslie.....	5	29	26	55	27	22	6	...	29	26	55	27	22	6	...	...	10	6	1	...	...	17	Under consideration.
Emigrant Creek.....	5	18	11	29	24	5	...	...	11	9	20	15	5	...	...	...	5	2	...	...	...	7	Declined. Case for Provisional School.
Ennis.....	2	27	28	55	17	3	6	29	14	17	31	6	1	6	18	...	2	...	2	6	...	10	Agreed to.
Gambenang Swamp.....	5	12	19	31	5	19	7	...	9	14	23	5	14	4	...	...	2	5	2	...	...	9	Declined. Case for Half-time Schools.
Glendon Brook.....	3	22	30	52	27	11	9	5	22	30	52	27	11	9	5	...	6	3	2	2	...	13	Agreed to.
Gongolgon.....	30	15	15	30	20	8	2	...	15	15	30	20	8	2	...	...	5	3	1	...	...	9	Do.
Greendale.....	5	25	13	38	19	19	...	...	14	6	20	12	8	...	...	...	6	3	...	...	...	9	Do.
Green Gully.....	4½	16	21	37	16	...	1	10	16	21	37	16	...	1	10	10	5	2	3	10	Do.

APPENDIX C—continued.

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Name of Place.	Distance of nearest School. Miles.	Number of Children residing in the locality.								Number of Children promised to attend within 2 miles of site.								Number of Parents or Guardians undertaking to send Children.						Council's decision.			
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	C.E.	R.C.	Pres.	Wes.	Others	Total.				
Harwood Island	2	31	34	65	15	22	16	6	6	31	34	65	15	22	16	6	6	5	8	4	2	2	21	Agreed to.			
Hawk's Nest	40	24	28	52	Information not given.								19	19	38	28	4	6	9	1	2	12	Under consideration.
Herding-yard Creek (now called Amosfield)	10	83	95	178	35	78	20	35	10	28	26	54	10	24	9	8	3	4	11	4	3	1	23	Agreed to.			
Holdsworthly	5½	28	45	73	45	14	5	5	4	27	43	70	39	14	5	5	7	10	5	2	1	1	19	Do.			
Hovell	4	23	14	37	19	4	8	...	6	23	14	37	19	4	8	...	6	8	1	4	...	1	14	Under consideration.			
Jesmond	1	51	56	107	40	4	6	12	45	51	56	107	40	4	6	12	45	12	1	4	4	16	37	Declined.			
Kangyangy	5	15	19	34	19	11	4	...	...	20	22	42	31	11	...	...	8	5	...	...	...	13	Agreed to.	
Kimbriki	3	23	28	51	26	...	18	7	...	21	22	43	22	...	6	15	...	6	...	3	5	...	14	Do.			
Laemalac	7	15	19	34	14	13	7	...	...	15	19	34	14	13	7	...	...	6	4	2	...	...	12	Do.
Lawrence	2½	32	40	72	34	10	...	16	12	23	26	49	23	6	...	15	5	9	2	...	6	1	18	Do.			
Lincoln	12	12	37	49	13	36	...	...	...	20	29	49	15	34	...	...	5	14	...	...	...	...	19	Do.
Marangulla	4	20	17	37	14	13	10	23	19	42	16	14	12	12	Do.		
Markdale	9	24	16	40	33	4	...	3	...	18	14	32	26	4	...	2	...	8	1	...	1	...	10	Do.			
Meringlo	7	16	25	41	20	19	2	...	...	14	18	32	14	17	1	...	...	4	5	1	...	...	10	Declined.
Milburn	16	36	21	57	40	12	3	2	...	35	21	56	40	11	3	2	...	13	4	1	...	...	18	Agreed to.	
Millamurra	5	18	22	40	8	18	...	14	...	17	22	39	8	17	...	14	...	3	5	...	5	...	13	Do.			
Millong	13	10	12	22	10	12	...	...	...	10	12	22	10	12	...	...	...	2	4	...	...	...	6	Declined.
Mimosa Dell	6	16	11	27	...	27	...	...	...	16	11	27	...	27	...	...	...	...	8	...	...	...	8	Agreed to.
Mitten's Creek	6	31	15	46	16	10	7	11	2	21	13	34	16	4	7	7	...	7	1	3	2	...	13	Do.			
Moor Creek	6	18	17	35	24	11	...	...	...	18	17	35	24	11	...	...	...	9	4	...	...	...	13	Do.
Muswellbrook	...	120	110	230	130	40	30	15	15	22	33	55	27	...	20	8	...	13	8	3	...	...	24	Do.	
Nambucca	12	19	15	34	12	13	9	...	...	20	21	41	11	23	7	...	...	4	7	2	...	...	13	Do.
Nelson	10	26	16	42	36	6	...	...	...	31	20	51	45	6	...	...	...	13	2	...	...	...	15	Do.
Petersham	2	266	172	438	207	83	30	62	56	61	79	140	53	5	3	19	60	20	2	1	7	24	54	Do.			
Randwick Asylum	...	348	204	552	339	213	348	204	552	339	213	Under consideration.	
Redlands	7	25	15	40	13	20	7	...	...	23	14	37	13	17	7	...	...	5	4	1	...	...	10	Agreed to.
Rob Roy	7½	18	15	33	13	8	7	...	...	32	26	58	35	10	13	...	...	11	2	3	...	...	16	Do.
Saumarez Creek	4	27	20	47	14	12	6	15	...	22	20	42	4	12	...	24	2	2	4	...	6	1	13	Declined. Case for a Provisional School.			
Springwood	8	29	20	49	21	21	4	3	...	35	23	58	26	21	4	7	...	8	8	1	2	...	19	Agreed to.			
Stewartfield	4	16	27	43	27	12	4	...	...	15	16	31	15	12	4	...	...	4	6	2	...	...	12	Do.
Sutton Forest	3½	48	52	100	70	20	10	...	...	39	36	75	70	5	...	...	20	2	...	...	...	...	22	Do.
Tacking Point	3	33	15	48	31	17	...	...	...	33	15	48	31	17	...	...	...	9	6	...	...	...	15	Declined.
Terrara	3	100	100	200	40	40	40	40	40	68	62	130	41	31	10	32	16	12	9	5	7	3	36	Agreed to.			
Tighe's Hill	2	53	57	110	38	11	13	14	34	54	54	108	36	11	13	14	34	11	4	4	5	14	38	Do.			
Toll-bar Creek	6	25	25	50	33	17	...	...	...	28	24	52	43	9	...	...	...	8	3	...	...	...	11	Do.
Tuggranong	7	19	20	39	...	39	...	...	...	24	22	46	...	39	7	...	...	12	1	...	...	...	13	Do.
Tweed Junction	6	17	15	32	1	8	9	...	...	17	15	32	15	8	9	...	...	5	3	4	...	...	12	Do.
Walang	5	26	33	59	34	20	2	...	3	26	33	59	34	20	2	...	3	10	6	1	...	1	18	Do.			
Walgett	...	Information not given.								35	3	2	...	1	18	Under consideration.		
Wardell	10	35	30	65	20	20	15	10	...	36	17	53	29	23	...	1	...	10	9	...	1	...	20	Agreed to.			
Waugoola	12	24	30	54	20	17	10	7	...	32	36	68	32	17	12	7	...	9	8	4	2	...	23	Do.			
Woollahra	½	Estimated at one thousand.								211	179	390	131	89	4	23	143	51	35	2	8	55	151	Under consideration.			
Yarra	4	23	14	37	19	8	10	...	...	22	12	34	26	6	2	...	...	9	3	2	...	...	14	Agreed to.
Yarrunga	3	31	26	57	28	25	4	...	...	31	26	57	28	25	4	...	...	10	3	1	...	...	19	Do.
Yass	...	Information not given.								78	64	142	81	4	21	19	17	23	...	8	6	4	41	Do.			
Yatheyattah	4	47	48	95	56	37	2	...	...	33	27	60	45	13	2	...	...	12	3	1	...	...	16	Under consideration.

APPENDIX D.

ATTENDANCE of Children at the Provisional Schools, as certified by the Local Committees, for the Quarter ending 31st December, 1876, or for the last Quarter of that year during which the Schools were in operation.

Name of School.	Number of Children on Rolls.							Average Attendance.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.					
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Traveling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.	School Fees.						
Adaminaby	13	19	37	19	18				9.4	13.7	23.1	£ 65	s. 10	d. 0	£ 0	s. 9	d. 9	£ 28	s. 3	d. 9	£ 95	s. 3	d. 6
Antonio Creek	17	25	42	21	20				10.4	16.6	27	£ 54	s. 3	d. 10				£ 12	s. 2	d. 6	£ 66	s. 6	d. 4
Ashford	5	6	11	9	2			1	3.9	4.6	8.5	£ 16	s. 0	d. 0				£ 19	s. 7	d. 6	£ 43	s. 7	d. 6
Ash Island	21	16	37	12	8				17.4	14.1	31.5	£ 35	s. 18	d. 3				£ 7	s. 7	d. 3	£ 43	s. 15	d. 11
Back Creek	14	16	30	19	4				7.2	9.7	16.6	£ 48	s. 5	d. 1	£ 1	s. 16	d. 11	£ 18	s. 5	d. 0	£ 74	s. 7	d. 0
Baerami Creek	16	6	22	19	1				12.5	3.7	18.2	£ 10	s. 0	d. 0	£ 1	s. 1	d. 8	£ 15	s. 0	d. 0	£ 64	s. 1	d. 8
Balarah	8	16	24	22	2				5.5	13.1	18.6	£ 10	s. 0	d. 0				£ 4	s. 4	d. 6	£ 14	s. 4	d. 6
Ballington	11	9	20	8	17				10	6.9	18.9	£ 9	s. 0	d. 0	£ 4	s. 0	d. 8	£ 26	s. 11	d. 0	£ 91	s. 16	d. 0
Baradine	15	11	26	12	14				8.5	10.1	18.6	£ 62	s. 0	d. 0				£ 11	s. 8	d. 0	£ 32	s. 8	d. 7
Bargo	17	14	31	16	15				11.6	8.8	20.4	£ 70	s. 0	d. 0	£ 1	s. 0	d. 7	£ 3	s. 5	d. 0	£ 20	s. 2	d. 5
Barranjoey	14	11	25	3	22				5.8	5.1	10.9	£ 16	s. 0	d. 0	£ 1	s. 0	d. 7	£ 0	s. 13	d. 8	£ 88	s. 11	d. 14
Barrengarry	13	20	33	13	12			4	7.9	13.5	21.4	£ 72	s. 0	d. 0	£ 1	s. 3	d. 4	£ 2	s. 17	d. 6	£ 62	s. 17	d. 6
Bartlett's	15	16	31	14	17				11.2	11.9	23.1	£ 41	s. 0	d. 0				£ 15	s. 6	d. 0	£ 79	s. 4	d. 0
Barwang	14	9	23	23					11.3	7.4	18.7	£ 70	s. 0	d. 0				£ 3	s. 9	d. 10	£ 50	s. 4	d. 8
Beechwood	17	7	24	11	6			1	11.3	4.3	15.3	£ 45	s. 0	d. 0	£ 0	s. 14	d. 10	£ 9	s. 15	d. 6	£ 50	s. 4	d. 8
Belarbigill	18	21	39	23	15				8.9	11.7	20.3	£ 27	s. 9	d. 8	£ 3	s. 13	d. 7	£ 2	s. 15	d. 0	£ 33	s. 13	d. 3
Bellawongarah	19	10	29	5	13			11	15.6	6.6	22.2	£ 9	s. 0	d. 0	£ 1	s. 11	d. 9	£ 13	s. 11	d. 0	£ 76	s. 2	d. 9
Bellevue	20	21	41	24	17				9.7	11.5	21.2	£ 71	s. 0	d. 0	£ 1	s. 10	d. 8	£ 22	s. 9	d. 8	£ 95	s. 0	d. 6
Belltrees	17	11	28	25	2				14.9	8.1	23	£ 68	s. 16	d. 0	£ 1	s. 13	d. 2	£ 20	s. 12	d. 6	£ 91	s. 1	d. 8
Belmont	14	11	25			12	5	8	12.3	10.7	23	£ 61	s. 0	d. 0	£ 2	s. 2	d. 9	£ 22	s. 6	d. 6	£ 88	s. 2	d. 8
Berbangalo	16	10	26	12	8			6	11.3	7.5	18.8	£ 70	s. 0	d. 0	£ 1	s. 13	d. 2	£ 20	s. 12	d. 6	£ 91	s. 1	d. 8
Bettowind	12	15	27	6	8			3	9.7	11.1	20.8	£ 62	s. 0	d. 0	£ 1	s. 16	d. 6	£ 26	s. 2	d. 10	£ 87	s. 19	d. 4
Biloela	13	12	25	11	9			1	11	10.6	21.6	£ 48	s. 0	d. 0	£ 3	s. 3	d. 0	£ 29	s. 12	d. 10	£ 103	s. 13	d. 5
Black Creek	20	15	35	22	10				13.7	11.9	25.6	£ 71	s. 0	d. 0	£ 3	s. 13	d. 5	£ 9	s. 15	d. 6	£ 61	s. 8	d. 11
Blackgoler	10	7	17	17					6.2	6	12.2	£ 15	s. 8	d. 0				£ 3	s. 14	d. 9	£ 19	s. 2	d. 9
Blacktown	17	19	36	21	8				11.5	13.6	25.1	£ 72	s. 0	d. 0	£ 1	s. 11	d. 1	£ 27	s. 4	d. 3	£ 100	s. 15	d. 4
Blackwall	21	8	29	18	7				15.9	6.1	21.9	£ 70	s. 0	d. 0	£ 1	s. 16	d. 1	£ 28	s. 1	d. 10	£ 99	s. 17	d. 11
Bomadery	9	24	33	2	14			12	7.9	17.6	25.5	£ 71	s. 0	d. 0	£ 1	s. 13	d. 1	£ 15	s. 12	d. 3	£ 88	s. 5	d. 4
Booligal	13	9	22	10	7			2	11.2	7.7	18.9	£ 24	s. 9	d. 0	£ 2	s. 19	d. 3	£ 27	s. 7	d. 0	£ 54	s. 15	d. 3
Botany Heads	15	5	20	10	5				14.7	3.9	18.6	£ 62	s. 16	d. 8				£ 13	s. 18	d. 9	£ 77	s. 17	d. 3
Box Ridge	16	13	29	5	21				10.9	9.5	20.4	£ 71	s. 0	d. 0	£ 1	s. 11	d. 7	£ 19	s. 19	d. 0	£ 92	s. 10	d. 7
Brisbane Valley	16	22	38		38				12.5	15.3	27.8	£ 20	s. 0	d. 0				£ 2	s. 2	d. 0	£ 22	s. 0	d. 0
Broken Bridge	9	11	20	19	1				6.3	8.3	14.6	£ 16	s. 18	d. 8	£ 3	s. 12	d. 7	£ 7	s. 18	d. 6	£ 28	s. 9	d. 9
Broken Shaft Creek	13	17	30	13	17				5.8	11.3	17.1	£ 31	s. 18	d. 8				£ 1	s. 12	d. 3	£ 44	s. 4	d. 10
Brombin	11	17	28	4	13			11	9.5	13.2	22.7	£ 72	s. 0	d. 0	£ 2	s. 1	d. 10	£ 8	s. 0	d. 0	£ 74	s. 3	d. 11
Brooks Point	22	10	32	5	27				14.3	6.3	20.6	£ 45	s. 0	d. 9	£ 1	s. 9	d. 4	£ 9	s. 3	d. 0	£ 54	s. 15	d. 1
Brownlow Hill	10	15	25	15				8	9.2	11.6	20.8	£ 38	s. 14	d. 2				£ 9	s. 3	d. 0	£ 47	s. 17	d. 2
Brown Mountain	29	23	52	14	34			3	20.5	13.3	33.8	£ 59	s. 0	d. 0	£ 2	s. 7	d. 4	£ 24	s. 4	d. 3	£ 83	s. 2	d. 4
Budgerabong	8	19	27	15	2			10	6.3	13.1	19.4	£ 60	s. 0	d. 0	£ 7	s. 7	d. 4	£ 1	s. 18	d. 3	£ 18	s. 15	d. 3
Bulga	16	21	37	29	8				10.8	12.2	23	£ 68	s. 10	d. 0	£ 2	s. 15	d. 8	£ 12	s. 4	d. 6	£ 88	s. 17	d. 2
Bull Mountain	14	20	34	20	1			4	10.8	14.7	25.5	£ 71	s. 0	d. 0	£ 0	s. 12	d. 8	£ 12	s. 4	d. 6	£ 88	s. 17	d. 2
Bundanoon	20	16	36	18	6			8	12.6	8	20.6	£ 74	s. 0	d. 0	£ 2	s. 15	d. 0	£ 22	s. 19	d. 5	£ 99	s. 15	d. 3
Bungay	16	17	33	13	9			11	11.5	14	25.5	£ 66	s. 0	d. 0	£ 7	s. 10	d. 8	£ 22	s. 18	d. 5	£ 95	s. 8	d. 8
Bungendore	19	10	29	23	3			3	14.6	7.2	21.8	£ 68	s. 0	d. 0	£ 2	s. 14	d. 4	£ 12	s. 0	d. 0	£ 88	s. 14	d. 4
Bungonia	11	8	19	4	15				8.6	5	13.6	£ 45	s. 0	d. 0	£ 0	s. 19	d. 2	£ 12	s. 15	d. 0	£ 58	s. 14	d. 8
Burnt Yards	13	9	22	1	10			2	8.3	5	13.3	£ 17	s. 0	d. 0	£ 0	s. 14	d. 5	£ 2	s. 15	d. 9	£ 16	s. 16	d. 8
Burragawang	17	18	35	8	27				8.5	9.8	18.3	£ 63	s. 0	d. 0	£ 0	s. 18	d. 8	£ 11	s. 17	d. 9	£ 73	s. 16	d. 6
Burrova Flats	14	15	29		29				9.3	10.5	19.8	£ 71	s. 0	d. 0	£ 1	s. 18	d. 8	£ 24	s. 4	d. 0	£ 97	s. 10	d. 3
Caergurie	16	17	33	24	9				9.3	12.5	21.8	£ 64	s. 17	d. 2	£ 1	s. 13	d. 5	£ 10	s. 10	d. 2	£ 77	s. 0	d. 1
Caloola	14	15	29	5	6			12	9.5	11.4	20.9	£ 61	s. 0	d. 0	£ 2	s. 7	d. 10	£ 9	s. 2	d. 0	£ 70	s. 2	d. 1
Camboon	16	9	25	15	3			7	11.6	5.7	17.3	£ 64	s. 0	d. 0	£ 1	s. 6	d. 9	£ 21	s. 6	d. 3	£ 86	s. 15	d. 7
Camden Haven	13	20	33	18	6			9	9.8	12.7	22.2	£ 71	s. 0	d. 0	£ 1	s. 14	d. 7	£ 5	s. 16	d. 0	£ 78	s. 10	d. 7
Cannonbar	13	9	22	13	8				10.9	8.3	19.1	£ 72	s. 0	d. 0	£ 1	s. 14	d. 8	£ 45	s. 19	d. 0	£ 119	s. 14	d. 2
Carroll	15	19	34	20	7			4	9.7	12.1	21.8	£ 68	s. 0	d. 0	£ 0	s. 2	d. 4	£ 28	s. 7	d. 8	£ 98	s. 12	d. 3
Carwoola	10	12	22	14	1				6.8	10.5	17.3	£ 38	s. 10	d. 0	£ 4	s. 0	d. 0	£ 0	s. 6	d. 3	£ 40	s. 16	d. 0
Casino South	17	14	31	16	15				13.2	8.8	22	£ 72	s. 0	d. 0	£ 2	s. 1	d. 1	£ 15	s. 13	d. 0	£ 89	s. 14	d. 0
Cathcart	20	24	44	21	23				9.7	12.5	22.2	£ 71	s. 0	d. 0	£ 3	s. 6	d. 5	£ 29	s. 13	d. 10	£ 104	s	

APPENDIX D—continued.

Name of School	Number of Children on Rolls.						Average Attendance.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	West Syrians.	Others.	Boys.	Girls.	Total.	Salaries.	Rocks and Apparatus.	Travelling Expenses and Postage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.
Glen Morrison	15	16	31	15	4	7	5	10.2	10.3	20.5	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Good Hope	16	12	28	17	7	19	2	13	10.1	23.1	71 0 0	1 6 7	.....	.....	.....	.....	85 14 7
Goolma	16	9	25	17	17	.....	.....	9.6	4.7	14.3	42 0 0	6 6 4	.....	.....	.....	.....	16 9 9
Goonoo Goonoo	12	15	27	27	.....	.....	.....	8.3	10.2	18.5	72 0 0	3 13 7	.....	.....	.....	.....	46 12 9
Goorangoola	6	11	17	13	.....	.....	.....	4.5	8.7	13.2	42 2 0	1 8 6	1 0 0	.....	.....	.....	9 6 9
Goorangoola Lower.	11	11	22	13	9	.....	.....	8.3	10	18.3	5 0 0	.....	.....	.....	.....	.....	1 10 5
Gostwyck	16	15	31	15	14	2	.....	10	11.3	21.3	17 4 6	.....	.....	.....	.....	.....	4 14 11
Grabben Gullen	12	10	22	22	.....	.....	.....	9.2	8.9	18.1	00 12 0	2 16 7	.....	.....	.....	.....	3 14 0
Greenwell Point	22	24	46	11	16	14	5	16.8	17.6	24.4	71 0 0	1 2 3	.....	.....	.....	.....	23 14 5
Greenwich	9	7	16	9	7	1	.....	8.5	6.5	15	12 0 0	1 8 11	.....	.....	.....	.....	5 4 3
Gresford	16	23	39	27	12	.....	.....	10.8	14.7	25.5	71 0 0	2 15 8	.....	.....	.....	.....	22 16 3
Guildford	13	15	28	9	7	3	4	7	8.3	15.3	22 0 0	1 13 1	.....	.....	.....	.....	20 8 0
Gundillion	16	11	27	5	22	.....	.....	14.5	9.6	24.1	21 0 0	.....	.....	.....	.....	.....	10 14 3
Gundy	15	13	28	12	26	.....	.....	10.5	7.6	18.1	75 0 0	1 3 0	.....	.....	.....	.....	35 16 9
Gurrundah	16	13	29	13	34	.....	.....	10.8	9.3	20.1	60 0 0	4 11 10	.....	.....	.....	.....	10 5 0
Harrington	7	9	16	11	1	3	1	6	8.9	14.9	35 0 0	0 7 6	.....	.....	.....	.....	8 16 2
Hawkesbury Lower	14	17	31	22	6	.....	.....	11.4	11.6	23	73 16 0	2 12 4	1 10 8	.....	.....	.....	7 15 0
Herding Yard Creek	28	23	56	15	22	8	8	16	16.6	32.6	30 0 0	1 18 9	.....	.....	.....	.....	24 0 0
High Range	13	8	21	14	7	.....	.....	9.4	6.6	16	47 0 0	0 16 8	.....	.....	.....	.....	9 15 9
Hillsborough	15	15	30	3	9	.....	11	12.4	10.5	22.9	18 0 0	2 14 8	.....	.....	.....	.....	7 10 6
Hillas Creek	16	13	29	21	8	.....	.....	11.4	10.4	21.8	70 0 0	2 10 4	.....	.....	.....	.....	36 14 9
Hoskington	12	14	26	7	19	.....	.....	10.4	11.4	21.8	70 0 0	3 1 0	.....	.....	.....	.....	10 6 6
Howe's Valley	5	10	15	6	9	.....	.....	3.2	6.3	10	53 0 0	3 3 9	.....	12 0 0	.....	.....	10 18 10
Hovell's Creek	7	12	19	19	.....	.....	.....	6.5	10.7	17.2	54 0 0	2 4 11	.....	.....	.....	.....	1 7 0
Huntingdon	10	14	24	1	.....	23	.....	5.6	10.2	15.8	25 18 0	.....	.....	.....	.....	.....	4 1 10
Huon	10	13	23	2	28	.....	.....	9.2	12.1	21.3	68 0 0	0 19 0	.....	.....	.....	.....	18 9 0
Jacqua	11	10	21	12	9	.....	.....	9.5	9	18.5	61 17 5	0 7 11	.....	.....	.....	.....	16 2 10
Jannung	12	14	26	7	11	3	.....	10	11.8	21.8	72 0 0	0 16 5	.....	.....	.....	.....	15 7 0
Janugarrah	16	5	21	1	6	.....	13	14.6	3.7	18.3	35 4 5	.....	.....	.....	.....	.....	10 14 6
Kangaroo Flat	16	14	30	10	20	.....	.....	11.2	10.9	22.1	74 0 0	.....	.....	4 6 1	.....	.....	28 3 4
Kayuga	19	14	33	16	6	2	.....	15	10.1	7.9	18	73 19 2	0 18 0	.....	.....	.....	22 17 2
Keopit	19	16	35	35	.....	.....	.....	12.3	10.6	22.9	72 0 0	4 14 5	.....	.....	.....	.....	14 8 2
Kelvin Grove	22	12	34	19	.....	13	2	16.2	6	22.2	71 0 0	2 6 4	.....	.....	.....	.....	13 4 2
Kemp's Creek	12	14	26	13	13	.....	.....	5.8	9.4	15.2	58 0 0	0 11 2	.....	.....	.....	.....	9 6 9
Kiandra	9	10	19	11	5	.....	3	8.8	10	18.8	60 0 0	.....	.....	.....	.....	.....	19 10 10
Kentucky	10	14	24	13	8	3	.....	6.6	8.7	15.3	43 0 0	1 9 1	.....	.....	.....	.....	13 11 0
Kirkdale	15	9	24	16	8	.....	.....	12.9	8.4	21.3	72 0 0	.....	.....	3 0 0	.....	.....	19 6 8
Knocklin	22	9	31	3	21	.....	7	9.7	6.5	16.2	67 0 0	1 6 3	.....	.....	.....	.....	15 3 3
Koian	10	12	22	1	18	3	.....	7.1	9.7	16.8	68 0 0	.....	.....	.....	.....	.....	7 5 6
Lacmalac	6	15	21	15	1	5	.....	5	12.7	17.7	47 0 0	1 17 2	.....	.....	.....	.....	15 12 6
Laggan	13	17	30	9	17	4	.....	9.9	12.1	22	72 0 0	1 0 8	.....	.....	.....	.....	6 6 4
Lagoon	12	20	32	15	17	.....	.....	7.2	13.1	20.3	70 0 0	1 14 3	.....	.....	.....	.....	16 8 9
Lewis Ponds	10	6	16	7	6	3	.....	6.8	3.6	10.4	48 0 0	.....	.....	.....	.....	.....	19 7 7
Limestone Flat	7	7	14	.....	.....	.....	.....	6.5	6	12.5	29 0 0	0 19 2	.....	.....	.....	.....	8 1 0
McDonald River	15	14	29	19	.....	.....	10	12	10.4	22.4	66 0 0	2 16 6	2 0 0	.....	.....	.....	11 19 6
Macquarie Plains	16	11	27	2	3	.....	22	10.4	6.5	16.9	62 0 0	.....	.....	.....	.....	.....	16 19 6
Major's Plains	14	19	33	16	4	7	1	7.4	9.7	17.1	53 0 0	.....	.....	.....	.....	.....	47 3 0
Majura	12	15	27	5	13	3	6	5.7	7.3	13	47 0 0	1 3 3	.....	1 0 0	.....	.....	19 19 0
Malmesbury	16	17	33	12	7	.....	13	9.5	8.3	17.8	50 0 0	1 10 0	.....	.....	.....	.....	19 17 6
Mandagery	27	14	41	27	.....	5	9	12.8	8.5	21.3	78 0 0	2 4 4	.....	.....	.....	.....	11 15 6
Manchester Square	11	12	23	23	.....	.....	.....	8.4	7	15.4	10 19 4	3 5 8	.....	.....	.....	.....	0 2 0
Mangrove Lower	16	12	28	14	6	.....	8	12.9	6.4	19.3	54 0 0	.....	.....	.....	.....	.....	6 13 5
Manton's Creek	6	4	10	3	5	.....	2	4.2	3	7.2	60 0 0	17 11 5	.....	.....	.....	.....	25 3 6
Markdale	8	10	18	18	.....	.....	.....	7.8	8.9	16.7	44 0 0	1 15 0	.....	.....	.....	.....	11 11 1
Maxton	11	20	31	13	.....	.....	6	11.1	19.1	70 0 0	2 4 1	.....	.....	.....	.....	.....	17 19 0
Meringo	15	22	37	19	17	1	.....	11.2	18.5	29.7	12 0 0	.....	.....	2 10 0	.....	.....	2 15 0
Merrindee	20	11	31	21	10	.....	.....	15.6	7.6	23.2	30 0 0	.....	.....	0 12 6	20 0 0	.....	10 3 10
Michelago	20	13	33	1	32	.....	.....	10.1	9.7	19.8	70 4 0	1 14 2	.....	.....	.....	.....	18 2 6
Middle Arm	14	7	21	15	6	.....	.....	13.3	6.3	19.6	34 3 0	2 6 4	6 0 0	.....	.....	.....	5 17 9
Middle Creek	23	12	35	14	21	.....	.....	11.8	7.5	19.3	72 0 0	1 3 7	.....	.....	.....	.....	23 11 1
Mimosa Park	13	9	22	1	12	.....	6	10.5	6.4	16.9	33 0 0	3 9 7	.....	.....	.....	.....	12 7 3
Mogo	7	6	13	8	.....	5	.....	6.5	6	12.5	38 0 0	.....	.....	.....	.....	.....	8 11 6
Moonan Erook	20	17	37	22	11	4	.....	16.2	10.8	27	71 9 0	1 11 7	.....	.....	.....	.....	22 13 6
Moonan Flat	12	9	21	4	4	13	.....	10.1	8.4	18.5	51 16 9	3 7 10	.....	.....	.....	.....	5 1 0
Moorfields	31	14	45	14	13	1	17	18.7	7.9	26.6	74 7 9	1 14 0	.....	.....	.....	.....	31 19 6
Morice	4	9	13	3	4	6	.....	1.8	3	4.8	10 0 0	1 9 11	.....	.....	.....	.....	11 3 6
Morven	9	9	18	12	6	.....	.....	4.8	7.3	12.1	46 0 0	0 7 9	.....	.....	.....	.....	31 1 0
Mount George	16	16	32	5	.....	27	.....	10.4	12.6	23	87 0 0	1 9 5	.....	.....	.....	.....	11 17 6
Mount Morris	9	5	14	3	4	.....	7	8.6	4.4	13	28 0 0	3 0 1	.....	.....	.....	.....	17 11 0
Mount Murray	12	14	26	10	14	2	.....	6.3	9.7	16	71 0 0	2 9 11	.....	.....	.....	.....	17 6 1
Mount Rivers	16	18	34	15	19	.....	.....	7.7	12.8	20.5	62 0 0	5 16 1	.....	.....	.....	.....	15 2 9
Mount Thorley	14	15	29	26	1	.....	.....	9	10.1	19.1	67 0 0	2 3 1	.....	.....	.....	.....	16 4 3
Mount Willis	14	18	32	16	10	2	4	6.9	10.9	17.8	58 0 0	0 18 9	.....	.....	.....	.....	12 12 4
Mudmelong	16	14	30	13	13	4	.....	10.1	8.8	18.9	66 12 0	.....	.....	.....	.....	.....	15 8 0
Mugwill	20	9	29	29	.....	.....	.....	12.9	8.3	21.2	36 0 0	5 1 10	.....	.....</	

APPENDIX D—continued.

Name of School.	Number of Children on Rolls.						Average Attendance.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.					
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.				
Quirindi Creek	14	17	31	23	8			6.9	11.8	18.7	57	19	4	2	7	7	20	12	10	80	19	9
Quorrobolong	14	15	29	11	14		4	10.5	10	20.5	63	12	6	2	10	7	14	16	0	101	15	1
Kaleigh	12	9	21	11	10			8.3	7.9	16.2	45	0	0	1	9	11	4	0	6	52	19	5
Rawdon Island	12	15	27	25	13			10.3	12.3	22.6	18	0	0	3	14	6	6	0	8	26	5	2
Redground	7	12	19	19				5.3	8.9	14.2	42	2	7	1	8	11	3	10	0	94	16	6
Rock Vale	19	10	29	7	5	11	6	14.5	5.5	20	72	0	0	0	15	6	23	2	2	100	17	8
Rouchell	11	12	23	7		16		9.6	11.6	21.2	71	0	0	2	14	3	22	9	5	96	3	8
Runnymede	11	9	20	11	4			7.1	8.3	15.4	39	0	0				4	7	0	43	7	0
Rye Park	21	11	32	2	10		17	13.2	6.9	20.1	65	0	0	7	12	0	35	11	6	151	2	6
Sackville Reach	7	6	13	5		3	5	6	6	12	34	0	0	1	13	10	8	10	6	44	4	4
Saggart Field	12	18	30	11	19			9.2	10.5	19.7	72	0	0	1	8	4	11	3	3	84	11	7
Salisbury	15	11	26	7	1	5	13	10.8	9	19.8	64	0	0	2	1	8	5	6	7	71	8	3
Sally's Flat	11	15	26	6	20			7.4	10.5	17.9	24	0	0	2	0	2	2	19	6	23	19	8
Sedgefield	12	2	14	8	5	1		10.5	1.6	12.1	45	3	0	2	16	0	11	11	5	59	15	5
Shaw	14	16	30	9	23	5	14	10.9	11.9	22.8	61	0	0	1	11	7	20	5	3	82	16	10
Shaw's Creek	20	12	32	9	19		4	14	9.1	23.1	42	11	7				2	13	6	45	10	1
Six-mile Swamp	8	6	14	5	8		1	3.2	5	8.2	19	0	0	0	14	2	4	15	9	24	9	11
Solferino	9	9	18	2	14	2		6.6	6.8	13.4	52	10	7				16	17	4	69	7	11
Spring Creek	12	10	22	16	2		4	8.7	5.8	14.5	66	0	0	1	6	3	22	12	6	89	18	9
Springfield	20	23	43	22	16	1	4	9.9	12	21.9	72	0	0				38	1	7½	110	1	7½
Spring Vale	11	14	25	7	7		11	8	10.4	18.4	22	15	5	3	11	1	7	0	9	33	7	0
St. Joseph's	13	16	29	6	23			8.7	11.2	19.9	71	0	0				7	5	0	78	5	0
Stone Hut	9	13	22	11	3		3	5.6	8.3	13.9	49	0	0				23	1	6	77	1	6
Sugarloaf Hill	13	7	20	15	3		2	9	4.1	13.1	36	0	0				5	10	0	41	10	0
Summerhill	14	18	32		32			8.1	13.9	22	72	0	0	2	0	6	12	17	0	86	17	6
Swanbrook	9	11	20	10		10		6.1	9.1	15.2	10	8	4	3	7	1	3	1	6	16	16	11
Tallagandra	14	12	26	4	22			8.9	9.6	18.5	56	0	0	5	19	11	15	7	2	77	7	2
Tara	15	14	29	10	19			10.2	10.3	20.5	27	17	5	2	15	2	8	3	6	38	16	1
Tarlo	9	10	19	9		10		5.6	9	14.6	24	0	0				5	11	6	29	11	6
Tarlo Gap	13	10	23	16	7			11.7	9	20.7	30	16	1				2	7	6	33	3	7
Tarramia	8	11	19	12	4	3		5.1	6.8	11.9	37	0	0				10	14	6	47	14	6
Theresa Park	17	20	37	23	2	2	4	6.3	10.2	16.5	58	16	0				3	13	6	67	9	6
Timbrigangie	10	6	16	5	6	5		9.6	4.2	13.8	38	0	0	4	6	1	21	4	6	63	10	7
Tongarra	12	20	32	6	19	7		7.9	14.8	22.7	67	0	0	1	10	11	18	3	9	37	4	8
Tooma	15	5	20	8	5	6	1	9.5	3.6	13.1	29	3	4	4	1	1	13	2	2	51	11	7
Tucki Tucki	8	12	20	4	2	12	2	5.3	10	15.3	45	0	0	2	18	10	16	3	10	64	0	8
Tuggeranong	21	15	36	2	34			14.8	11.2	26	35	0	0				5	13	10	40	13	10
Tunstal	10	20	30	14	16			7.2	13.4	20.6	60	19	4	0	10	6	18	10	0	80	8	10
Turee Creek	10	14	24	23	1			8.6	11.9	20.5	72	0	0	1	4	1	20	5	0	93	9	1
Turner's Flat	11	11	22	19	3			9.1	6.3	15.4	4	0	0				1	2	0	5	2	0
Vevedale	8	12	20	13	4	3		5.5	9.8	15.3	48	0	0	0	9	9	16	13	2	65	2	11
Vegetable Creek	53	44	97	33	37	15	12	35.3	26.2	61.5	72	0	0				107	14	6	179	14	6
Vere	21	14	35	5	30			9	7.3	16.3	70	0	0	2	8	6	12	15	10	35	4	4
Vineyard	14	19	33	26	7			9.1	13.4	22.5	71	0	0	1	1	8	15	2	5	87	4	1
Vittoria	17	19	36	11	25			11.6	11.9	23.5	72	0	0	1	10	7	27	9	2	100	19	9
Waggallalah	12	15	27		8	19		9.2	12	21.2	46	12	10	3	15	4	5	5	3	55	13	5
Walgett	15	8	23	19	4			9.3	4.6	13.9	20	0	0	4	4	7	2	10	0	26	14	7
Walner	12	17	35	16	15	4		11.1	11.9	23	63	0	0	1	13	6	25	11	6½	90	5	0½
Wandella	11	12	23	23				10.1	10.4	20.5	42	0	0	1	5	6	3	19	0	47	4	6
Wanganella	14	18	32	17	15			9.5	11.4	20.9	67	0	0				33	18	0	100	18	0
Watagon	3	14	17	14	3			8	4.3	5.1	16	1	0				4	11	11	20	12	11
Waterland	19	19	38	19	13	6		12.5	10.9	23.4	39	16	0	1	12	1	14	10	0	55	18	1
Wattamulla	19	14	33	19	5	6	3	13.9	10.2	24.1	72	0	0	0	15	8	23	14	0	96	9	8
Waverley	13	14	27	27				8.1	7.1	15.2	32	7	9	1	15	5	9	15	0	45	1	2
Wauchope	17	21	38	6	17	9		11.1	14	25.1	72	0	0	2	19	3	14	12	8	89	12	1
Webber's Creek	19	20	39	20	13	6		12.9	12.6	25.5	72	0	0	1	16	3	30	5	8	104	1	11
Weetangera	14	16	30	10		11	9	9.7	8.9	18.6	72	0	0				20	14	0	99	14	0
Wee Waa	17	19	36	16	12	8		11.2	11.6	22.8	62	0	11				28	15	7½	90	16	6½
Welaregang	10	14	24	11	8	5		7.6	11.3	18.9	60	0	0	0	14	8	29	14	9	90	9	5
Werombi	15	12	27	14	5	8		6.9	5.6	12.5	71	0	0	1	12	5	3	10	0	80	5	10
Werriberri	13	13	26	25	1			10.3	9.3	19.6	72	0	0	1	12	5	14	5	6	87	17	11
Windellama	10	3	13	13				6.9	9	7.3	18	10	3	4	15	9	3	3	3	26	9	3
Wingen	17	21	38	5	27		6	10.1	12.6	22.7	72	0	0	2	17	10	24	19	5	69	17	3
Wollar	21	16	37	5	32			15.6	10.1	25.7	52	0	0	5	14	7	19	13	3	77	7	10
Wollongbar	9	8	17	12		5		8	6.1	14.1	45	0	0	1	8	2	6	3	7½	52	11	9½
Woodford Bay	17	13	30	13	12	5		13.9	9.8	23.7	49	5	6	2	19	1	21	3	4	73	7	11
Woodhill	12	21	33	3	2	4	24	7.1	14.3	21.4	30	19	4	5	15	7	5	11	6	42	6	5
Woodlawn	20	13	33	6	27			15.8	9.5	25.3	31	18	8	3	1	7	10	19	0	45	19	3
Wybong Creek	14	20	34	17	17			9.6	11.5	21.1	63	0	0	1	1	7	19	19	5	84	1	0
Wyong Creek	10	13	23	17	6			7.1	6.4	13.5	29	0	0				9	12	9	58	12	9
Yarras	10	4	14	4		3		8.5	3.9	12.4	15	0	0				0	18	6	15	18	6
Yarrunga	11	13	24	14	7	3		7.6	8.1	15.7	62	4	0	1	6	2	11	14	0	75	4	2

APPENDIX E.

APPLICATIONS for the establishment of Provisional Schools, received during the year 1876.

Name of Place.	Distance of nearest School.	Number of Children residing in the locality within 2 miles of site.								Number of Children promised to attend.								Number of Parents or Guardians undertaking to send Children.						Council's decision.
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	C.E.	R.C.	Pres.	Wes.	Others	Total	
Back Creek	Miles. 2	14	10	24	...	24	...	...	17	12	29	...	29	...	...	...	7	...	...	...	7	Agreed to.
Ballarah	30	9	16	25	21	4	...	...	8	15	23	20	3	...	...	...	7	2	...	...	9	Do.
Ballington	3½	17	13	30	8	18	4	...	13	9	22	5	17	...	...	...	1	6	...	...	7	Declined.
Beggan Beggan	14	9	17	26	6	20	...	...	7	12	19	...	19	...	...	...	5	...	...	...	5	Withdrawn.
Belarbigill	10	22	20	42	34	8	...	...	22	20	42	34	8	...	...	...	15	4	...	...	19	Agreed to.
Bell Trees	10	10	7	17	14	3	...	...	10	7	17	14	3	...	...	...	5	1	...	...	6	Do.
Ben Bullen	6	18	13	31	20	11	...	...	18	13	31	20	11	...	...	...	7	4	...	...	11	Declined.
Berrigima	40	9	12	21	5	16	...	...	14	17	31	11	20	...	...	...	3	7	...	...	10	Agreed to.
Big Creek	3½	17	15	32	21	7	...	4	12	13	25	12	7	3	3	...	6	3	1	1	11	Declined.		
Black Creek	40	20	17	37	20	12	...	5	13	12	25	17	5	...	3	...	6	2	...	1	9	Agreed to.		
Blackman's Point	5	10	14	24	6	...	3	15	10	14	24	6	...	3	15	...	2	...	1	6	9	Do.		
Broadwater	3	15	5	20	12	5	3	...	14	7	21	14	7	...	...	...	4	2	...	...	6	Declined.
Broken Bridge	5	11	12	23	23	...	...	...	10	12	22	22	...	...	...	...	7	...	...	...	7	Agreed to.
Brookfield	5	25	11	36	...	36	...	...	25	11	36	...	36	...	...	...	...	17	...	...	17	Do.
Brundah	7	21	11	32	9	...	1	17	13	8	21	4	...	14	3	...	2	...	4	1	7	Withdrawn.		
Bungay	3½	20	16	36	14	9	13	...	20	16	36	14	9	13	...	...	5	2	2	...	9	Agreed to.
Burraduc	12	5	4	9	8	...	1	...	7	10	17	9	...	5	3	...	5	...	2	...	1	8	Declined.	
Buttsworth's Swamp	6	10	12	22	16	...	6	...	10	12	22	16	...	6	...	...	5	...	2	...	7	Agreed to.
Campbell's River	14	13	6	19	...	19	...	...	13	6	19	...	19	...	...	...	7	...	...	...	7	Do.
Carangula	7	20	9	29	11	5	13	...	19	9	28	10	5	13	...	...	2	1	...	3	6	Do.
Carrow Brook	7	11	11	22	...	...	...	...	10	10	20	20	...	...	...	...	8	...	...	...	8	Do.
Carwoola	6	12	16	28	20	1	7	...	12	16	28	20	1	7	...	...	6	...	2	...	8	Do.
Circular Reach	3	12	16	28	21	7	...	...	6	11	17	14	3	...	...	...	4	1	...	...	5	Do.
Clifden	7	12	10	22	14	8	...	...	10	10	20	12	8	...	...	...	4	2	...	...	6	Do.
Cornbury Park	12	12	8	20	7	4	9	...	12	8	20	7	4	9	...	...	3	1	2	...	6	Do.
Cudal	9	23	21	44	37	7	...	...	23	21	44	37	7	...	...	...	16	3	...	...	19	Declined.
Cullarin	5	13	10	23	2	11	10	...	13	10	23	12	11	...	...	...	3	6	...	...	9	Agreed to.
Cungegong	7	15	18	33	12	21	...	...	12	8	20	12	8	...	...	...	6	2	...	...	8	Do.
Deep Creek	4½	9	12	21	10	11	...	...	9	12	21	10	11	...	...	...	5	3	...	...	8	Do.
Denison Town	22	6	24	30	17	3	10	...	7	20	27	15	4	8	...	...	6	1	2	...	9	Do.
Denydoe	24	21	7	28	28	...	...	...	21	7	28	28	...	...	...	...	8	...	...	...	8	Under consideration.
Dungowan Creek	3	22	22	44	20	24	...	...	11	18	29	19	10	...	...	...	7	4	...	...	11	Agreed to.
Eurobodalla	7	8	15	23	8	15	...	...	8	15	23	8	15	...	...	...	3	4	...	...	7	Do.
Eurandery	4	25	16	41	25	14	2	...	25	16	41	25	14	2	...	...	8	4	1	...	13	Do.
Evans' Swamp	2½	28	32	60	15	45	...	...	21	24	45	12	33	...	...	...	6	10	...	...	16	Declined.
Glanmire	1½	9	11	20	8	12	...	...	9	11	20	8	12	...	...	...	2	5	...	...	7	Do.
Glenthorne	3	10	10	20	20	...	10	10	20	20	7	7	Agreed to.	
Greenwich	4	11	12	23	10	7	6	...	9	10	19	6	7	6	...	...	2	3	2	...	7	Do.
Grove	4½	25	20	45	25	20	...	...	20	14	34	20	14	...	...	...	8	4	...	...	12	Declined.
Gunenebene	4	18	17	35	6	27	2	...	16	12	28	3	23	2	...	...	1	7	1	...	9	Agreed to.
Hall's Creek	5	12	14	26	7	19	...	...	12	15	27	7	20	...	...	...	3	5	...	...	8	Under consideration.
Hillsborough	4½	18	19	37	7	9	14	7	18	18	36	7	9	13	7	...	4	4	...	6	2	16	Agreed to.	
Hillston	50	21	13	34	28	1	5	...	21	13	34	28	1	5	...	...	8	1	1	...	10	Under consideration.
Jasper's Brush	2	22	27	49	14	35	...	...	22	27	49	14	35	...	...	...	4	8	...	...	12	Declined.
Jew's Creek	8	17	18	35	25	8	2	...	17	18	35	25	8	2	...	...	9	2	1	...	12	Under consideration.
Kangaroo Creek	12	11	5	16	2	...	3	...	12	8	20	4	...	14	2	...	3	...	7	2	12	Agreed to.		
Kangaroo Valley (now called Bendeela)	5	13	13	26	14	...	10	2	13	13	26	14	...	10	2	...	4	...	3	1	8	Do.		
Limestone Reserve	9	17	14	31	10	21	...	...	17	14	31	10	21	...	...	...	3	5	...	...	8	Declined.

APPENDIX E—continued.

Name of Place.	Distance of nearest School.	Number of Children residing in the locality within 2 miles of site.								Number of Children promised to attend.								Number of Parents or Guardians undertaking to send Children.						Council's decision.			
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	C.E.	R.C.	Pres.	Wes.	Others	Total				
Long Flat.....	1 1/2	5	7	12	12	...	...	...	...	6	8	14	14	...	...	...	...	2	...	...	...	...	2	Declined.
McDonald River (Upper).....	4 1/2	10	10	20	20	...	...	...	...	10	9	19	19	...	...	...	...	7	...	...	...	...	7	Agreed to.
M'Guigan's.....	8	48	46	94	30	46	18	...	...	21	26	47	14	26	7	...	...	9	14	4	...	...	27	Declined.
M'Leay River Pilot Station.....	12	4	5	9	9	...	...	...	...	4	5	9	9	...	...	...	...	2	...	...	...	...	2	Do.
Mamboo Island.....	2 1/2	7	15	22	13	...	3	6	...	7	15	22	13	...	3	6	...	5	...	1	2	...	8	Do.			
Mandurama.....	5	27	19	46	17	29	...	...	...	27	19	46	17	29	...	...	...	10	8	...	...	...	18	Agreed to.
Merrill Creek.....	8	15	10	25	11	14	...	...	...	13	8	21	7	14	...	...	...	2	4	...	...	...	6	Do.
Mitchell's Creek Mine.....	10	21	20	41	20	19	...	2	...	22	21	43	22	19	...	2	...	11	8	...	2	...	21	Do.			
Mount Morris.....	7	9	15	24	9	3	...	12	...	7	10	17	2	3	...	12	...	1	1	...	2	...	4	Do.			
Mount Torrens.....	5	10	10	20	9	11	...	...	...	10	10	20	9	11	...	...	...	3	4	...	...	...	7	Declined.
Mount View.....	5	14	16	30	25	5	...	...	...	14	16	30	25	5	...	...	...	7	1	...	...	...	8	Agreed to.
Murga.....	14	13	12	25	16	9	...	...	...	9	10	19	10	9	...	...	...	3	4	...	...	...	7	Do.
Myanga Creek.....	5	11	7	18	2	11	5	...	...	11	7	18	2	11	5	...	...	1	3	1	...	...	5	Declined.
Neila Creek.....	8	14	18	32	5	27	...	...	...	14	18	32	5	27	...	...	...	2	7	...	...	...	9	Agreed to.
Noucome.....	4	26	20	46	7	34	5	...	...	17	14	31	...	31	...	...	...	10	...	...	...	...	10	Do.
Numbugga.....	7	25	18	43	20	9	...	14	...	25	18	43	20	9	...	14	...	7	4	...	4	...	15	Do.			
Owen's Gap.....	7 1/2	14	10	24	4	13	7	...	...	11	5	16	4	5	7	...	...	3	2	2	...	...	7	Do.
Pearse's Hill.....	4	17	16	33	17	16	...	...	...	17	16	33	17	16	...	...	...	5	6	...	...	...	11	Do.
Pipe Clay Upper.....	5	16	11	27	9	18	...	...	...	17	11	28	8	20	...	...	...	3	6	...	...	...	9	Do.
Plimlico.....	4	15	14	29	3	22	4	...	...	15	14	29	3	22	4	...	...	1	10	2	...	...	13	Under consideration.
Point Danger.....	14	14	9	23	7	10	3	...	3	11	7	18	7	11	...	...	...	3	3	...	...	...	6	Agreed to.
Quarry Reserve.....	6	13	7	20	6	10	4	...	...	13	7	20	6	10	4	...	...	2	3	1	...	...	6	Under consideration.
Rawdon Island.....	3	27	16	43	28	14	...	1	...	27	16	43	28	14	...	1	...	10	4	...	1	...	15	Agreed to.			
Rocky Hall.....	4	17	23	40	25	15	...	...	...	17	23	40	25	15	...	...	...	5	4	...	...	...	9	Do.
Salisbury Plains.....	10	13	10	23	...	23	...	...	...	11	8	19	...	19	...	...	...	5	5	...	...	...	5	Do.
Sandy Creek.....	5	21	11	32	25	7	...	...	...	14	8	22	17	5	...	...	...	5	2	...	...	...	7	Do.
Solferino.....	30	9	14	23	4	8	7	4	...	9	14	23	4	8	7	4	...	3	2	3	1	...	9	Do.			
Springfield.....	9	12	8	20	9	10	1	...	...	12	8	20	9	10	1	...	...	2	4	1	...	...	7	Declined.
Stanborough.....	6	14	9	23	20	3	...	...	...	14	9	23	20	3	...	...	...	6	1	...	...	...	7	Agreed to.
Stonehenge.....	5	13	20	33	17	...	16	...	...	13	20	33	17	...	16	...	...	4	...	8	...	...	12	Under consideration.
Summerlee.....	3 1/2	15	11	26	5	7	14	...	...	15	11	26	5	7	14	...	...	1	4	4	...	...	9	Agreed to.
Swan Brook.....	6	10	13	23	16	...	4	3	...	10	13	23	16	...	4	3	...	4	...	1	1	...	6	Do.			
Tarlo Gap.....	3	16	12	28	20	4	...	4	...	16	9	25	20	4	...	1	...	7	1	...	1	...	9	Do.			
Toogong.....	7	17	14	31	19	8	4	...	...	12	13	25	17	4	4	...	...	6	3	1	...	...	10	Do.
Turner's Flat.....	5	14	8	22	13	5	2	2	...	14	8	22	13	5	2	2	...	3	2	1	1	...	7	Do.			
Ulamarah.....	12	13	12	25	16	7	1	...	1	13	12	25	16	7	1	...	1	6	3	1	...	...	10	Do.	
Umaralla.....	15	21	14	35	7	26	2	...	...	21	14	35	7	26	2	...	...	3	7	1	...	...	11	Do.
Wandella.....	8	12	12	24	21	...	3	12	12	24	21	...	3	...	Information not given.						Do.
Waterland.....	6	18	12	30	13	13	...	4	...	23	17	40	24	13	...	3	6	4	...	...	1	11	Do.		
Windellama.....	5	13	7	20	19	1	...	...	...	15	6	21	19	2	...	...	...	7	1	...	...	...	8	Do.
Windowe Creek.....	6	11	11	22	8	14	...	...	...	11	11	22	8	14	...	...	...	2	3	...	...	...	5	Do.
Wollaman.....	18	9	10	19	...	19	...	...	...	9	10	19	...	19	...	...	...	7	...	...	...	...	7	Declined.
Wolgan.....	15	13	6	19	...	19	...	...	...	13	6	19	...	19	...	...	...	5	...	...	...	...	5	Agreed to.
Woodland Forest.....	2 1/2	15	14	29	22	7	...	...	...	11	9	20	13	7	...	...	...	5	2	...	...	...	7	Under consideration.
Woodlawn.....	3	24	22	46	17	28	1	...	...	19	11	30	9	19	2	...	...	3	6	1	...	...	10	Agreed to.
Wood's Flat.....	12	24	30	54	20	17	10	7	...	19	27	46	19	10	7	...	...	6	3	3	2	...	14	Withdrawn.	
Worondi.....	5	8	8	16	8	8	...	...	...	10	7	17	9	8	...	...	...	2	3	...	...	...	5	Declined.
Yamba.....	10	7	8	15	2	...	4	9	...	7	8	15	2	...	4	9	...	1	...	2	2	...	5	Do.			
Yarralaw.....	4	16	13	29	19	10	...	...	...	13	10	23	14	9	...	...	...	5	3	...	...	...	8	Agreed to.
		1478	1334	2812	1325	1087	205	175	20	1352	1218	2570	1229	983	187	154	17	422	327	66	52	5	872				

APPENDIX F.

ATTENDANCE of Children at the Half-time Schools, as certified by the Local Committees, for the Quarter ending 31st December, 1876, or for the last Quarter of that year during which the Schools were in operation.

Name of School.	Number of Children on Rolls.							Average Attendances.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.					
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presby-terians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Traveling Expenses and For- age.	Buildings, Rent, Fur- niture, &c.	Buildings, Furni- ture, &c.	School Fees.						
Australian Farm	18	9	27	6	3	18	13	6	19	6	19	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Back Creek	5	3	8	5	3	8	4	4	4	4	4	0	18	7	5	14	0	6	1	8	51	14	3
Bar Point	18	19	37	31	6	37	10	10	10	10	10	0	12	6	4	0	0	3	15	3	52	5	11
Belmore	13	19	32	11	21	32	10	10	10	10	10	1	3	7	2	10	0	4	16	6	46	19	0
Beri Creek	7	7	14	11	3	14	10	10	10	10	10	2	14	2	3	5	0	6	5	0	51	13	7
Bermagui	12	19	31	11	20	31	10	10	10	10	10	2	0	11	1	5	0	22	8	7	64	15	10
Bimlow	15	7	22	10	12	22	10	10	10	10	10	0	9	9	1	5	0	6	5	0	12	12	2
Bocconoc.	3	1	4	3	1	4	3	3	3	3	3	0	9	9	1	5	0	15	3	6	7	8	6
Bombay	10	9	19	11	8	19	10	10	10	10	10	1	2	0	6	5	0	6	14	9	66	19	9
Boolambayte	12	18	30	19	11	30	10	10	10	10	10	0	0	0	6	5	0	6	7	0	47	7	0
Boro Lower	5	5	10	5	5	10	5	5	5	5	5	0	0	0	6	9	0	6	9	0	47	9	0
Boro Upper	7	7	14	11	3	14	7	7	7	7	7	0	0	0	6	5	0	7	4	6	67	9	6
Bulladiah	8	8	16	15	1	16	8	8	8	8	8	0	10	10	5	0	0	9	4	0	65	14	0
Burra	6	6	12	12	0	12	6	6	6	6	6	0	0	0	5	8	0	8	2	3	48	9	3
Burrage	4	4	8	4	4	8	4	4	4	4	4	0	0	0	0	5	0	0	5	0	13	0	0
Chambers' Creek	6	6	12	11	1	12	6	6	6	6	6	0	0	0	1	5	0	9	0	7	57	11	3
Charleyong	10	10	20	16	4	20	10	10	10	10	10	2	3	8	4	6	8	2	0	2	9	13	0
Chillcott Plains	9	9	18	14	4	18	9	9	9	9	9	0	15	10	5	14	0	5	14	0	39	9	10
Clifton Hill	14	14	28	21	7	28	14	14	14	14	14	0	13	10	4	17	9	14	12	6	65	9	2
Colo Upper	11	11	22	18	4	22	11	11	11	11	11	1	2	1	5	12	6	16	8	6	74	3	1
Columbo	13	8	21	13	8	21	13	13	13	13	13	4	6	7	2	18	9	2	18	9	32	15	4
Coorlang	3	3	6	3	3	6	3	3	3	3	3	6	9	11	5	0	0	16	10	3	64	0	2
Cullen Bullen	8	8	16	13	3	16	8	8	8	8	8	1	14	11	6	2	1	3	18	9	56	15	9
Curran's Creek	7	7	14	11	3	14	7	7	7	7	7	4	8	11	4	1	11	4	8	9	47	1	11
Delegate	10	10	20	16	4	20	10	10	10	10	10	1	0	2	3	5	0	5	12	0	54	0	2
Dennis Flat	4	4	8	6	2	8	4	4	4	4	4	0	8	6	3	5	0	5	12	0	63	10	6
Dondingalong	11	11	22	17	5	22	11	11	11	11	11	0	0	0	5	0	0	4	5	3	45	5	3
Durrant Durrant	4	4	8	6	2	8	4	4	4	4	4	0	0	0	5	0	0	5	19	0	51	7	8
Essex Hill	11	11	22	18	4	22	11	11	11	11	11	1	4	5	5	0	0	8	5	6	68	4	11
Farrington	12	12	24	18	6	24	12	12	12	12	12	6	9	11	5	0	0	20	13	0	63	2	11
Forest Vale	11	11	22	17	5	22	11	11	11	11	11	0	0	0	9	8	0	2	6	0	47	10	0
Foxlowe	8	8	16	13	3	16	8	8	8	8	8	1	13	0	1	13	4	5	9	4	23	15	8
Gambelang	13	13	26	20	6	26	13	13	13	13	13	4	6	7	3	5	1	3	5	1	33	1	0
Gejdzick	7	7	14	11	3	14	7	7	7	7	7	1	3	0	5	0	0	11	12	0	51	5	0
Ginnabrother	7	7	14	11	3	14	7	7	7	7	7	0	0	0	1	3	4	1	4	0	19	7	4
Glennore	11	11	22	17	5	22	11	11	11	11	11	1	0	2	3	6	8	3	10	0	31	16	10
Good Good	7	7	14	11	3	14	7	7	7	7	7	0	0	0	3	0	0	2	8	0	41	8	0
Gundaroo Upper	9	9	18	14	4	18	9	9	9	9	9	0	17	11	5	0	0	6	7	6	64	2	0
Hanging Rock	11	11	22	17	5	22	11	11	11	11	11	1	4	6	5	0	0	9	5	5	45	2	1
Harold's Cross	6	6	12	9	3	12	6	6	6	6	6	1	0	1	5	0	0	4	17	9	43	7	10
Huskisson North	7	7	14	11	3	14	7	7	7	7	7	0	0	0	3	6	8	9	5	5	35	2	1
Inglewood Forest	9	9	18	13	5	18	9	9	9	9	9	0	0	0	4	6	8	2	14	5	49	1	1
Island Flat	9	9	18	13	5	18	9	9	9	9	9	0	0	0	3	6	8	5	1	9	47	17	5
Jellat Jellat	8	8	16	12	4	16	8	8	8	8	8	1	1	3	4	7	10	4	6	9	56	16	3
Jellero	3	3	6	4	2	6	3	3	3	3	3	4	7	0	6	12	6	5	1	9	47	17	5
Johnson's Creek	6	6	12	9	3	12	6	6	6	6	6	0	18	8	5	0	0	4	4	6	58	3	2
Junction Creek	3	3	6	4	2	6	3	3	3	3	3	1	8	0	3	0	11	2	6	9	27	14	3
Kanimbia	11	11	22	17	5	22	11	11	11	11	11	4	8	10	1	3	4	17	2	4	58	4	6
Lansdowne	7	7	14	11	3	14	7	7	7	7	7	0	17	11	5	0	0	4	5	0	61	19	7
Larbert	13	13	26	21	5	26	13	13	13	13	13	0	15	10	5	12	6	15	3	6	70	19	9
Larry's Point	10	10	20	16	4	20	10	10	10	10	10	0	14	7	5	0	0	5	17	0	47	11	7
Limeclins	10	10	20	16	4	20	10	10	10	10	10	0	15	10	5	12	6	9	9	6	65	5	9
Little Forest	1	1	2	1	1	2	1	1	1	1	1	0	0	0	1	5	0	0	16	0	14	1	0
Lochiel	8	8	16	12	4	16	8	8	8	8	8	2	1	9	5	10	6	12	14	6	60	13	6
Long Reach	9	9	18	14	4	18	9	9	9	9	9	0	0	0	5	0	0	6	16	9	52	19	3
Lost River	11	11	22	17	5	22	11	11	11	11	11	1	14	11	6	2	2	5	8	2	58	5	3
Lowther	14	14	28	21	7	28	14	14	14	14	14	1	10	1	5	0	0	10	10	6	68	0	7
Malundi	10	10	20	15	5	20	10	10	10	10	10	2	1	0	1	5	0	5	6	3	44	2	3
M'Donald's Flat	6	6	12	9	3	12	6	6	6	6	6	0	10	11	5	0	0	5	7	6	61	18	5
M'Lean River Lower	8	8	16	12	4	16	8	8	8	8	8	0	16	10	5	0	0	8	1	7	64	8	5
M'Lean River Upper	9	9	18	13	5	18	9	9	9	9	9	0	16	11	5	0	0	3	17	3	60	4	2
Mandemar	8	8	16	12	4	16	8	8	8	8	8	4	17	1	5	0	0	2	6	0	54	17	0
Merranpie	9	9	18	13	5	18	9	9	9	9	9	0	8	4	5	0	0	7	15	7	57	18	11
Mount Italy	6	6	12	9	3	12	6	6	6	6	6	0	7	8	5	12	6	1	6	9	50	15	1
Mulloon	5	5	10	7	3																		

APPENDIX G.

APPLICATIONS for the Establishment of Half-time Schools, received during the year 1876.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.							Number of Children promised to attend.							Number of Parents or Guardians undertaking to send Children.						Council's decision.		
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	C.E.	R.C.	Pres.	Wes.		Others.	Total.
Bamarang	Miles. 5	8	3	11	2	3	6	..	..	8	3	11	2	3	6	..	..	2	1	1	..	..	4	} Under consideration.
Carrarawell	5	8	5	13	4	1	3	5	..	8	5	13	4	1	3	5	..	2	1	2	1	..	6	
Bermagui	}	12	15	27	2	8	7	3	7	10	13	23	2	9	7	3	2	1	3	2	1	1	3	} Agreed to.
Tilba Tilba		11	12	23	19	..	..	4	..	..	9	6	15	15	..	..	..	6	..	..	..	..	6	
Cootralantra	} 15	8	4	12	8	4	..	..	..	9	8	17	6	7	4	..	..	3	3	1	..	..	7	} Agreed to.
Jejedzrick		7	7	14	4	6	4	11	6	17	11	4	2	3	1	1	..	..		5
Five Islands	} 4	6	15	21	7	8	6	..	..	6	10	16	5	8	2	..	..	2	3	1	..	..	6	} Agreed to.
Hobby's Yard		20	7	27	15	3	5	4	16	6	22	12	1	5	4	..	4	1	1	1	..		7
Flyer's Creek	} 5	17	8	25	15	10	..	..	..	17	8	25	15	10	..	..	..	6	2	..	..	..	8	} Agreed to.
Dirt-hole Creek		15	8	23	18	5	15	8	23	18	5	6	2	
Gambenang Swamp	} 4	14	15	29	6	15	8	..	..	8	7	15	6	7	2	..	..	2	4	1	..	..	7	} Agreed to.
Kanimbla		11	7	18	13	3	2	11	6	17	12	3	2	5	1	1	..	..		7
Mulgoa Forest Mountain	} 4	5	7	12	10	..	..	2	..	5	7	12	10	..	..	2	..	4	..	..	1	..	5	} Agreed to.
Charleville		13	7	20	15	5	13	7	20	15	5	6	1	
Ravensworth	} 5	7	7	14	9	2	..	..	2	7	7	14	9	3	..	..	2	3	1	..	..	1	5	} Agreed to.
Chilcot Plains		8	3	11	7	4	8	3	11	7	4	3	1	
Shepherd's Creek	} 6	4	11	15	9	6	..	..	..	4	11	15	9	6	..	..	..	2	2	..	..	..	4	} Under consideration.
Gum Flat		8	4	12	12	8	4	12	12	3	
Stony Creek	} 5	7	9	16	15	1	..	..	..	7	9	16	15	1	..	..	..	4	1	..	..	..	5	} Agreed to.
Tanilbah		6	7	13	9	..	4	4	6	10	6	..	4	2	..	1	..	..		3
Wandsworth	} 3	9	12	21	15	..	6	..	..	5	10	15	11	..	4	..	..	4	..	1	..	..	5	} Agreed to.
Tenderden		9	6	15	7	3	5	9	6	15	7	3	5	2	1	1	..	..		4

APPENDIX H.

ALBURY DISTRICT.

INSPECTOR'S GENERAL REPORT on the condition of the Schools under the Council of Education, inspected during the year 1876.

DURING the year out of 65 schools in existence in this district 53 have been in operation the whole of the year, viz. : 41 Public, 11 Provisional, 2 Half-time, and 4 Certified Denominational.

Two Public Schools, 4 Provisional Schools, and 1 Certified Denominational School have been open during a portion of the year only.

Owing to my recent appointment, on the death of Mr. Inspector Flannery, 39 schools only have been regularly or fully inspected, 4 have been incidentally visited, and 22 schools have not been visited.

New schools have been brought into operation at Nangus Creek, Tooma, Taramia, and Corec. One school (Moulamein), has been re-opened, and final arrangements have been made for the establishment of schools at Brocklesby West, Long Plain (Redland), Adelong Grove, Berrigigama, Bruceedale, Corowa, and Lacmalac.

New and commodious buildings have been erected at Germanton, Urana, and Morebringer; tenders are accepted for new schoolhouses at Adelong and Bowna; while important improvements and additions have been made to the Public Schools at Gundagai, Jerilderie, Wentworth, and Moulamein.

Preliminary arrangements are being made for the establishment of schools at Umbango Creek, Mathoura, Hovell, Cookardina, Wagra Creek, Downside, and Forest Hill.

If it were not for the difficulties and delays in obtaining a legal transfer of the land for school-sites, several of the schools above mentioned would now be in operation, and the blessings of a sound, moral, and intellectual training enjoyed by hundreds of children now running wild and uncared for.

The material condition of the schools generally may be said to be "very fair." There are few schools now in the district in which comfortable schoolrooms are not provided, while in the Public Schools ample accommodation has been afforded the teacher and his family in the erection of neat residences of 3 or 4 rooms, with kitchen and water supply. In the Provisional Schools, however, the teacher in most cases lodges with one of the neighbouring settlers, or at the nearest bush hotel, the accommodation at the school being in nine cases out of ten unfit for habitation by persons who value health and comfort—mere skillions some 12ft. by 8ft.

It is estimated that the property now vested in the Council for school purposes in this district amounts to £23,247 in value, against £22,000 for the year 1875, and were the delays in acquiring titles to land obviated a more gratifying account of the efforts made for its educational advancement would be exhibited.

The

The property generally is kept in creditable order by the teachers; greater attention is now being paid to the grounds about the schools. The planting of evergreen and umbrageous trees, and the formation of neat flower-beds, although checked by the present and late unfavourable aridity, bid fair in a short time to render them ornaments to the localities in which they are placed, and valuable schools to the young, whose opportunities of seeing "Nature in her loveliest garb" are, in our Western and South-western districts, so few and limited.

The supply of pure water has during the year received serious attention. In the plans of all new schools brick tanks of ample capacity are provided for. In the western parts of this district the heat and aridity of the climate are intense during at least three months of the year, and the absence of means to quench the thirst of children who come 3 or 4 miles to school, often over shelterless plains, seriously interferes with their regular attendance.

The great majority of schools are well provided with school material, which in all cases was used with commendable care and economy.

The condition of the schools of this district, in reference to the number of pupils enrolled and number in average attendance, compared with that of the year 1875, is exhibited in the following table:—

	1875.		1876.		Increase.	
	Rolls.	Average.	Rolls.	Average.	Rolls.	Average.
March.....	3,303	2,110.6	3,502	2,364.6	199	254.0
June.....	3,122	1,982.0	3,510	2,331.9	388	349.9
September.....	3,213	2,118.7	3,525	2,464.0	312	345.3
December.....	3,417	2,355.4	3,474	2,376.0	57	20.6

The very slight increase in the numbers enrolled, and the average attendance for the month of December, 1876, over that for 1875, is due to the great prevalence of blight, and to other temporary causes.

Receiving charge of this district in July last I am unable to institute a comparison between the results obtained during the present year and those for 1875; but the following table will show the condition of the schools in relation to the standard of proficiency.

Above standard.	Up to standard.	Below standard.
33.3 per cent.	35.9 per cent.	30.7 per cent.

At examination, out of a total of 2,086 pupils present 1,979 were examined in reading, 1,897 in writing, 1,754 in arithmetic, 1,270 in grammar, 1,412 in geography, 1,686 in object lessons, 1,058 in vocal music, 857 in drawing, 151 in geometry, 142 in algebra, 581 in needlework, 36 in Latin, and 73 in mensuration, with the following result:—

Subjects.	Good.	Fair.	Tolerable and Indifferent.	Not Taught.	Subjects.	Good.	Fair.	Tolerable and Indifferent.	Not Taught.
Reading	605	960	414	107	Drawing	211	321	276	49
Writing	563	675	659	189	Geometry ...	52	99	0	0
Arithmetic ...	536	712	506	332	Algebra	59	80	3	0
Grammar ...	294	577	399	816	Needlework...	157	312	100	12
Geography ...	345	494	573	674	Latin	6	30	0	0
Object lessons	373	621	447	245	Mensuration..	73	0	0	0
Vocal music	280	379	265	134					

The proportion of "good" and "fair" marks show, I consider, that the teachers have labored during the past year with honest and painstaking zeal.

From the great influx of selectors on to the country, watered by the Yanko and Colombo Creeks, the neighbourhood of Corowa and Howlong, and the country intersected by the Deniliquin and Moama Railway, I anticipate that the aid of the Council, in satisfying the educational wants of these important districts, will be largely called for during the next two years.

A summary of my "special report" on each school of the district visited during the past year is annexed.

Inspector's Office, Albury, February 6th, 1877.

CHARLES HOOKINS,
Inspector, Albury District.

ANNEX A.

SUMMARY of Reports upon Public, Provisional, and Half-time Schools, inspected during the year 1876.

I.—PUBLIC SCHOOLS.

ADELONG :—Regular inspection, 15th and 16th June.

Enrolled :—Boys, 72; girls, 61; total, 133. Present :—Boys, 56; girls, 43; total, 99.

This school is held in temporary premises. The rooms are small and ill-adapted to their purpose; new and commodious buildings are about to be erected that will satisfy every purpose for some years. It is well equipped with working material, but the furniture is now old and unsuitable. The organization is as satisfactory as circumstances will allow. The school has made good progress both in numbers and the attainments of the pupils. The standard is more than satisfied.

ADELONG CROSSING :—Regular inspection, 20th June.

Enrolled :—Boys, 26; girls, 22; total, 48. Present :—Boys, 25; girls, 19; total, 44.

The school building of wood is too small for the increasing attendance; it is shortly to be enlarged. The supply of working material is ample, and the organization very fair. Eleven-twelfths of the pupils are regular, but a few are unpunctual. The discipline is effective and the moral tone of the school good. The instruction is tolerably skilful, and the classification appropriate. The pupils have made fair progress since last inspection.

ALBURY :—

ALBURY (Infants):—Regular inspection, 13th December.

Enrolled :—Boys, 74; girls, 46; total, 120. Present :—Boys, 59; girls, 35; total, 94.

The school is held in a handsome building attached to the Primary Department; it is kept in a neat and becoming condition; the walls however require re-colouring. It is well supplied with all educational necessaries, and the general organization is very fair. The pupils are regular, but an improvement in punctuality is desirable; the discipline is very fair. The instruction is imparted with zeal and industry; the classification is judicious; and satisfactory progress has been made since last inspection. Promotions having caused the removal of the 4th Class to the Primary Department at the beginning of the quarter, the range of attainments was considerably narrowed. General proficiency very fair nearly.

ALBURY (Primary):—Regular inspection, 14th December.

Enrolled :—Boys, 100; girls, 84; total, 184. Present :—Boys, 69; girls, 59; total, 128.

The schoolroom is narrow in proportion to its length, otherwise it is excellently adapted to its purpose; the drainage is defective but is about to be remedied; the walls need re-colouring. The school is well furnished and supplied with all that is needful; a neat and well laid out garden sets off the handsome front of the buildings, and renders them an ornament to the town. The organization is very fair. Two-thirds of the pupils are regular; a few are unpunctual; the pupils' demeanour is pleasing, and the discipline effective. The classification is good; the methods of instruction modern and penetrative; and the general proficiency very fair to good. Time did not permit of the 5th and 4th Classes being examined in the higher subjects, all of which receive considerable attention.

BALRANALD:—Regular inspection, 7th September.

Enrolled :—Boys, 30; girls, 35; total, 65. Present :—Boys, 26; girls, 24; total, 50.

The school buildings recently enlarged are now tolerably suitable; they are kept in becoming order and condition. Two-thirds of the pupils are regular, and all are tolerably punctual. The discipline is weak, and the pupils rather restless and talkative. The teaching is zealous and industrious, and the attainments fairly satisfy the standard.

BLACK RANGE (N.V.):—Regular inspection, 13th July.

Enrolled :—Boys, 17; girls, 17; total, 34. Present :—Boys, 17; girls, 17; total, 34.

The school buildings are tolerably suitable, but the premises are not fenced in, and there are no out-houses. The premises are kept as neat as circumstances will allow. The pupils are irregular and unpunctual; otherwise, the discipline is fair, and the government judicious. Considering the inexperience of the teacher, the school evinces satisfactory progress, and the instruction shows considerable aptitude.

BOWNA:—Regular inspection, 24th July.

Enrolled :—Boys, 24; girls, 22; total, 46. Present :—Boys, 19; girls, 20; total, 39.

The schoolroom (of wood) is now unfit for use. A new and commodious building, however, is shortly to be erected. The premises are unfenced, but the whole property is kept with reasonable care. The internal organization is fair, and the moral tone satisfactory. An increasing attendance exhibits the improved interest the parents take in the school. The discipline is severe but effective; the instruction sound, followed by tolerable to fair results. The classification is appropriate.

COOLAC:—Regular inspection, 20th November.

Enrolled :—Boys, 14; girls, 16; total, 30. Present :—Boys, 8; girls, 12; total, 20.

The school buildings (wood) are tolerably suitable, but the outhouses are dilapidated, and should be done away with. The school premises are partially fenced only, and are kept with reasonable care. The organization is tolerable. A full supply of working material is kept up, and there is sufficient furniture for present use. Two-thirds of the pupils are regular but unpunctual. The discipline is lax and feeble. The instruction wants energy, and the progress of the pupils falls short of the standard. The general proficiency tolerable to fair.

DENILIQWIN:—Regular inspection, 28th and 29th August.

Enrolled :—Boys, 90; girls, 45; total, 135. Present :—Boys, 68; girls, 37; total, 105.

The school buildings generally are in fair repair, but need re-colouring and painting. The premises are kept in becoming order. The discipline is effective. The attainments are nearly fair (5·7), and the general spirit of the school is satisfactory.

EDWARDSTOWN:—Regular inspection, 7th June.

Enrolled :—Boys, 20; girls, 27; total, 47. Present :—Boys, 10; girls, 17; total, 27.

At the time of my visit the school buildings and residence were undergoing important repairs, the ground being fenced and a bridge thrown across a creek for the convenience of the pupils. When completed the organization will be good and the material condition satisfactory. The attendance has increased, but the irregularity and non-punctuality of the pupils still exist. Very fair discipline is kept. The instruction is earnest, and results tolerable. The classification is defective. The teacher is industrious, but lacks experience.

GERMANTON:—Regular inspection, 19th July.

Enrolled :—Boys, 12; girls, 20; total, 32. Present :—Boys, 11; girls, 15; total, 27.

Pending the completion of the new schoolbuildings, the children were being taught in temporary premises, the best obtainable. The furniture and apparatus was old and dilapidated. A fair supply of working material exists, and the aspect of the school as satisfactory as the circumstances would allow. About two-thirds of the pupils are regular, and all are fairly punctual. The discipline is firm and well sustained. The instruction would be much improved if the teacher devoted more time to study. The proficiency of the pupils ranged from moderate to fair.

GOCUF:—General and regular inspection, 24th November.

Enrolled :—Boys, 24; girls, 24; total, 48. Present :—Boys, 21; girls, 21; total, 42.

Since previous inspection a neat and commodious residence has been erected. The premises generally are kept in excellent order. The furniture and apparatus are well suited to the requirements of the school and tastefully arranged. The whole external aspect is pleasing. More than three-fourths of the pupils are regular in attendance, and all are punctual. The discipline is mild but firm, and the children's demeanour self-contained. The instruction was imparted with very fair skill, the classification suitable, and the general proficiency quite up to standard.

GUNDAGAI:—Regular inspection, 2nd and 5th June.

Enrolled :—Boys, 48; girls, 38; total, 86. Present :—Boys, 32; girls, 21; total, 53.

New and important additions have recently been made to this school. The material condition is now good. The organization is satisfactory and the external aspect pleasing. The attendance is far short of what may be expected, and still decreasing, partly from the unpopularity of the teacher and partly from

the opening of a Roman Catholic school in the neighbourhood. The teacher is well trained and skilful, but the results of examination are not commensurate. The discipline is fair, the classification good, and the general proficiency fair to very fair.

HAY :—Regular and general inspection, 14th and 15th September.

Enrolled :—Boys, 90 ; girls, 45 ; total, 135. Present :—Boys, 64 ; girls, 26 ; total, 90.

Important improvements to this school will, when completed, make the material condition all that can be desired. The organization is good, and the premises are kept in becoming order. There is sufficient working material and the furniture is tastefully arranged. Five-sixths of the pupils are regular and nearly all are punctual. The discipline is firm and well-sustained. The instruction is intelligently and earnestly applied, and the results are above standard.

HOPEFIELD :—Regular inspection, 17th August.

Enrolled :—Boys, 14 ; girls, 17 ; total, 31. Present :—Boys, 11 ; girls, 13 ; total, 24.

The schoolbuildings are new and well preserved ; the premises are fenced in. The organization is fair, and the material condition good. The attendance is irregular and unpunctual, chiefly from the neglect of the parents. The attainments, therefore, were only tolerable. The discipline and instruction fair.

JEREELDERIE :—Regular and general inspection, 24th October.

Enrolled :—Boys, 37 ; girls, 18 ; total, 55. Present :—Boys, 36 ; girls, 16 ; total, 52.

The material condition is very fair, organization satisfactory, and working material sufficient. The discipline lax, and the pupils, especially the girls, somewhat indolent. The classification is appropriate, and the attainments range from tolerable to fair.

LAKE ALBERT (N.-V.) :—Regular inspection, 6th November.

Enrolled :—Boys, 11 ; girls, 24 ; total, 35. Present :—Boys, 11 ; girls, 22 ; total, 33.

The school is held in a building temporarily lent for the purpose. New buildings on a more favourable site are shortly to be erected. The material condition is fair, the working material sufficient, and the general organization satisfactory. Nearly all the children are regular and fairly punctual. The discipline is very fair. The instruction also produces fair results.

MENINDIE :—Regular inspection, 29th September.

Enrolled :—Boys, 17 ; girls, 19 ; total, 36. Present :—Boys, 10 ; girls, 12 ; total, 22.

The schoolroom is a neat and commodious structure. There is no residence. The ground is unfenced, but the premises are kept neat and becoming. A sufficient supply of working material was wanting. The general organization is good. Nearly two-thirds of the pupils are regular, and are generally punctual. The discipline is very fair. Satisfactory progress has been made in school work, and the results range from tolerable to fair.

MOAMA :—Regular inspection, 30th August.

Enrolled :—Boys, 34 ; girls, 22 ; total, 56. Present :—Boys, 19 ; girls, 9 ; total, 28.

The present school buildings are too small, and ill-provided with the usual out-buildings. New school buildings of a superior character are about to be built, which will amply satisfy the educational wants of the town for some years. The furniture is old and unsuitable. The supply of working material sufficient, and the general organization as satisfactory as possible under the circumstances. The attendance was much diminished by sickness ; but tolerable regularity and punctuality of attendance exists. The discipline is satisfactory. The instruction is imparted with fair skill, but the general proficiency is low, owing to sickness and irregularity of attendance.

MOULAMEIN :—Regular and general inspection, 5th September.

Enrolled :—Boys, 12 ; girls, 14 ; total, 26. Present :—Boys, 12 ; girls, 14 ; total, 26.

School buildings present a neat and becoming appearance. The fencing is falling to the ground in many places. A tank is much required. The supply of working material is ample, and the organization is reasonably good. The instruction is tolerably effective, the discipline good, and the general proficiency ranges from tolerable to fair.

MOUNT ADRAH :—Regular inspection, 5th December.

Enrolled :—Boys, 17 ; girls, 16 ; total, 33. Present :—Boys, 13 ; girls, 14 ; total, 27.

The present schoolroom is tolerably suitable, but the out-buildings are no longer fit for use. A neat and tasteful garden surrounds the schoolroom, the work of the pupils supervised by the teacher. As soon as the land is conveyed to the Council a new schoolroom will be erected. The attendance equals nine-elevenths of the numbers enrolled. The pupils are tolerably punctual. The instruction is intelligent, and imparted with zeal and energy. The discipline is very satisfactory, and the general proficiency fair to very fair.

MULWALA (N.-V.) :—Regular inspection, 22nd August.

Enrolled :—Boys, 14 ; girls, 19 ; total, 33. Present :—Boys, 12 ; girls, 19 ; total, 31.

The school site is low and wet in winter. The schoolroom tolerably suitable. The furniture and apparatus adapted to their use and working material sufficient. The organization is very fair. Nearly two-thirds of the children are regular, but their punctuality is not so satisfactory, the discipline is very fair, and the pupils were very well behaved. The instruction is tolerably skilful and the attainments nearly fair.

MULLENGANDRA :—Regular inspection, 21st July.

Enrolled :—Boys, 11 ; girls, 14 ; total, 25. Present :—Boys, 9 ; girls, 12 ; total, 21.

Prettily situated on the bank of a creek. The school buildings, when completed, will present a very pleasing appearance. They are suitable, tolerably well supplied with furniture and working material, and the school is fairly organized. The pupils are tolerably regular and punctual, considering their distance from the school. The discipline is judicious, the instruction fairly effective, and the attainments nearly satisfy the standard.

NARANDERA :—Regular and general inspection, 30th October.

Enrolled :—Boys, 23 ; girls, 19 ; total, 42. Present :—Boys, 11 ; girls, 13 ; total, 24.

The new school buildings present a very neat appearance, but a kitchen is required to render this school one of the best of its kind in material condition ; it is well equipped with every school necessary, and is well organized. The presence of scarlatina in the town temporarily reduced the attendance ; the children are generally regular, and their punctuality is satisfactory. The discipline was very fair, the instruction intelligently put, and the results satisfy the requirements of the standard.

TATTAILA :—

TATTAILA :—Regular and general inspection, 31st August.

Enrolled :—Boys, 14 ; girls, 16 ; total, 30. Present :—Boys, 13 ; girls, 16 ; total, 29.

The school buildings recently erected are well and neatly kept, and the teacher's garden is tastefully arranged. The supply of water through a defect in the tank is scanty and unwholesome. The premises are fenced in, and the whole external aspect is becoming. The attendance is characterised by regularity and very fair punctuality. The discipline is very good, and the pupils remarkably neat and well behaved. The classification was suitable. The instruction was painstaking and intelligent, and the attainments rank this as one of the best of the schools of its class. The standard was more than satisfied.

THURGOONA :—Regular inspection, 14th and 17th July.

Enrolled :—Boys, 31 ; girls, 35 ; total, 66. Present :—Boys, 31 ; girls, 35 ; total, 66.

In material condition and equipment this school is one of the best in the district ; a substantial fence surrounds the whole premises ; the garden is tastefully laid out, the drill yard well gravelled by the voluntary labours of the boys, and the whole aspect pleasing. The organization is very good. Nine-tenths of the pupils are regular, and nearly all are punctual. The discipline is very satisfactory, and the demeanour of the pupils becoming. The instruction is characterised by great intelligence, methods are modern, and applied with commendable zeal. The classification is judicious. The attainments were above standard.

TUMUT :—Regular inspection, 20th December.

Enrolled :—Boys, 70 ; girls, 71 ; total, 141. Present :—Boys, 58 ; girls, 61 ; total, 119.

Handsome and commodious buildings, well maintained ; the grounds are fenced in and planted with trees, a few well-arranged flower-beds give a very becoming appearance. The supply of working material is sufficient, and is used with economical care. The discipline is very good, and the moral tone very pleasing. The instructional documents are well drawn up, and carefully arranged. Five-sevenths of the pupils are regular, and all punctual, with few exceptions ; and the whole aspect of the school creditable to the teachers. The instruction was intelligent and penetrative, the methods appropriate, and the general proficiency above standard.

WAGGA WAGGA (Boys) :—Regular inspection, 10th, 13th, and 14th October.

Enrolled :—198. Present :—163.

Both schoolrooms are too small for the increasing attendance. An infant department would render the material condition and organization complete. The school grounds are fenced in, and judiciously planted with umbrageous trees. The whole aspect externally is good. Nearly all the children are regular and punctual, and their demeanour and behaviour are such as firm and well-sustained discipline must needs produce. The results of instruction fully justify the high position of the school in the town and district.

WAGGA WAGGA (Girls) :—Regular inspection, 7th and 8th November.

Enrolled :—148. Present :—119.

As in the boys' department, the schoolroom is scarcely adequate to the present attendance ; but the general condition of the school as regards material for working is good. The pupils are regular and punctual, and the discipline is satisfactory, especially in the upper classes. The attainments ranged from fair to very fair, and in the upper classes, in some subjects, good.

WOOMARGAMA :—Regular inspection, 20th July.

Enrolled :—Boys, 21 ; girls, 5 ; total, 26. Present :—Boys, 21 ; girls, 5 ; total, 26.

A neat well appointed building ; there is no teacher's residence ; it is well supplied with working material, and the general organization is fair. The attendance is irregular and unpunctual, and the teacher was not present on the school ground on the day of inspection till nearly 11 o'clock a.m. The discipline is ill regulated, but the instruction was imparted with tolerable skill. The classification is reasonably good. The attainments ranged from indifferent to fair.

II.—PROVISIONAL SCHOOLS.**COBEE :—Regular inspection, 23rd October.**

Enrolled :—Boys, 8 ; girls, 10 ; total, 18. Present :—Boys, 8 ; girls, 10 ; total, 18.

A new schoolhouse, suitably furnished, except desks. The premises are unfenced, and unprovided with outhouses. The supply of working materials is sufficient. The material condition is reasonably good. All the children of the district attend with tolerable punctuality. The discipline is healthy ; only the ordinary subjects of instruction are taught, but the teaching is earnest and moderately skilful. The general proficiency is tolerable.

CLARENDON :—General and regular inspection, 16th November.

Enrolled :—Boys, 12 ; girls, 5 ; total, 17. Present :—Boys, 6 ; girls, 2 ; total, 8.

The school building (of galvanized iron), when finished, will be fairly suitable. The premises are leased, and fenced in only on two sides. The site is not sufficiently central to secure a fair attendance. The supply of working material is sufficient, and the organization satisfactory under the circumstances. The pupils are unpunctual and irregular, owing to the distance they attend school from, but are quiet and well behaved. The discipline is effective. The instruction is tolerably efficient, the methods moderate, and the classification appropriate. The attainments and general proficiency were below standard.

HILLAS' CREEK :—Regular inspection, 6th December.

Enrolled :—Boys, 16 ; girls, 13 ; total, 29. Present :—Boys, 16 ; girls, 11 ; total, 27.

Since last inspection a new building has been erected. It is neat and very suitable to its purpose ; it is tolerably well equipped with all that is necessary, and the organization is tolerable. The ground is unfenced. The attendance bears a reasonable proportion to the numbers on the rolls, and the punctuality fair, but the discipline is wanting in firmness. The pupils were not as neat in their dress as they should be. The instruction is earnest and tolerably skilful ; the classification satisfactory. The general proficiency ranged from tolerable to fair.

NANGUS CREEK :—Regular inspection, 9th June.

Enrolled :—Boys, 8 ; girls, 11 ; total, 19. Present :—Boys, 8 ; girls, 11 ; total, 19.

A new building of slab and shingles, tolerably suitable to its use. The premises are unfenced, and there are no out-houses. A sufficient supply of working material exists, and the school is well organized so far as the teacher is responsible. The attendance equals nine-tenths of the number on rolls. The pupils are tolerably regular and punctual. They are well disciplined and the tone of the school was exceedingly pleasing. The instruction was effective and imparted zealously ; the teacher may with application become very efficient. The classification is very satisfactory. The attainments exceeded fair.

WANGANILLA :—

WANGANELLA :—Regular inspection, 18th October.

Present :—Boys, 15 ; girls, 13 ; total, 28.

This school is centrally situated, but the school buildings need repair. The discipline is moderate. The attainments amount to moderate only. The teaching is earnest, but wanting in energy and skill.

Inspector's Office,
Albury, 27th January, 1877.

C. HOOKINS,
Inspector of Schools.

ARMIDALE DISTRICT.

INSPECTOR'S General Report for the year 1876.

DURING the year 1876 there have been in operation fifty-one schools, viz. :—Twenty-six Public, twenty-three Provisional, one Church of England, and one Roman Catholic. One new Public School—Doughboy Hollow—and five new Provisional Schools—Black Creek, Dungowan Lower, Goonoo Goonoo Kangaroo Flat, and Swanbrook—have been opened within the year ; and three Provisional Schools, Nowendoc, Wandsworth, and Saumarez Ponds, in operation during part of 1875, have been closed—in the case of Nowendoc and Wandsworth owing to diminished attendance, and in the case of Saumarez Ponds because of the substitution of a Public School in an adjacent locality. Aid was also granted to a Provisional School at Gurranbeen ; but the very indifferent support given to the teacher appointed led to his withdrawal, and the determination on the part of the Council to withhold its support for a time.

All the schools in operation at the time of my regular visitation have been fully inspected, with the exception of Barraba P., Black Creek Prov., and Rock Vale Prov. ; and seven of the schools received the ordinary as well as the regular or general inspection. Four schools, all Provisional, did not receive inspection as they were not open when I was in their neighbourhood. It should be mentioned here that serious illness incapacitated me for work during two months of the year most favourable for travelling, and thus rendered the accomplishment of the work contemplated in my programme of inspection extremely difficult.

Applications for the establishment of Public Schools at Moor Creek (Tamworth) and Rob Roy Gully (Inverell) have been favourably reported upon, and measures have been taken for the erection of the necessary buildings. Steps are also in progress for the establishment of Provisional Schools at Deep Creek, Salisbury, Saumarez Creek, and Stanborough. Taking the district throughout, it may be said that the means of education are very fairly supplied. There are a few places where Provisional Schools are needed, but where no action has been taken locally towards their provision, owing either to indifference on the part of the residents, or to the supposition that funds for the erection of the necessary buildings and furniture will be supplied by the Council.

Within the year much has been done towards the improvement of Public School premises, and the buildings and accommodation are now better than ever before. Votes to the amount of about £1,900 have been made by the Council during the year for various repairs and additions ; and £4,500 has been appropriated for the erection of new school buildings. The principal repairs and additions have been effected in connection with the Public Schools at Armidale, Bundarra, Gunnedah, Nundle, Tenterfield, and Walcha ; and Bingera, Quirindi, and Tamworth are localities in which new buildings are in progress. At Vegetable Creek the want of a good schoolhouse has been most urgently felt for the past three years ; and although the Council has been prepared to undertake its erection, nothing has yet been done owing to the difficulty of obtaining a suitable site. The same remarks, in a measure, apply to Brodie's Plains, near Inverell. A noticeable defect in the material condition of our schools is the almost universal absence of gardens and ornamental or shade trees. In some cases a few gum-trees are found in the playgrounds ; but as a rule the school sites present a most bare and uninviting aspect. In the western portions of the district bush trees are rarely met with in the schoolgrounds, and it is in these parts that shade is most needed.

In their educational aspect the condition of the schools inspected shows some ground for satisfaction. Although, during portion of the year, school attendance has been interrupted by juvenile sickness, this hindrance to progress did not operate so seriously as in the previous year, when a marked falling off in the attainments of the pupils occurred. The results for 1876 are about on a par with those of 1874, as will be seen from the following data :—

1874.....	55	per cent. below standard ;	17	per cent. up to standard ;	28	per cent. above standard.
1875.....	62	"	18	"	20	"
1876.....	55	"	20	"	25	"

In Public Schools, which afford instruction to about 72 per cent. of the entire school population of the district, the general proficiency of the pupils may be regarded as very fair—in 32 per cent. the attainments being below the standard, in 24 per cent. up to the standard, and in 44 per cent. above it. Or, in other words, in this class of school over two-thirds of the pupils show proficiency ranging from fair to good, and the remainder—less than one-third—show an average proficiency below fair, but in most cases approaching that standard. The Public Schools at Bundarra, Gunnedah, and Nundle rank highest in point of attainments ; and for the second time the latter school, in all its aspects, holds the premier position in the district.

The rule of the Council requiring that in the case of Public Schools all repairs and improvements necessary to the premises should be reported on by the Local Boards through the District Inspector has had a beneficial effect. Whenever practicable, meetings of the various Boards have been held during my visits to consider the material requirements and other matters connected with the schools ; and the opportunity has been taken of impressing upon the members the necessity for the full, active, and systematic discharge of the duties they have undertaken to perform. The provision of the Legislature for the erection and repair of Public School buildings without the need of local contributions to the extent of one-third of the cost, has removed perhaps the most distasteful and difficult of the duties formerly devolving upon Public School Boards ; and in no previous year within my experience has the character of the local supervision so nearly reached what it should be. The Public School Boards at Inverell and Tingha are the most active and efficient in the district ; those at Bowling Alley Point, Boggabri, Brodie's Plains, Dundee, Nundle, and Tamworth rank next.

As a body, the teachers maintain the character for respectability and industry given of them in former reports. Without exception my suggestions and directions have been received in a proper spirit, and with an evident desire for improvement. Comparatively few teachers have been examined for promotion during the year, but this is doubtless owing to the fact that those in the lower grades erroneously supposed that they would have been summoned to examination as in former years—that no application for examination on their part was necessary. All the pupil-teachers in the district but one have undergone examination, and with but one exception, have gained promotion. Speaking generally, their duties are very fairly performed ; and in individual cases there is very good promise of future usefulness. The pupil-teacher employed at Nundle Public School deserves special commendation for his industry and efficiency ; and one, admitted to the training school from the Public School at Armidale, was awarded a bonus of £5 by the Council for the satisfactory manner in which his entrance examination was passed.

Briefly

Briefly summarizing the foregoing remarks, it may be said that the supply of schools is very fairly adequate to the wants of the district; that the material condition and organization of the schools shows marked improvement; and that as regards the general proficiency of the pupils, the ground lost during the previous year has been fully recovered. Local supervision, though still defective, is, in the majority of cases, more active and beneficial than formerly.

Summaries of reports on all schools examined during the year are appended.

J. D. BRADLEY.
Inspector of Schools, Armidale District.

ARMIDALE DISTRICT.

ANNEX A.

SUMMARIES of Reports upon Public and Provisional Schools examined during the year 1876.

I.—PUBLIC SCHOOLS.

ARMIDALE (V.) :—General inspection, 7th, 8th, 10th, and 13th November.

Number enrolled :—Boys, 123; girls, 96; total, 219. Number present :—Boys, 108; girls, 85; total, 193.

The buildings have received thorough renovation since last inspection, and some very necessary additions have been made. Steps have been taken for the effective drainage of the premises, and this completed, the material condition will leave little to be desired. The internal equipment of the school is complete, and the organization in other respects good. A steady increase in the attendance is perceptible, and very fair regularity and punctuality are secured. The general results of the discipline are not so satisfactory as those observed at the last inspection, more especially in the case of the senior division of the school. Drill requires far more attention than it appears to receive. The course of instruction is complete and well regulated. On the whole the methods employed are suitable in kind, and applied with intelligence and energy. Better results, however, would be obtained were the discipline more precise and exacting. The average proficiency of the pupils is fair. Local supervision for a long time past has been little better than nominal. Meetings of the Board are of very rare occurrence, and the duty of visiting the school is almost entirely neglected.

BENDEMEEL (V.) :—Regular inspection, 27th September.

Number enrolled :—Boys, 21; girls, 15; total, 36. Number present :—Boys, 18; girls, 13; total, 31.

The schoolroom is small and badly shaped. Generally speaking the organization may be regarded as fair; and there is a sufficiency of all necessary working appliances. The attendance has improved of late, but is still unsatisfactory. The discipline is lax, and many of the younger pupils are restless and talkative, while some of the elder ones show anything but properly subdued and respectful demeanour. All the prescribed subjects are taught, and the various lesson documents are compiled with tolerable judgment. Zeal and industry are shown in the school work, but the teaching is not effective. Under examination the pupils yield but a passive attention, and are with difficulty made to exert themselves. The average proficiency rates at moderate to tolerable. Local supervision is not very active.

BOGGABRI (V.) :—General inspection, 18th October.

Number enrolled :—Boys, 18; girls, 13; total, 31. Number present :—Boys, 14; girls, 10; total, 24.

Repairs to the walls of the teacher's residence, rendered necessary by the subsidence of the foundation, are about to be effected. In other respects the buildings are in good condition. There is a good supply of books and apparatus, and the organization is in general very fair. The attendance has improved under the present teacher, both in point of numbers and in the degree of regularity secured. The discipline is also better than formerly; and the order, general appearance, and demeanour of the pupils are good. School drill, however, requires more attention. All the prescribed subjects but needlework are taught, and the various lesson documents are correctly compiled. The classification is rather defective, and the attainments of the pupils—in the third class especially—are uneven. The methods employed, as far as observed, are of very fair quality, and reasonable progress has been made under the present teacher. The average proficiency of the pupils is nearly fair. Local supervision is fairly beneficial.

BOWLING ALLEY POINT (V.) :—Regular inspection, 27th November.

Number enrolled :—Boys, 27; girls, 27; total, 54. Number present :—Boys, 20; girls, 23; total, 43.

The building is badly in need of painting, and many minor repairs are also required. The stock of working appliances is sufficient, and in very fair condition, and in general the organization is correct. The pupils attend with very fair regularity and punctuality, and the order is, in general, satisfactory, but in many important points the effects of the discipline fall far short of those of last year. The attention of the pupils is weak, and but little willingness to work is shown; and these features are most apparent in the higher grades. The course of instruction is complete, and the lesson programmes and time-table are constructed with very fair judgment. As far as noted, the methods are suitable and applied with fair skill. The average proficiency of the pupils is tolerable to fair. Local supervision is fairly active and efficient.

BRODIE'S PLAINS (N.-V.) :—General inspection, 3rd August.

Number enrolled :—Boys, 23; girls, 26; total, 49. Number present :—Boys, 22; girls, 25; total, 47.

The accommodation is altogether inadequate to the requirements of the place, but steps have been taken for the erection of new and suitable premises. The organization is as good as can be expected under existing circumstances, and the state of the school records, both as regards neatness and accuracy, is very creditable. A fair attendance of pupils is secured, but many children are kept at home owing to the insufficiency of the school accommodation. Of those enrolled a good percentage are regular and punctual. The discipline is healthy, and the order and moral tone are very good. School drill, however, is not properly understood or practised. The course of instruction is complete, and regulated with fair skill. The methods are of fair quality, and the teaching is painstaking, earnest, and, in general, thorough. The average proficiency of the pupils rates at fair to very fair nearly. The members of the Public School Board take fair interest in the school, and visit it as often as the nature of their occupations permits.

BUNDARRA (V.) :—Regular inspection, 14th and 15th August.

Number enrolled :—Boys, 33; girls, 31; total, 64. Number present :—Boys, 29; girls, 27; total, 56.

Additions and repairs of an extensive character have been effected, and the accommodation is now sufficient. Some extra furniture has yet to be provided. The organization, as far as effected by the teacher, is good, and the condition of the school records satisfactory. A very fair attendance of pupils is secured, and with few exceptions the children are regular and punctual. They are clean in appearance and well behaved, and the general order and moral tone of the school are good. The classification of the pupils is effected with very fair judgment, and the course of instruction is complete and well regulated. Very fair methods are employed, and the teaching seems marked by diligence and earnestness. The pupils are steady

steady in their attention under examination, and, as a whole, give evidence of very fair mental training. The results of inspection are fully satisfactory, and higher average proficiency would doubtless have been shown but for general promotions made a short time previous to the inspection. The average proficiency is fair to very fair +. Local supervision devolves almost entirely upon the Honorary Secretary, who visits the school frequently and otherwise shows an active interest in its welfare.

DOUGHBOY HOLLOW (V.) :—General inspection, 4th December.

Number enrolled :—Boys, 37 ; girls, 32 ; total, 69. Number present :—Boys, 29 ; girls, 26 ; total, 55

In view of the temporary character of the population, the school buildings are of a portable description. The supply of furniture is scarcely sufficient, but diminution in the attendance may be expected, as the railway employes move further up the line. There is an ample stock of apparatus and books, and otherwise the organization is good. About 75 per cent. of the pupils enrolled attend regularly, and, with few exceptions, the punctuality is good. Drill is not sufficiently practised, and in this respect the discipline is defective. The government seems firm and consistent ; and, considering that most of the pupils are children of railway labourers, surrounded by an unhealthy home influence in many cases, their general appearance and demeanour are creditable to the teacher. All the prescribed subjects but needlework are taught. The classification is correct, and the instruction well regulated. The teaching is based on good methods, and the results are satisfactory when it is taken into account that very few of the pupils had received any instruction previous to their admission to the school. The average proficiency is fair nearly. Local supervision is merely nominal.

DUNDEE (V.) :—General inspection, 27th March.

Number enrolled :—Boys, 20 ; girls, 9 ; total, 29. Number present :—Boys, 16 ; girls, 9 ; total, 25.

Since last inspection the school has been removed from the temporary premises formerly occupied to the building originally used as a National School. This has been placed in very fair repair, and is sufficient for present requirements. The playground needs fencing, as more than half of the pupils come from distances exceeding 3 miles, and the school paddock is required for the safe keeping of the horses of those that ride. The school furniture is sufficient, but the desks are large and cumbersome. In other respects the organization is very fair, and the school records are kept with creditable neatness and accuracy. The district is very sparsely populated, some of the pupils having to travel 9 miles to school, and, as before stated, less than half live within 3 miles of it. Under these circumstances the character of the attendance both as regards regularity and punctuality is very good. The parents (mostly Germans) appreciate the advantages of education, and the teacher evidently has spared no pains to make the school a success. The general discipline is salutary and the moral tone good. The course of instruction is complete, and regulated with very fair judgment. The methods observed are of fair merit, and the teaching is earnest and, in general, thorough. The pupils are attentive under examination and show very fair mental training, and the average proficiency rates at fair to very fair. Local supervision is fair. (Since the inspection of the school the playground has been securely fenced.)

GLEN INNES (V.) :—Regular inspection, 28th and 29th March.

Number enrolled :—Boys, 71 ; girls, 71 ; total, 142. Number present :—Boys, 51 ; girls, 54 ; total, 105.

In all essential points the material condition and organization of the school continue very satisfactory. The pupils attend with very fair regularity and are punctual, and in other respects the discipline is effective, securing good order and a healthy moral tone. All the prescribed subjects are taught, and the lesson documents are suitable and their provisions duly observed. Good methods of teaching are employed, and their application is marked by zeal and industry. The pupils are very attentive under examination and evince very fair mental training. The average proficiency is fair to very fair. Local supervision is not very active, and from the few visits paid to the school by members of the Board, it would appear that little interest is taken in its welfare.

GUNNEDAH (V.) :—Regular inspection, 16th and 17th October.

Number enrolled :—Boys, 49 ; girls, 56 ; total, 105. Number present :—Boys, 43 ; girls, 49 ; total, 92.

The enlargement of the schoolroom and erection of a weather-shed are pressing wants. In other respects the material condition and general organization are very good. All the school records are kept with commendable neatness and accuracy. Some 30 or more children of the school age in the town and its vicinity are not enrolled, and not a few of these appear to be withheld in consequence of the overcrowded state of the schoolroom. The attendance is good in point of regularity and punctuality. The discipline is vigorous, and the general order and moral tone are very good. The course of instruction is complete and well regulated, and the lesson documents are appropriate and duly observed. The methods are suitable, and the teaching of both principal and assistant is marked by vigour and earnestness. Under examination the pupils give a ready, intelligent attention, and with few exceptions are thoughtful and self-reliant in their general work and answering. Reading and arithmetic are exceptionally well taught. The average proficiency of the pupils is very fair. Local supervision is fairly active and beneficial.

INVERELL (V.) :—General inspection, 1st, 2nd, and 4th August.

Number enrolled :—Boys, 63 ; girls, 66 ; total, 129. Number present :—Boys, 55 ; girls, 62 ; total, 117.

The present premises are far from sufficient for existing requirements, but the new buildings are approaching completion and will be ready for occupation in about two months. The stock of working appliances is barely sufficient, nor can sufficient furniture to accommodate the children be placed in the schoolroom. As far as the teacher is accountable the organization is good, and the condition of the school records is in all respects satisfactory. The character of the attendance is very much improved. The numbers have steadily increased under the present teacher, and with the opening of the new premises a large influx of new pupils may be expected. The degree of regularity secured is good, and making due allowance for the difficulty of attendance in the wet season, the regularity is almost equally satisfactory. The general discipline is sound and free from harshness and severity ; and the order and moral tone are very good. A fourth class has been formed since last inspection. The instructional documents are well arranged, and the teaching is earnest and marked by appropriateness of method. The children are attentive under instruction and examination, and the mental training exhibited is in marked contrast with that of last year. The average proficiency is fair +. The character of the local supervision has very much improved. Regular Board meetings are held, and systematic visitation of the school is practised.

KELLY'S PLAINS (V.) :—General inspection, 13th September.

Number enrolled :—Boys, 19 ; girls, 23 ; total, 42. Number present :—Boys, 15 ; girls, 18 ; total, 33.

The premises are suitable but need repairs. There is a fair supply of books and apparatus, and the various school records are correctly kept. As far as the teacher is accountable for it, the organization is fair. The character of the attendance has improved of late. The discipline is fair in most respects ; but the demeanour of two or three of the elder pupils is unbecoming, and whispering during work is prevalent. All the prescribed subjects but singing are taught, and the instruction is tolerably well regulated. Under examination the pupils give very fair attention, and their average proficiency is tolerable. The Public School Board has recently been enlarged, and more interest in school matters now appears to be taken. Visits to the school are, however, of rare occurrence.

MARYLAND (V.) :—Regular inspection, 13th and 14th March.

Number enrolled :—Boys, 21 ; girls, 26 ; total, 47. Number present :—Boys, 17 ; girls, 21 ; total, 38.

As regards material condition and equipment the school is all that can be desired, and the organization as effected by the teacher is fair. With few exceptions the pupils are regular and punctual. The discipline is rather lax, but in some points the order has improved, and the marching and other simultaneous movements are performed with fair uniformity and precision. The instruction is carefully arranged, and the prescribed course is followed. The teacher possesses very fair natural aptitude, and but for the defective discipline and consequent partial attention of the pupils, would secure correspondingly good results. The average proficiency of the pupils is tolerable. The members of the Public School Board visit the school rarely, but otherwise appear to take an interest in its welfare.

NARRABRI (V.) :—Regular inspection, 20th October.

Number enrolled :—Boys, 40 ; girls, 30 ; total, 70. Number present :—Boys, 31 ; girls, 27 ; total, 58.

The premises generally are in need of urgent and extensive repairs, and some additions are also required. There is a very fair supply of books and apparatus, but most of the wall tablets have been destroyed by silver-fish. In general, the organization is good. Material increase in the attendance has taken place, and very fair regularity is secured. The discipline is effective. The children, as a whole, are neat and clean in appearance and well-behaved, and the moral tone of the school is good. All the prescribed subjects are taught, and the instructional documents are compiled with very fair judgment. The methods, as far as observed, are suitable, and except as regards the teaching of reading in the first class, are attended with reasonably good results. The average proficiency approaches fair. Local supervision has not been very active, but there is reason to hope for improvement.

NUNDLE (V.) :—Regular inspection, 28th and 29th November.

Number enrolled :—Boys, 50 ; girls, 59 ; total, 109. Number present :—Boys, 49 ; girls, 49 ; total, 98.

The premises are urgently in need of enlargement and other improvements, and there is insufficient furniture for the accommodation of the pupils. The stock of apparatus and books is sufficient, and, as far as effected by the teacher, the organization is very good. For the population the attendance of pupils is very gratifying, and many children come from very long distances. About 90 per cent. of those enrolled are regular in their attendance, and, as a rule, none are unpunctual. In its other effects the discipline ranks high, and the excellent attention of the pupils, their ready obedience, self-reliance, and willingness to work, make the examination of the school a pleasure. The course of instruction is complete, and elementary Latin and Algebra are taught in the fourth class. The instruction is well regulated, and the teaching energetic and skilful and productive of creditable results. The average proficiency of the pupils is very fair ; and, for the second time, the school in all its aspects holds the premier position in the Armidale district. Local supervision is reasonably good, and the members of the Board, as a rule, take an active interest in all that concerns the welfare of the school.

ROCKY RIVER (V.) :—Regular inspection, 17th November.

Number enrolled :—Boys, 23 ; girls, 24 ; total, 47. Number present :—Boys, 17 ; girls, 20 ; total, 37.

The premises generally are in very fair repair. The school stock is ample and in good condition, and otherwise the organization is very satisfactory. The pupils attend with very fair regularity and are punctual. The government is very effective, and the general order and moral tone of the school rank considerably above the average. All the prescribed subjects but singing are taught. The classification is correct, and good judgment is shown in the compilation of the lesson documents. The teaching is earnest and, as a rule, thorough ; and the pupils work with a willing energy and self-reliance exceptionally good. The average proficiency rates at fair to very fair. Local supervision is but moderately effective.

SAUMAREZ (V.) :—Regular inspection, 14th September.

Number enrolled :—Boys, 22 ; girls, 31 ; total, 53. Number present :—Boys, 13 ; girls, 25 ; total, 38.

The material condition of the school is very fair in all essential points. There is a sufficiency of working appliances, and in other respects the organization is fair. The attendance of pupils is reasonably satisfactory both as regards regularity and punctuality ; and the discipline is fair and improved. The course of instruction is complete, and the various lesson documents are compiled with fair skill. The methods are not of the most approved kind, but the teaching seems characterized by very fair industry. The attention of the pupils under examination is good, but too little mental activity is shown ; and in most subjects the attainments are yet below the requirements of the standard. The average proficiency is tolerable. The Public School Board appear to take reasonable interest in the school.

TAMWORTH (V.) :—Regular inspection, 22nd and 23rd November.

Number enrolled :—Boys, 72 ; girls, 51 ; total, 123. Number present :—Boys, 50 ; girls, 31 ; total, 81.

As previously reported, the school building is unfit for occupation, but the new premises are approaching completion. Temporary out-offices have recently been provided at the expense of the Public School Board. There is a sufficiency of furniture, apparatus, and books for the present attendance, and, making allowance for the unsuitableness of the building, the organization is very fair. Considering the large population of the town the attendance of pupils is very low. The very indifferent character of the accommodation has much to do with this result, but there are doubtless other causes operating, more difficult, however, to discover or define. The pupils enrolled attend with very fair regularity and punctuality ; in other respects the results of the discipline are less satisfactory. In none of the classes is the attention of the pupils as willing and well-sustained as it should be ; and in many minor points the order is far from precise. In these respects retrogression is perceptible. All the prescribed subjects are taught, and the instruction is well regulated and marked by appropriateness of method. Sufficiently active attention on the part of the pupils is not exacted, and as a whole they are indisposed to exert themselves. The average proficiency is fair to very fair nearly. The members of the Public School Board take a very fair interest in the school, but visits are of comparatively rare occurrence.

TENTERFIELD (V.) :—Regular inspection, 20th, 21st, and 22nd March.

Number enrolled :—Boys, 102 ; girls, 73 ; total, 175. Number present :—Boys, 75 ; girls, 55 ; total, 130.

Certain repairs and additions to the premises are needed. There is a good stock of working appliances, and, as far as the teacher is accountable for it, the general organization of the school is very good. The attendance of pupils is good, both as regards regularity and punctuality ; in its other effects the discipline leaves little room for complaint, the general appearance of the pupils, order, and moral tone being very good. All the prescribed subjects are taught, and the instruction is judiciously regulated. The teaching is marked by zeal and industry, and the methods are appropriate and in general very fairly applied. The attention of the pupils under examination is ready and well sustained, and the degree of mental training evinced is, as a whole, creditable. Recent and extensive promotions have been made in the lower grades of the school which to some extent have affected the standard of attainments. The average proficiency rates from fair to very fair. Hitherto the local supervision has been almost nominal, but there is reason to expect a more effective discharge of duty in future.

TINGHA

TINGHA (N.-V.) :—Regular inspection, 16th August.

Number enrolled :—Boys, 23 ; girls, 20 ; total, 43. Number present :—Boys, 23 ; girls, 17 ; total, 40

The material condition and organization of the school continue very fair. More than ordinary indifference with regard to education appears to exist among the residents. Out of an available school population of over 70 only about 40 are enrolled, and this, notwithstanding the efforts of the teacher and Public School Board, to secure a better state of things. About three-fourths of the pupils enrolled are regular in their attendance, and the punctuality is good. The discipline, as a whole, has improved, but is still not sufficiently firm and vigorous. Singing and needlework are not taught ; otherwise, the prescribed course of instruction is followed. The classification is low, and a third class should be formed. The instruction is carefully regulated and the teaching energetic, and, as far as observed, marked by appropriateness of method. The average proficiency of the pupils rates at fair to very fair. The local supervision is active and efficient ; Board meetings are held monthly, and the systematic visitation of the school is carried out.

URALA (V.) :—Regular inspection, 15th and 16th November.

Number enrolled :—Boys, 50 ; girls, 49 ; total, 99. Number present :—Boys, 42 ; girls, 41 ; total, 83.

A weather-shed is required, and some minor repairs are necessary. The school stock is sufficient and in very fair condition, and the state of the various school records satisfactory. Very fair regularity and punctuality of attendance are secured, and in other respects the general effects of the discipline may be estimated at good. The order is, as a whole, satisfactory, but the marching of the pupils is very loose and irregular. All the prescribed subjects are taught, with the addition of elementary Latin and algebra in the case of the fourth class. The classification is correct, and the time-table and lesson programmes are well constructed. The teaching seems painstaking, and the methods, as far as observed, are appropriate. In the lower grades the results are, as a whole, satisfactory, but in the third and fourth classes comparatively low average attainments are found, and the pupils show much less willingness to work and defective mental training. The average proficiency of the pupils is fair+. Local supervision appears to be less active and efficient than formerly.

VIOLET DALE (V.) :—Regular inspection, 15th September.

Number enrolled :—Boys, 21 ; girls, 17 ; total, 38. Number present :—Boys, 13 ; girls, 11 ; total, 24

The schoolroom is but moderately suitable, being small and not in good repair. The stock of working appliances is sufficient, and generally speaking the material organization is very fair under existing circumstances. The attendance of pupils is not satisfactory either as regards regularity or punctuality, but improvement in the latter respect is perceptible since the ordinary inspection of the school in June last. The government is too easy and indulgent, and closer supervision of the pupils is necessary. All the prescribed subjects but singing are taught. The teaching seems painstaking, but is not effective, and the results, especially in the more important subjects, are below the requirements of the standard. The average proficiency is moderate to tolerable. Local supervision is merely nominal.

WALCHA (V.) :—Regular inspection, 14th December.

Number enrolled :—Boys, 36 ; girls, 29 ; total, 65. Number present :—Boys, 31 ; girls, 25 ; total, 56

The premises have recently been enclosed with a substantial paling fence, and various repairs and additions have been effected, which materially add to the appearance and comfort of the school. The stock of working appliances is sufficient and in very fair condition, and otherwise, the general organization is good. With comparatively few exceptions the pupils are regular and punctual, and the discipline is in general very fairly effective. More attention, however, needs to be paid to the minutiae of order. All the prescribed subjects but singing are taught, and the instructional arrangements are made with very fair skill. The teaching is careful and based on good methods, and generally speaking is attended with very fair results. The average proficiency of the pupils rates at fair to very fair. Local supervision is tolerably effective.

WALLABADAH (N.-V.) :—Regular inspection, 30th November.

Number enrolled :—Boys, 39 ; girls, 36 ; total, 75. Number present :—Boys, 26 ; girls, 29 ; total, 55.

School is conducted in premises used as a C.E. place of worship, but tenders for the erection of suitable vested buildings have been called for. The school stock is sufficient and generally speaking in very fair condition. The general organization is correct. A satisfactory attendance of pupils is secured, only three children of the school age in the locality not being enrolled. Very fair regularity is secured, but many pupils appear to be unpunctual. In other respects also the results of the discipline are not equal to those of last year. All the prescribed subjects are taught, and the lesson documents are framed with very fair skill and appear to be duly observed. The teaching appears to have been less energetic and painstaking than formerly, and the results fall below those obtained at the last inspection. The average proficiency is tolerable to fair. Local supervision is confined almost entirely to the visits of the Honorary Secretary of the Board, who, for many years has taken a very active part in promoting the interests of the school.

WARIALDA (V.) :—Regular inspection, 24th August.

Number enrolled :—Boys, 11 ; girls, 13 ; total, 24. Number present :—Boys, 9 ; girls, 11 ; total, 20.

A water supply is badly required ; otherwise, the material condition is reasonably good. The general organization is fair. About five-sixths of the pupils are regular and punctual in their attendance. The government is fair in most of its features, but the various class movements are not made with the necessary quietness and precision. All the prescribed subjects are taught, and the classification is in general correct. The lesson programmes and time-table are prepared with tolerable judgment and appear to be observed. The teaching is painstaking rather than skilful, and the average proficiency of the pupils is tolerable to fair nearly. Local supervision is merely nominal.

II.—PROVISIONAL SCHOOLS.**BRYAN'S GAP (N.V.)** :—General inspection, 7th March.

Number enrolled :—Boys, 22 ; girls, 20 ; total 42. Number present :—Boys, 16 ; girls, 16 ; total, 32.

Since its opening, about two months ago, the school has been conducted in a barn lent by one of the residents, and the furniture is of a very makeshift and unsuitable kind. A new building erected by local contributions is completed and about to be occupied. The supply of books and apparatus is fairly adequate at present. The attendance has been such as to justify the raising of the school to the rank of Public. Owing mainly to the insufficient accommodation available hitherto, not more than half the children of the school age are enrolled. 80 per cent. of the pupils are regular attendants. The discipline exercised is mild, but firm and effective, and the children are orderly, obedient, and respectful. Singing, drawing, and needlework are omitted from the course of instruction. The time-table and lesson programmes are fairly appropriate, and appear to be observed. The teacher has but a limited knowledge of modern methods, but is very diligent and painstaking, and has done satisfactory work when the disadvantages under which

which he has laboured and the short time the school has been in operation are taken into account. The average proficiency of the pupils is moderate +. No School Board had been formed prior to my visit, but the Local Committee have wrought well in the interests of the school. (This school is now classed as a Public School.)

CARROLL (V.) :—Regular inspection, 11th October.

Number enrolled :—Boys, 13 ; girls, 17 ; total, 30. Number present :—Boys, 12 ; girls, 17 ; total, 29.

The school ground is unfenced, and there is no water supply ; otherwise, the material condition is reasonably good. There is a sufficiency of working appliances ; and the organization, as effected by the teacher, shows some improvement since last inspection. The attendance has improved both as regards the number of pupils enrolled and in the degree of regularity secured. All children of the school age in the locality are now enrolled. The general discipline is still weak, and the pupils, though fairly behaved, have little idea of proper order. All the prescribed subjects but singing and drawing are taught. The classification is tolerably correct, but the instruction is not regulated in accordance with the standard. The teaching, though evidently painstaking, is weak and mechanical ; and the pupils evince but very moderate mental training. The average proficiency is moderate to tolerable. For some time past the Secretary has been the only member of the Board who has taken any interest in the welfare of the school.

COCKBURN RIVER (N.-V.) :—Regular inspection, 28th September.

Number enrolled :—Boys, 13 ; girls, 13 ; total, 26. Number present :—Boys, 13 ; girls, 11 ; tot

The building is suitable and in very fair condition, and there is a sufficient stock of apparatus and books. In other respects the organization is tolerable. Only about two-thirds of the available pupils in the district are enrolled, owing, it would appear, mainly to the unpopularity of the teacher. Of these a very fair percentage are regular and punctual. In its other effects the discipline may be regarded as fair. The prescribed course of instruction is followed, but the teaching is not regulated with proper care. Old lesson programmes are in use with the dates altered ; and for a long time past no register of lessons has been kept. This circumstance, with the comparatively low attainments of the pupils, leads to the inference that the teaching has been neither methodical nor painstaking ; and it is not creditable that, up to the present, no third class has been formed. The average proficiency of the pupils is moderate +. The action of the Local Board has for some time past been adverse rather than conducive to the interests of the school, owing to general dissatisfaction with the Teacher.

DUNGOWAN, LOWER (V.) :—General inspection, 24th November.

Number enrolled :—Boys, 9 ; girls, 19 ; total, 28. Number present :—Boys, 8 ; girls, 9 ; total, 17.

The school building, which cost over £100, has been erected entirely from local contributions on a site the property of the Council of Education. It is a neat and substantial structure, and will prove adequate to all requirements for some time to come. The furniture provided is sufficient and suitable, except that the desks are too long to admit of their proper arrangement ; and there is a very fair supply of apparatus and books. In other points the organization is fair. The ordinary average attendance is 24, but harvest operations have caused a temporary falling off in the numbers. For the class of school, the order and general demeanour of the pupils may be regarded as very fair. All the ordinary subjects but singing and needlework are taught ; and the classification of the pupils, and arrangement of the lesson documents, are effected with fair judgment. The methods in themselves are not of much account, but the teaching is careful. The average proficiency of the pupils is nearly tolerable. A Local Board has yet to be appointed.

DUNGOWAN, UPPER (N.-V.) :—General inspection, 24th November.

Number enrolled :—Boys, 11 ; girls, 10 ; total, 21. Number present :—Boys, 10 ; girls, 7 ; total, 17.

The building is suitable and in good repair, but the furniture is of a very makeshift description—the desks being fixtures to the wall. There is a sufficiency of apparatus, but the books are in a very indifferent condition, and insufficient in quantity for the proper working of the school. The organization otherwise is indifferent. All the available children in the school district attend ; and, with very few exceptions, the pupils are regular and punctual. The government is weak, and little deserving the name of discipline or order is observable. The classification of the pupils is defective, and no time-table or lesson programmes have been prepared. The teacher is ignorant of proper methods, and the attention of the pupils is weak, and their mental training poor. The average proficiency is indifferent. Local supervision is merely nominal.

GLEN MORRISON (V.) :—Regular inspection, 15th December.

Number enrolled :—Boys, 15 ; girls, 16 ; total, 31. Number present :—Boys, 11 ; girls, 12 ; total, 23.

Since last inspection the building has been repaired, and the interior lined with calico—the expense having been borne by the Local Board. Cleanliness and orderly arrangement are features creditable to the teacher. The furniture is sufficient and fairly suitable, and there is an ample supply of books and apparatus, generally speaking in good condition and well preserved. A large number of the parents are very negligent of their children's education, and it is with difficulty that the attendance is kept up to its present standard. The children are quiet and obedient, and in very fair order. The classification of the pupils is, on the whole, correct, but the time-table needs alteration. The methods, as far as noted, are of tolerable quality ; and the teaching seems energetic and careful. The average proficiency of the pupils approaches fair, and in all its features the school shows improvement. The members of the Board take an active interest in the school, and but for their efforts a much smaller attendance would be secured.

GOONOO GOONOO (N.-V.) :—General inspection, 6th December.

Number enrolled :—Boys, 12 ; girls, 15 ; total 27. Number present :—Boys, 8 ; girls, 11 ; total, 19.

The building is of brick—large, comfortable, and in very good repair ; and the supply of furniture, apparatus, and books is fairly sufficient and suitable. The organization is tolerable as far as the teacher is accountable. The attendance is temporarily low on account of harvest and shearing. Usually about 75 per cent. of the pupils enrolled are regular attendants, and very few appear to be unpunctual. The discipline is firm but kind, and the children are quiet, obedient, and respectful, and in very fair order. All the prescribed subjects are taught and the lesson documents are of fair utility. The teaching is energetic and painstaking, and the average proficiency of the pupils exceeds tolerable. Local supervision is fairly beneficial.

GOSTWYCK (N.-V.) :—General inspection, 13th December.

Number enrolled :—Boys, 16 ; girls, 15 ; total, 31. Number present :—Boys, 8 ; girls, 8 ; total, 16.

The buildings are of brick, and are suitable, well furnished, and in very fair repair. There is a fair supply of apparatus, but the books are in bad condition and insufficient in quantity. The records have not been kept with neatness and punctuality. The organization is tolerable. A very fair attendance is maintained usually, but harvest and shearing have caused a temporary falling off. In other respects the effect of the discipline is but tolerably satisfactory, and the order leaves great room for improvement. Singing and needlework are not taught ; otherwise, the prescribed course is followed. Time-table and lesson programmes are tolerably appropriate, but no lesson register has been kept. The average proficiency of the pupils is barely moderate. Local supervision has hitherto been but nominal.

HERDINGYARD CREEK (N.-V.) :—General inspection, 16th March.

Number enrolled :—Boys, 38 ; girls, 33 ; total, 71. Number present :—Boys, 19 ; girls, 19 ; total, 38.

School is held in a building lent by the Messrs. Amos. Furniture of a suitable description has been provided ; and the accommodation and equipment are reasonably adequate to existing requirements. No lesson register has been kept, but otherwise the school records are correctly compiled and posted to date. The attendance of pupils was lower than ordinary on the day of inspection owing to rain. The pupils attend punctually and with fair regularity. In other respects the results of the discipline are very fairly satisfactory. Singing, drawing, and needlework are not taught ; otherwise, the prescribed course is followed. The time-table and lesson programmes are in general suitable ; and the methods of instruction tolerable in themselves and applied with care and industry. The pupils are orderly and attentive under examination, and as a whole show fair mental training. The average proficiency is tolerable +. Local supervision has been hitherto confined to Messrs. Harper and Seaman, who have shown an active interest in the welfare of the school. (Since the inspection the school has been raised to the rank of Public, and is now designated " Amosfield. ")

KANGAROO FLAT (N.-V.) :—General inspection, 5th December.

Number enrolled :—Boys, 16 ; girls, 14 ; total, 30. Number present :—Boys, 12 ; girls, 10 ; total, 22.

The building, which is of slabs and bark, is small and in need of repair ; and no out-offices have been provided. The furniture is sufficient and fairly suitable, but not well arranged. 80 per cent. of the pupils enrolled attend regularly, but a comparatively large number of children of the school age in the locality do not attend. The general discipline and order are but indifferent. Singing, drawing, and needlework are not taught. The classification is tolerably correct, and the lesson programmes are in a general way suitable, but the time-table is badly arranged and of little use. The teaching is mechanical, and the average proficiency of the pupils indifferent. Local supervision is but nominal.

KEEPIT (N.-V.) :—General inspection, 10th October.

Number enrolled :—Boys, 18 ; girls, 16 ; total, 34. Number present :—Boys, 15 ; girls, 14 ; total, 29.

The building is a neat and substantial structure, but serves the double purpose of Church (R. C.) and school. There is a fair supply of furniture and apparatus, but the stock of books is barely sufficient. No water supply has yet been provided, and the want is a pressing one. In most points, for which the teacher is accountable, the organization is fair. Two-thirds of the pupils enrolled are regular in their attendance, and nearly all are punctual. With few exceptions the children are neat and clean in appearance and well behaved. The government is very fair in general, and the moral tone good. Singing and drawing are omitted from the course of instruction. The time-table and lesson programmes are fairly suitable, and, I believe, duly observed. The methods are of tolerable quality, and the teaching energetic and painstaking. The average proficiency is tolerable to fair +. Moderate interest in the school appears to be taken by the members of the Local Board.

KENTUCKY (N.-V.) :—Regular inspection, 20th November.

Number enrolled :—Boys, 10 ; girls, 14 ; total, 24. Number present :—Boys, 6 ; girls, 9 ; total, 15.

New premises will soon be required, as the present schoolhouse—a slab building—is old and out of repair. The supply of furniture, apparatus, and books is sufficient, and generally speaking in very fair condition. The organization, as far as the teacher is concerned, is fair. The attendance is low, and considerable indifference appears to prevail among the parents as to their children's education. Very fair punctuality is secured, and in other respects the discipline is reasonably satisfactory. Singing is not taught, but otherwise the prescribed course of instruction is followed. The lesson documents are fairly compiled and appear to be observed, and the methods are of tolerable quality. The average proficiency of the pupils is tolerable to fair. Local supervision is confined to the occasional visits of the Honorary Secretary of the Board, who lives in the vicinity. Beyond this, little or no interest appears to be taken in the school.

QUIPOLLY (N.-V.) :—Regular inspection, 1st December.

Number enrolled :—Boys, 12 ; girls, 13 ; total, 25. Number present :—Boys, 6 ; girls, 6 ; total, 12.

The building is too small for the comfortable accommodation of the pupils, and the site is objectionable. A public-house is in the immediate vicinity, and the stables belonging to it are within a few feet of the schoolroom. The organization is fair, and a sufficient supply of books and apparatus is provided. The attendance is low on account of harvest. Ordinarily, a very fair percentage of the pupils enrolled are regular and punctual. In its general effects the discipline may be estimated at tolerable. The prescribed course of instruction is followed, and the classification, time-table, and lesson programmes are of tolerable merit. The teaching seems careful, and the average proficiency of the pupils is tolerable. Local supervision is but nominal.

QUIRINDI CREEK (V.) :—Regular inspection, 1st December.

Number enrolled :—Boys, 14 ; girls, 17 ; total, 31. Number present :—Boys, 5 ; girls, 9 ; total, 14.

About one-third of the schoolroom has been enclosed with a calico screen as a residence for the teacher ; and the effective conduct of the school, under the circumstance, is simply impossible. The organization is but moderate, and the teacher has but an imperfect knowledge of the mode of keeping the school records. Harvest operations have caused a temporary falling off in the attendance. Ordinarily the pupils attend with fair regularity and punctuality. They are quiet and obedient ; but, beyond this, the order is only indifferent. No lesson programmes have been prepared, and the provisions of the standard of proficiency have been neglected in determining the instruction. The pupils yield a passive attention under examination, and give otherwise but little evidence of proper mental training. The average proficiency is moderate to tolerable. Little or no local supervision has been exercised for some time past.

SIX-MILE SWAMP (N.-V.) :—Regular inspection, 9th March.

Number enrolled :—Boys, 10 ; girls, 6 ; total, 16. Number present :—Boys, 6 ; girls, 6 ; total, 12.

The building in which school is held is a miserable bark and slab structure with skillion roof and mud floor. The furniture is fairly suitable, but both desks and forms are unsteady owing to the unevenness of the floor. There is a sufficiency of books and apparatus, but in all particulars for which the teacher is accountable the organization is very indifferent. Only about half the available number of children in the school district are enrolled. The discipline exercised in the school is of a poor kind, and though the children are quiet and obedient, there is little to observe worth calling order. The instructional arrangements are very defective. The classification is bad ; no lesson programmes have been prepared, and the teaching seems to have been desultory and inappropriate. The average proficiency of the pupils is very indifferent. No local supervision is exercised. (Since the inspection, aid to the school has been withdrawn.)

VEGETABLE CREEK (N.-V.) :—General inspection, 24th March.

Number enrolled :—Boys, 35 ; girls, 49 ; total, 84. Number present :—Boys, 25 ; girls, 28 ; total, 53.

School is held in a slab building rented by the teacher. The furniture is of a very miserable and makeshift description. There is an adequate supply of books and apparatus, but the organization as effected

effected by the teacher is only indifferent. In consequence of the want of proper accommodation, and of a properly trained teacher to conduct the school, some 70 children in the locality are not attending. The discipline is of poor quality, and much noise and confusion prevail. As a whole, however, the children are obedient and respectful. Nominally all the prescribed subjects are taught, but no programmes have been prepared, nor any lesson registers kept, and the teaching has been desultory and of little effect. The teacher has little acquaintance with appropriate methods, and, in the case of the first class, has employed pupils to conduct the teaching. The average proficiency is very moderate. Local supervision has been merely nominal.

WEE WAA (V.) :—General inspection, 23rd October.

Number enrolled :—Boys, 12 ; girls, 15 ; total, 27. Number present :—Boys, 12 ; girls, 14 ; total, 26.

Fencing and weather-shed are much needed, but will shortly be supplied. The building is in good condition and affords ample accommodation for the pupils, but the teacher's residence is very small and uncomfortable. The general organization is fair. A comparatively large number of children in the school district do not attend. About 80 per cent. of those enrolled are regular in their attendance, and very fair punctuality is also secured. The discipline is healthy, and the order and moral tone of the school are very fair. The classification of the pupils and compilation of the lesson documents are effected with tolerable judgment, and the teaching appears to be earnest and painstaking. The average proficiency exceeds fair. Local supervision is tolerably beneficial.

J. D. BRADLEY,
Inspector of Schools, Armidale District.

BATHURST DISTRICT.

INSPECTOR'S General Report, 1876.

IN accordance with the Council's instructions I took charge of this district on the 1st September last. It had previously been under Mr. Huffer's superintendence ; that gentleman continued to inspect schools therein until the 31st October.

One hundred and seven schools have been in operation during the whole or a portion of the year. Five Provisional, and two Half-time Schools were closed prior to my appointment, and before they were visited for inspection. One, Mundorama (township) has been opened subsequent to the Inspector's visit to the locality ; and one, the Rydal Public School, was, through an inadvertence on my part, also uninspected. Of the ninety-eight schools that have been examined, fifty were inspected by Mr. Huffer, and I have consequently but little acquaintance with the condition of more than a half of the schools in the district. Respecting those inspected by myself, as my visits were of necessity very hurried, I can only state that they have been subjected to the ordinary tests, but of their normal state and actual working I am not in a position to report very fully.

The results of the inspections of the year place the schools in the following order as regards efficiency :—

Below the requirements of the Council's standards.....	39
Fully meeting those requirements	53
In excess of the standards.....	6

The inspections of the year have brought 3,668 children out of an enrolment of 5,706 under examination. As most of the inspections were notified, the above attendance is higher than the ordinary averages would exhibit ; and yet, even so, more than one-third of the pupils enrolled were absent from their respective schools. During the year six schools have been opened, viz. :—Brown's Creek, Cudal, and The Forest Public Schools ; Neila Creek and Mundorama (township) Provisional Schools ; and Gangbenang Half-time School. The Public Schools at Oberon and Trunkey, that had been temporarily closed, have been re-opened. One Public School (Brisbane Valley) has been temporarily closed, and four Provisional Schools—Bartlett's, Burnt Yards, Currajong, and Yarras—have been permanently given up. Eighteen or twenty schools will come into operation during the year 1877. Most of the new schools will lie to the west of Carcoar and Orange, and will, to a large extent, meet the school requirements of the free-selectors in those localities.

A noteworthy point in connection with the schools of this district is the large number in which the average attendances are exceedingly low. To say nothing of the twenty-eight Provisional and Half-time Schools, in which small attendances might reasonably be expected, eighteen of the sixty-three Public Schools have averages that invariably fall below 25, and in thirteen others they seldom reach 30. Many of these schools had formerly respectable attendances, and the assigned cause of decline is the removal of families from the respective localities. This explanation carries considerable force, and in some cases it is the proper one ; but when it can be proved that most of these schools have school populations around them that could give daily averages in excess of 30, it is evident that removals are not more potent than are the ignorance and indifference of parents. One feature of inquiry made by Inspectors relates to the school distribution of children whose ages range from 4 to 14 years. In this district the investigations show that a fourth, and in some localities more than a third, of the children within the ordinary school radius attend no school whatever.

Summaries of the reports upon schools inspected during the year are appended.

2nd January, 1877.

J. W. ALLPASS,
Inspector, Bathurst District.

BATHURST DISTRICT.

DETAILED statement of the condition of Public, Provisional, and Half-time Schools visited during the year 1876. Those marked thus * were inspected by Mr. Huffer.

I.—PUBLIC SCHOOLS.

BATHURST (Boys) :—Regular inspection, 12th, 13th, and 14th December.

Enrolled, 193 ; present, 123 ; ordinary attendance, 145.

The school, pending the erection of proper premises, is conducted in a wooden building. The area of this temporary schoolhouse would, were other things equal, be sufficient, but notwithstanding a goodly number of ventilators the heat of the room is so intense that, weather permitting, a considerable portion of the school has to be taught in the open air. The room is amply furnished, and so far as adverse matters allow the school is well organized. The low attendance is due to the prevailing intense heat. The children present were under good control and they exhibited a smaller amount of restlessness than one might have expected in the circumstances. The classes range from a second to an upper fourth. The business of the school is conducted in an energetic and painstaking manner, and considering the difficulties of the position good work has been done. The class proficiency is as follows :—Second class, tolerable to fair ; third, fair to very fair ; fourth, fair to very fair ; upper fourth, good.

BATHURST

BATHURST (Girls'—N.-V.) :—Regular inspection, 22nd, 23rd, and 24th November.

Enrolled, 168; present, 119; ordinary attendance, 120.

This school has still to be conducted in non-vested premises. The schoolroom is lofty and spacious, but a portion of it has to be given up to the infants. The organization is good in the circumstances, and the school is effectively disciplined. The personal appearance of the pupils, their conduct, and moral tone, are highly pleasing. A full course of instruction is intelligently treated, and the average proficiency of the classes is as follow :—Second, fair to very fair; third, very fair, nearly; fourth, good, nearly.

BATHURST (Infants'—N.-V.) :—Regular inspection, 21st November.

Enrolled :—Boys, 108; girls, 94; total, 202. Present :—Boys, 76; girls, 51; total, 137.

Ordinary attendance, 150.

The room is small, and but indifferently suited to the instruction of infants. A division of the school is perforce taught in the primary schoolroom. There is a full stock of working appliances, and the school is satisfactorily organized. Wet weather reduced the attendance on the day of inspection. The children are neatly dressed, and are under good control. The course of instruction and the methods employed are suited to the capacities of young children. The proficiency averages slightly above fair.

***BLANEY (V.)** :—Regular inspection, 2nd October.

Enrolled :—Boys, 35; girls, 29; total, 64. Present :—Boys, 28; girls, 25; total, 53.

New fencing, closets, lavatories, and playsheds are needed; and the school building should be repaired and improved. The supply of requisites is fairly sufficient. The records are correct, and the property is well kept. At present only one-third of the children in the locality are enrolled at the school; but those enrolled are regular and punctual, and the general discipline is good. The prescribed subjects are taught, the classification is appropriate, and the instruction is properly regulated. The methods are suitable and they are earnestly applied. The general proficiency is very fair. Since the opening of the Railway the population of Blaney has been largely increased. The school is likely to become a very important one.

***BLOOM HILL (N.-V.)** :—Regular inspection, 26th July.

Enrolled :—Boys, 13; girls, 14; total, 27. Present :—Boys, 8; girls, 11; total, 19.

The material condition and organization are tolerable for a Provisional School. Since the date of the inspection the necessary steps have been taken to establish a vested Public School in the locality. The records are correct, and the property is well kept by the teacher. About half the children in the locality are enrolled, and they are fairly regular and punctual. The general discipline is satisfactory. The course of instruction is that prescribed, the classification is fairly appropriate, and the instruction is regulated by the necessary documents. The teaching is carried on with industry and fair intelligence. The general proficiency is about tolerable. [This school is now a Public School.]

***BOWENFELS (V.)** :—Regular inspection, 29th November.

Enrolled :—Boys, 19; girls, 18; total, 37. Present :—Boys, 11; girls, 10; total, 21.

This school is held in an excellent stone building, capable of accommodating fifty children. The attendance is temporarily affected by sickness, but a falling off in the population is the principal cause of the small attendance. If, however, a compulsory clause was in force, the attendance would seldom fall below 30. The children are sedate and orderly; the tone of the school is healthy. The instructional course and the methods of treatment are of approved kind. The classes were found in a fair state of efficiency.

***BROWN'S CREEK (N.-V.)** :—Regular inspection, 2nd October.

Enrolled :—Boys, 17; girls, 33; total, 50. Present :—Boys, 12; girls, 20; total, 32.

This school is being temporarily carried on as a Provisional one; but arrangements have been made for the establishment of a Public School and for the erection of suitable vested buildings. The supply of materials is insufficient for the ordinary attendance. The records are correct and the property is well kept. The pupils are regular and punctual, and the prevailing tone of the school is pleasing. The prescribed subjects are taught with intelligence and industry. The average proficiency ranges from tolerable to fair. [The school is now a Public one.]

***BURKEVILLE (V.)** :—Regular inspection, 19th October.

Enrolled :—Boys, 22; girls, 11; total, 33. Present :—Boys, 13; girls, 5; total, 18.

The material condition and organization are fairly satisfactory, except as regards regularity; the discipline is healthy. The prescribed subjects are taught, singing excepted. The classification is moderately appropriate; the teaching is carried on with industry and moderate skill. The general proficiency ranges from moderate to tolerable.

***CADIA (V.)** :—Regular inspection, 23rd October.

Enrolled :—Boys, 24; girls, 27; total, 51. Present :—Boys, 21; girls, 23; total, 44.

The fencing and buildings are in need of repair, and additional school materials are required. The records are correct, and the property is fairly well kept by the teacher. There are now about 100 children of the school age in the locality, and it is expected that nearly all of them will shortly be enrolled for school attendance. Additional teaching power will be required. The population had but recently returned to the locality, and at the date of inspection only half of the children were enrolled. The prescribed subjects are taught; the classification is only moderately appropriate; the instruction is regulated by the necessary documents, and the teaching is conducted with industry and moderate skill. The average proficiency is a little above moderate.

CANOBOLAS (N.-V.) :—General inspection, 5th September.

Enrolled :—Boys, 20; girls, 21; total, 41. Present :—Boys, 18; girls, 15; total, 33.
Ordinary attendance, 34.

The school is not central in position, but the building in use is of very fair character. The educational appliances are good. A central site has been purchased by the Council, and vested premises will soon be erected. The organization presents fairly satisfactory features. The pupils are reasonably punctual, and are under fair control. There are two classes; these have been instructed in a careful manner. The average proficiency is somewhat in advance of tolerable. There are about 25 children in the locality, who should be attending school, but are not.

***CANOWINDRA (N.-V.)** :—Regular inspection, 17th October.

Enrolled :—Boys, 13; girls, 13; total, 26. Present :—Boys, 11; girls, 10; total, 21.

The buildings are but moderately suitable, and the school is badly furnished. Application has now been made, however, for the establishment of a Public School and for the erection of suitable vested buildings. An excellent site has already been secured. About half the children in the locality are now enrolled, and they are regular and punctual in their attendance. The general discipline is tolerable.

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The prescribed subjects are taught, singing and drawing excepted. The classification is not appropriate, and the instruction is but moderately well regulated. The school work is carried on with industry, but the methods of teaching are unsuitable. The proficiency is only moderate. [This school was examined as a Provisional one; since the inspection it has been converted into a Public School.]

*CARCOAR (V.) :—Regular inspection, 6th October.

Enrolled :—Boys, 32; girls, 24; total, 56. Present :—Boys, 26; girls, 19; total, 45.

Repairs and improvements to the school premises are necessary. The supply of requisites is sufficient, and the property is fairly well kept. About one-third of the children in the locality are enrolled at this school, one-fourth attend a private R. C. school, and the remainder do not appear to attend any school. The pupils enrolled are tolerably regular and punctual, and the general discipline is fair. The prescribed subjects are taught, the classification is fairly appropriate, the instruction is regulated by the necessary documents, and the teaching is conducted with very fair skill. The general proficiency ranges from fair to very fair.

CARGO (N.-V.) :—Regular inspection, 24th October.

Enrolled :—Boys, 30; girls, 27; total, 57. Present :—Boys, 28; girls, 24; total, 52.
Ordinary attendance, 45.

The school is held in a bark building belonging to the C. E. denomination. The room is of good size, and it is on the whole suitable. The furniture and appliances are sufficient, and the general arrangements are good in the circumstances. I am informed that there are quite 30 children within the school radius who are growing up without education. The average at the Public School should exceed sixty. The appearance of the children, their tone and behaviour, are pleasing. The instruction covers all subjects prescribed, except singing. The teaching is unskilful, and the results in the several classes range from moderate to tolerable only.

*COOERWULL (N.-V.) :—Regular inspection, 26th June.

Enrolled :—Boys, 34; girls, 52; total, 86. Present :—Boys, 11; girls, 21; total, 32.

The school building is a substantial stone structure; but the furniture is unsuitable and there is no lavatory. The supply of requisites is insufficient, the records are correct, and the property is well kept by the teacher. Nearly all the children in the locality are enrolled; and generally the attendance is very fairly regular and punctual. In consequence of sickness and wet weather, the attendance was exceptionally low at the time of inspection. The prevailing tone of the school is healthy. There are three classes, and all the subjects prescribed for them are taught with energy and very fair skill. The average proficiency of the pupils examined was nearly very fair.

*COWRA (V.) :—Regular inspection, 13th and 14th October.

Enrolled :—Boys, 28; girls, 8; total, 36. Present :—Boys, 24; girls, 8; total, 32.

Some repairs and additions to the school premises are needed. The records are correct and the property is fairly well kept. Of the school population in the locality at the date of inspection, about one-fourth attended the Public School; about one-fourth a private R. C. School; the remainder did not appear to attend any school. Since the second quarter of the current year the attendance at the Public School has (from special causes) been exceptionally low, but it is expected that a satisfactory enrolment will be again obtained when the school is re-opened after the Christmas vacation. Until the R. C. School was opened in 1874 all the children of a school age in the locality were enrolled at the Public School. The general discipline is very fair, the instruction is properly regulated, and the teaching is carried on with intelligence and skill. The proficiency is very fair.

CONDOBOLIN (V.) :—General inspection, 30th October.

Enrolled :—Boys, 18; girls, 29; total, 47. Present :—Boys, 15; girls, 23; total, 38.

Ordinary attendance, 35.

New premises have been erected since the previous inspection; they are good, and with the exception of a lavatory-shed and a tank they are complete. In most respects the records and school documents were found in a correct state; in its other details the organization was of passable worth. With the exception of about 10, the enrolment represents the children of the school age in the locality. The pupils present at the inspection were becomingly dressed, but their lounging and restless habits indicate a very lax discipline. Drawing is not taught, but the course includes all other subjects. In the first and second classes the range taken is exceedingly low. The average proficiency in the three classes approaches tolerable, but the school, viewed in all its aspects, is only in a moderate state of efficiency.

CARANGARA (N.-V.) :—Regular inspection, 14th August.

Enrolled :—Boys, 14; girls, 24; total, 38. Present :—Boys, 13; girls, 22; total, 35.

Ordinary attendance, 32.

The premises are of very inferior character, but there is a prospect of the erection of vested buildings. The furniture and appliances meet the requirements; the organization is correct. The pupils are very fairly punctual, and they are under a healthy control. The course of instruction is that prescribed for a school having a third class. The proficiency lies between tolerable and fair.

*COW FLAT (N.-V.) :—Regular inspection, 18th May.

Enrolled :—Boys, 36; girls, 44; total, 80. Present :—Boys, 23; girls, 27; total, 50.

The school is at present carried on in a church building, the property of the Wesleyan denomination, but arrangements are being made for the erection of vested school buildings. The attendance is increasing, and on the whole the discipline is very fair. All the prescribed subjects, up to a third class standard, are taught, and the methods are modern and practised with energy and very fair skill. The general proficiency is nearly very fair, and the pupils are thoughtful and earnest in their work.

CUDAL (N.-V.) :—General inspection, 7th November.

Enrolled :—Boys, 16; girls, 15; total, 31. Present :—Boys, 11; girls, 11; total, 22.

Ordinary attendance, 23.

The school is held, temporarily, in the C. E. Church building. At the date of my visit the school had been recognized by the Council but a few days, and proper arrangements respecting furniture and material had not been effected. Little can be said of the organization, as I found it, but I spent a considerable time in explaining to the teacher—who is but temporarily appointed—what would be expected in the future. The children are under feeble control. As a private school the children have been under the teacher's tuition since July last. I examined them in reading, meanings of words, dictation, and arithmetic. The results were but indifferent.

*DENNIS' ISLAND (V.) :—Regular inspection, 21st August.

Enrolled :—Boys, 12; girls, 6; total, 18. Present :—Boys, 8; girls, 6; total, 14.

The fencing and residence are not good, but it is not advisable to expend money in repairing them, as it is probable that new buildings will have to be erected on a more central site. At the time of

of inspection a new teacher had recently taken charge of the school, and only half of the children in the locality were enrolled. The general discipline is tolerable. The prescribed subjects are taught, singing and drawing excepted; the classification is tolerably appropriate, but the instruction is not regulated by the necessary documents. The general proficiency ranges from moderate to tolerable.

*EGLINGTON (N.-V.) :—Regular inspection, 15th August.

Enrolled :—Boys, 27 ; girls, 23 ; total, 50. Present :—Boys, 27 ; girls, 18 ; total, 45.

The school buildings are unsuitable and in indifferent repair, but arrangements have been made for the erection of suitable vested buildings. The records are correct, and the property is well kept by the Teacher. About five-sevenths of the children in the locality are enrolled, and they are very fairly regular and punctual in attendance. The prevailing tone of the school is healthy. All the prescribed subjects are taught. The classification is fairly appropriate, and the lesson documents are judiciously drawn up. The methods are modern, and they are applied with earnestness and painstaking. The proficiency in the several classes is about tolerable.

*EVANS PLAINS (V.) :—Regular inspection, 16th August.

Enrolled :—Boys, 18 ; girls, 20 ; total, 38. Present :—Boys, 10 ; girls, 11 ; total, 21.

New furniture is needed ; the buildings should be repaired, and the ground should be re-fenced. The records are fairly well kept. The pupils are but moderately regular and punctual ; the general discipline is tolerable. Object lessons and singing have not been taught ; the classification is defective, and the teaching is but moderately skilful. The proficiency in the first and second classes ranges from indifferent to moderate, and in class 3 it is tolerable.

ESK BANK (N.-V.) :—Regular inspection, 16th and 17th October.

Enrolled :—Boys, 43 ; girls, 40 ; total, 83. Present :—Boys, 35 ; girls, 39 ; total, 74.
Ordinary attendance, 55.

The schoolhouse is a good one, but it is too small for the attendance of pupils ; the absence of class-room, weather-shed, and lavatories is seriously felt. In the circumstances the organization is passable. There are very few children in the neighbourhood of the school but are enrolled. The pupils are very fairly regular and punctual in attendance. The order and general discipline are good. All the prescribed subjects are taught, the instruction being methodically and earnestly prosecuted. The proficiency of the pupils reaches very fair.

FORBES (V.) :—Regular inspection, 27th October and 3rd November.

Enrolled :—Boys, 64 ; girls, 33 ; total, 97. Present :—Boys, 49 ; girls, 22 ; total, 71.
Ordinary attendance, 75.

The supply of seats to the weather-sheds and the erection of lavatories will place the school premises in good condition. As regards furniture and working stock the school is well found. The organization is correct. The withdrawal of about 50 Roman Catholic children has reduced the attendance considerably, but if the children who attend no school (said to exceed 20) could be secured for the Public School the average attendance would approach ninety. Most of the pupils are punctual, and all are becomingly dressed. The government is fairly effective, and the tone of the school is healthy. The instruction is regulated by properly devised guides. Its range is full, and the methods employed are of intelligent cast. The work in some of the subjects requires searching revision. The class proficiency is as follows :—First, fair ; second, upper second, and third, very fair ; fourth, very fair to good.

*FIVE ISLANDS (V.) :—Regular inspection, 12th August.

Enrolled :—Boys, 8 ; girls, 10 ; total, 18. Present :—Boys, 4 ; girls, 8 ; total, 12.

The school ground is unfenced and the buildings are in need of repair. The supply of requirements is sufficient, and the records are well kept. Only one-half of the children in the locality are enrolled, and they are but moderately regular and punctual in their attendance. The general discipline is satisfactory. The subjects prescribed for a school of three classes are taught, and the instruction is properly regulated. The general proficiency ranges from tolerable to fair.

FOREST, THE (V.) :—General inspection, 18th August.

Enrolled :—Boys, 13 ; girls, 14 ; total, 27. Present :—Boys, 13 ; girls, 11 ; total, 24.

This school was opened on the 7th August, *i.e.*, nine days before it was visited for inspection. The premises are new and of approved kind. The teacher is effectively organizing the school, and its prospects are healthy. The returns for the quarter ending 30th December have been received ; the enrolment has reached sixty-two, with an average attendance of forty-one.

FISH RIVER CREEK (V.) :—Regular inspection, 22nd September.

Enrolled :—Boys, 14 ; girls, 25 ; total, 39. Present :—Boys, 6 ; girls, 6 ; total, 12.
Ordinary attendance, 23.

The premises are ill-conditioned, but reasonably well furnished. The organization has improved since my last visit to the school, but even so it is far from being satisfactory. The small attendance is due to the flooded state of the creeks, caused by heavy rain on the night previous to the inspection. The children present were attentive and well-behaved. Before I could examine I was compelled to spend some time in classifying the pupils—as the teacher appeared to know nothing of this branch of school management. The children have been taught in a desultory manner. The proficiency does not exceed indifferent.

GREGHAMSTOWN (V.) :—General inspection, 16th August.

Enrolled :—Boys, 17 ; girls, 21 ; total, 38. Present :—Boys, 11 ; girls, 15 ; total, 26.
Ordinary attendance, 24.

The schoolhouse is a new one, but the schoolroom requires ceiling and the teacher's dwelling enlargement. The building should be spouted, and the school provided with a tank. At present, water has to be obtained from a small swamp, to which cattle have constant access. The school is properly furnished and organized, and the children are under effective discipline. In this locality there are children sufficient to afford a firm average of forty daily. Singing is not taught ; otherwise the course is a full one ; the proficiency of the pupils is about tolerable.

GUYONG (V.) :—Regular inspection, 11th August.

Enrolled :—Boys, 29 ; girls, 15 ; total, 44. Present :—Boys, 24 ; girls, 14 ; total, 38.
Ordinary attendance, 34.

The school buildings are in good condition, and in most respects they are well kept. The approaches to the school require to be gravelled. The supply of two forms for the infant children will make the furniture equal to the requirements. In general behaviour the children give satisfaction, but the discipline would be improved by the exercise of genial firmness. All required subjects are taught in a methodical but certainly not a vigorous manner. The results slightly exceed tolerable.

GOSLING

GOSLING CREEK (V.) :—Regular inspection, 20th October.

Enrolled :—Boys, 23 ; girls, 21 ; total, 44. Present :—Boys, 21 ; girls, 21 ; total, 42.
Ordinary attendance, 32.

With the exception that the kitchen to the teacher's dwelling and the fencing of the site are in an unfinished state, the material condition of the school is good. The school is also well found in appliances and properly organized. The children are fairly punctual and they are well-behaved. The discipline generally is good. There are three classes, and the instructional course accords. The average proficiency of the classes approaches fair.

GEBMAN HILL (V.) :—General inspection, 23rd October.

Enrolled :—Boys, 17 ; girls, 12 ; total, 29. Present :—Boys, 14 ; girls, 12 ; total, 26.
Ordinary attendance, 21.

The schoolhouse is a wooden structure, and is, on the whole, suitable. The appliances are reasonably sufficient and good. The teacher has his school properly organized and disciplined. The course of instruction includes all subjects prescribed for a first and second class. The teaching has been carried on in an intelligent and painstaking manner, and the general proficiency of the pupils approaches fair. It appears that there are quite fifty children of the school age, and living within the ordinary radius from the schoolhouse, who do not attend any school.

HARTLEY (V.) :—Regular inspection, 1st December.

Enrolled :—Boys, 18 ; girls, 13 ; total, 31. Present :—Boys, 11 ; girls, 10 ; total, 21.
Ordinary attendance, 23.

The schoolhouse, a wooden structure, is in fair condition. The Council is erecting a residence for the teacher. The school is suitably furnished and organized. The attendance has for some time been low through the withdrawal of some twenty Roman Catholic children, but irrespective of these the school population should give an enrolment of forty, with an average attendance of thirty daily. The children present were orderly and reasonably industrious. The course of instruction laid down for a three-classed school is followed ; the average proficiency reaches fair.

HARTLEY VALE (N.-V.) :—Regular inspection, 30th November.

Enrolled :—Boys, 25 ; girls, 24 ; total, 49. Present :—Boys, 16 ; girls, 9 ; total, 25.
Ordinary attendance, 32.

The building is of very inferior kind, and proper vested premises are much needed. There is a suitable supply of furniture and material. The organization is passable. The attendance has within the past three months sensibly declined. The teacher attributes much of it to sickness. The chief cause, however, is the absence of the harmony that should exist between the teacher and the local managers. This is a school in which the attendance should never fall below forty-five. The three classes were examined in all the prescribed subjects excepting singing, which is not taught. The proficiency ranged between tolerable and fair.

ICELEY (N.-V.) :—Regular inspection, 15th August.

Enrolled :—Boys, 11 ; girls, 15 ; total, 26. Present :—Boys, 9 ; girls, 11 ; total, 20.
Ordinary attendance, 20.

The building, one of wattle, plastered with mud, is in a tolerable state of repair. There are no out-offices, neither is the ground fenced. The School Board state that they are not in a position to remedy these defects. The schoolroom is suitably furnished, and the supply of material is ample. The attendance has seriously declined. This is owing to the stoppage of smelting operations and the consequent removal of families to other locations. The children present were clean, tidy, and orderly. The instruction deals with all usual subjects. The proficiency approaches fair.

KELSO (N.-V.) :—General inspection, 8th August.

Enrolled :—Boys, 32 ; girls, 25 ; total, 57. Present :—Boys, 20 ; girls, 11 ; total, 31.
Ordinary attendance, 36.

The school buildings are of very fair character. Proper out-offices are provided, but they need to be screened from view. There is a plentiful supply of furniture and school requisites. The organization is of authorized kind and the discipline is fairly effective. The methods of instruction intelligently treat the prescribed subjects. The proficiency is as follows :—First class, fair to very fair ; second, tolerable to fair ; third, fair+. Inclement weather and the state of the roads have of late considerably reduced the attendance.

*KIRKCONNELL (V.) :—Regular inspection, 26th August.

Enrolled :—Boys, 11 ; girls, 16 ; total, 27. Present :—Boys, 9 ; girls, 14 ; total, 23.

The buildings are substantial, but some repairs are needed to both school and residence. The supply of materials is sufficient. The records are correct, and the property is kept with care by the teacher. About half the children in the locality are enrolled, and they are very fairly regular and punctual in their attendance. The general discipline is satisfactory. The prescribed subjects are taught, singing excepted. The classification is appropriate, and the instruction is properly regulated. The general proficiency is fair.

LIMEKILNS (V.) :—General inspection, 3rd October.

Enrolled :—Boys, 12 ; girls, 13 ; total, 25. Present :—Boys, 12 ; girls, 13 ; total, 25.
Ordinary attendance, 20.

The building is substantially a good one, but it requires repair and renovation. The schoolroom is suitably furnished and arranged, and no exception can be taken to the organization. The attendance is very unsatisfactory, but for this the teacher is not responsible. If a proper interest in the welfare of the school was manifested by all the members of the Board, I am satisfied that a good attendance could be secured, as there are quite 20 children in the locality who are not attending the Public School. Needlework and singing are not taught ; in other respects the course is of full range. The instruction is imparted in a methodical and careful manner. The proficiency exceeds fair.

LUCKNOW (N.-V.) :—Regular inspection, 21st August.

Enrolled :—Boys, 25 ; girls, 29 ; total, 54. Present :—Boys, 18 ; girls, 24 ; total, 42.
Ordinary attendance, 42.

The school is held in temporary premises in fair condition and suitability. The erection of vested premises is intended. The school is effectively organized and healthily disciplined. The course of instruction is of usual kind. The teaching has been earnestly prosecuted, and averages in result between fair and very fair.

MARCH (V.) :—Regular inspection, 22nd August.

Enrolled :—Boys, 19 ; girls, 22 ; total, 41. Present :—Boys, 16 ; girls, 16 ; total, 32.
Ordinary attendance, 30.

The premises are good and complete. The schoolroom is properly furnished, but the books, &c., are insufficient and in bad condition. In most respects the records have been properly kept, and the school

school is effectively organized. The school attendance has decreased through the removal of several families. The discipline secures very fair order, and a reasonably healthy tone in the school. The highest class is a third, and the course of instruction accords. The class proficiency is as follows :—First, tolerable ; second, moderate to tolerable ; third, fair to very fair.

*MACQUARIE PLAINS (N.-V.) :—Regular inspection, 20th June.

Enrolled :—Boys, 18 ; girls, 24 ; total, 42. Present :—Boys, 16 ; girls, 12 ; total, 28.

This school is being carried on in temporary premises of a rough kind, but arrangements have been made for the erection of suitable buildings. About seven-tenths of the children in the locality are enrolled, and they are fairly regular and punctual. The general discipline is tolerable. The prescribed subjects are taught, singing excepted ; the classification is moderately appropriate ; the teaching is carried on with earnestness and moderate skill. The average proficiency is a little above moderate.

*MEADOW FLAT (V.) :—Regular inspection, 24th June.

Enrolled :—Boys, 21 ; girls, 10 ; total, 31. Present :—Boys, 12 ; girls, 4 ; total, 16.

The material condition and organization are only moderate ; the whole buildings are greatly in need of repair. The supply of materials is sufficient ; the records are correct. Except as regards attendance the discipline is tolerable. The classification and lesson documents are only moderately appropriate. The instruction is carried on with tolerable skill. The general proficiency ranges from moderate to tolerable.

*MITCHELL'S CREEK (V.) :—Regular inspection, 25th August.

Enrolled :—Boys, 27 ; girls, 22 ; total, 49. Present :—Boys, 11 ; girls, 16 ; total, 27.

A new residence and out-offices are needed, and the school building should be thoroughly repaired. The records are correct. About one-half the children in the locality are enrolled, and they are very fairly regular and punctual. The general discipline is healthy. Singing is not taught ; otherwise, the course of instruction is that prescribed. The classification is appropriate ; the lesson documents are fairly satisfactory, and the teaching is conducted with intelligence and skill. The proficiency is about fair. The School Board has promised to take action to obtain a more satisfactory enrolment of pupils.

*MILLAMURRA (N.-V.) :—Regular inspection, 30th August.

Enrolled :—Boys, 19 ; girls, 17 ; total, 36. Present :—Boys, 11 ; girls, 13 ; total, 24.

Since last inspection repairs and additions to the school premises have been carried out at a cost of about £40. Further improvements are needed. The records of attendance are correct, and the property is fairly well kept by the teacher. About seven-ninths of the children in the locality are enrolled, and they are fairly regular and punctual in their attendance. The general discipline is tolerable. The subjects prescribed for three classes are taught with industry, but the lesson documents are incomplete, and the methods of teaching are unsuitable and ineffective. The general proficiency is a little above moderate. [When this school was examined it ranked as a Provisional ; it is now a Public School.]

*MOORIALDA (V.) :—Regular inspection, 11th August.

Enrolled :—Boys, 15 ; girls, 17 ; total, 32. Present :—Boys, 14 ; girls, 15 ; total, 29.

Fencing, new closets, and a lavatory are needed ; but in other respects the material condition is good. The enrolment of pupils is very unsatisfactory, but those enrolled are fairly regular and punctual. The tone of the school is pleasing. The prescribed subjects are taught, singing excepted ; the classification is appropriate, and the instruction is well regulated. The methods are suitable, and they are industriously applied. The general proficiency is about fair. The School Board has promised to take energetic action to secure a more satisfactory enrolment of pupils.

*MOUNT MACQUARIE (V.) :—Regular inspection, 3rd October.

Enrolled :—Boys, 18 ; girls, 20 ; total, 38. Present :—Boys, 13 ; girls, 14 ; total, 27.

The ground needs fencing, and the school buildings should be repaired and limewashed. The supply of materials is fairly sufficient. The records are correct, and the property is well kept by the teacher. About four-sevenths of the children in the locality are enrolled, and they are very fairly punctual in their attendance. As regards regularity, the attendance is but moderate. The general discipline is fair. The instruction is moderately well regulated. The methods are modern, but they are not applied with thoroughness. The general proficiency is a little above moderate.

*MOUNT TARANA (N.-V.) :—Regular inspection, 19th June.

Enrolled :—Boys, 17 ; girls, 26 ; total, 43. Present :—Boys, 11 ; girls, 11 ; total, 22.

The material condition and organization are but moderate, but as soon as a suitable site is obtained steps will be taken towards providing proper school premises. The population of the locality is likely to be permanently increased. The pupils now enrolled are very fairly regular and punctual, and the school has a pleasing tone. The course of instruction is that prescribed ; the classification is tolerably appropriate ; and the lesson documents are carefully drawn up. The methods are modern, and they are applied with industry and tolerable skill. The general proficiency ranges from tolerable to fair.

MOUNT VICTORIA (N.-V.) :—Regular inspection, 2nd August.

Enrolled :—Boys, 29 ; girls, 37 ; total, 66. Present :—Boys, 29 ; girls, 28 ; total, 57.

Ordinary attendance, 50.

The school premises are temporary, ill-conditioned, and far from being suitable. Considerable difficulty has been experienced in the endeavours to obtain a suitable site for a vested building. The school is satisfactorily furnished and organized. A good attendance is secured. Most of the parents are employed in the railway service, and their children are brought to the spot by train gratuitously. The discipline would be effective were it of a more vigorous character. As the school is, of necessity, closed just prior to the departure of the 1.55 trains, the school hours are from 9.30 to 1.30. The usual subjects are taught. The proficiency in the several classes (three) reaches fair.

*MUTTON'S FALLS (N.-V.) :—Regular inspection, 22nd June.

Enrolled :—Boys, 16 ; girls, 16 ; total, 32. Present :—Boys, 10 ; girls, 12 ; total, 22.

The schoolhouse is not sufficiently central, and there is no residence for the teacher. In other respects the material condition and organization are satisfactory. The discipline is good. The prescribed subjects are taught, the classification is appropriate, and the lesson documents are tolerably well drawn up. The methods are suitable, and they are applied with earnestness and very fair skill. The average proficiency is nearly very fair.

*O'CONNELL (N.-V.) :—Regular inspection, 20th June.

Enrolled :—Boys, 20 ; girls, 19 ; total, 39. Present :—Boys, 12 ; girls, 9 ; total, 21.

New vested buildings are now being erected for the school. The building temporarily used is but moderately suitable. When the new building is occupied the number of pupils will probably be increased. Those now enrolled are regular and punctual, and the general discipline is very fair. The course

course of instruction is that prescribed, the classification is fairly appropriate, the lesson documents are carefully drawn up, and the teaching is carried on with industry and tolerable skill. The average proficiency is nearly fair.

OBERON (V.) :—General inspection, 21st September.

Enrolled :—Boys, 23 ; girls, 23 ; total, 46. Present :—Boys, 19 ; girls, 19 ; total, 38.

Ordinary attendance, 34.

The schoolhouse is a new one, but some additions are required. The appliances are ample and the organization is correct. The children are regular, punctual, attentive, and orderly. The enrolment represents three-fourths of the school age children in the locality. The subjects prescribed for a three-classed school are taught in a careful manner, and for the time the school has been under the present teacher (two months) the results are promising. The efficiency, so far as the pupils have been taught, approaches fair.

ORANGE (V.) :—Regular inspection, 23rd and 24th August.

Enrolled :—Boys, 110 ; girls, 92 ; total, 202. Present :—Boys, 85 ; girls, 84 ; total, 169.

Ordinary attendance, 160.

Extensive additions are being made to the school premises. When these are completed the school will have ample accommodation. The school records and documents are creditably kept ; the organization is effective. The discipline is demonstrative, but is defective in vigilance, and hence lounging and talking during lessons is prevalent in some of the classes. The pupils have a pleasing appearance, and with certain drawbacks they are very fairly orderly. The course of instruction covers the subjects prescribed for a school having a fourth class. The proficiency ranges between fair and very fair.

*PEEL (V.) :—Regular inspection, 21st and 25th July.

Enrolled :—Boys, 27 ; girls, 29 ; total, 56. Present :—Boys, 18 ; girls, 22 ; total, 40.

Considerable repairs have recently been carried out, but a play-shed and lavatory, new fencing, and repairs to kitchen and out-offices are still needed. The records are correct. Five-sevenths of the children in the locality are enrolled, and they are tolerably regular and punctual in their attendance. The general discipline is fair. The prescribed subjects are taught, singing excepted ; the classification is fairly appropriate ; the instruction is tolerably well regulated. The methods are fairly suitable, and school work is carried on with zeal and painstaking. The proficiency ranges from tolerable to fair.

*PERTH (V.) :—Regular inspection, 15th June.

Enrolled :—Boys, 19 ; girls, 25 ; total, 44. Present :—Boys, 10 ; girls, 14 ; total, 24.

A garden has been enclosed, and a kitchen has been erected since last inspection. The material condition is good. The attendance is very unsatisfactory, but in other respects the discipline is good. The prescribed subjects are taught with energy and skill ; the lesson documents are well arranged ; the classification is appropriate ; and the prevailing spirit of the school is very pleasing. The general proficiency is very fair.

PARKES (V.) :—General inspection, 28th and 29th August.

Enrolled :—Boys, 61 ; girls, 78 ; total, 139. Present :—Boys, 47 ; girls, 63 ; total, 110.

Ordinary attendance, 100.

The buildings are of excellent character, and the school is well found in appliances, effectively organized, and disciplined. The children are judiciously classified, and they are instructed in an intelligent manner in all the subjects prescribed for a three-classed school. The average proficiency approaches very fair.

*RAGLAN (V.) :—Regular inspection, 14th August.

Enrolled :—Boys, 11 ; girls, 11 ; total, 22. Present :—Boys, 8 ; girls, 7 ; total, 15.

There is no residence for the teacher, and the schoolroom needs lining. The records are correct. When the railway into Bathurst was opened for traffic a large number of residents removed from Raglan, and hence the school attendance is now very low. It is probable, however, that the population of the locality will be permanently increased within the next year. The general discipline is satisfactory. All the prescribed subjects are taught, the classification is tolerably appropriate, the lesson documents are carefully drawn up, and the teaching is carried on with industry and tolerable skill. The proficiency ranges from moderate to tolerable.

ROCKLEY (V.) :—Regular inspection, 19th September.

Enrolled :—Boys, 20 ; girls, 26 ; total, 46. Present :—Boys, 14 ; girls, 15 ; total, 29.

Ordinary attendance, 25.

The site is a good one, but the buildings are out of repair. The proper course would have been to have repaired the premises, whereas, through the action of the Public School Board, they have been sold. New premises will now have to be erected on a very unsuitable site. The pupils attend with marked irregularity ; this is attributed to sickness and home demands. There are some twelve children in the locality who attend no school. The children enrolled are reasonably punctual and fairly orderly. They were examined in two classes ; until recently there was a third class, but the elder children (5) now attend a private school. The teaching deals with all prescribed subjects. The proficiency approaches fair.

SPRING GROVE (N.-V.) :—Regular inspection, 17th August.

Enrolled :—Boys, 17 ; girls, 25 ; total, 42. Present :—Boys, 8 ; girls, 18 ; total, 26.

Ordinary attendance, 32.

The premises in present use are of very inferior kind, but new buildings are in course of erection. The furniture is good, and the supply of material is ample. The records are excellently kept, and no exception can be taken to the organization. The attendance on the day of inspection was affected by the severity of the weather and a heavy fall of snow. I visited the school on the previous day and found thirty-four present. The children who came under inspection were neatly dressed, orderly, and, on the whole, well-behaved. The government is mild but effective, and the tone of the school is healthy. There are three classes, and for these the course of instruction is of full range. The proficiency approaches fair.

*TRUNKY (N.-V.) :—Regular inspection, 20th October.

Enrolled :—Boys, 16 ; girls, 16 ; total, 32. Present :—Boys, 11 ; girls, 12 ; total, 23.

The playground is too small ; otherwise the premises are tolerably suitable for school purposes. The records are correct, and the school property is carefully kept by the teacher. About two-sevenths of the children in the locality are enrolled at this school, and about four-sevenths are in attendance at private schools. The pupils enrolled are regular and punctual, and the general discipline is fairly satisfactory. The prescribed subjects are taught. The instruction is tolerably well regulated, and all school work is carried on with industry and painstaking. The general proficiency ranges from moderate to tolerable.

WALLERAWANG (N.-V.) :—Regular inspection, 3rd August.

Enrolled :—Boys, 26 ; girls, 23 ; total, 49. Present :—Boys, 21 ; girls, 19 ; total, 40.
Ordinary attendance, 40.

The building is a good one, and serves two purposes—that of church and school. The furniture is good, but it occupies too much space. The working stock is ample. The organization was found defective in several of its details ; the children are well behaved, but they are very sluggish and inert when under test. The course of instruction is that prescribed for a three-classed school ; the teaching is wanting in force and impressiveness. The results are from moderate to tolerable.

WATTLE FLAT (V.) :—Regular inspection, 27th September.

Enrolled :—Boys, 40 ; girls, 32 ; total, 72. Present :—Boys, 23 ; girls, 24 ; total, 52. Ordinary attendance, 50.

The schoolhouse is substantially a good one, but some additions are required, and a teacher's residence is much needed. The school is well appointed and organized. A good attendance is secured, although by the recent establishment of a private Roman Catholic school quite 30 pupils have been lost to the Public School. I am informed that within the school radius there are quite 50 children who attend no school. The pupils are very fairly punctual, and they are orderly and well behaved. Singing is not taught ; otherwise the course of instruction is a full one. There is an earnestness pervading the teaching ; the proficiency in the several classes reaches very fair, nearly.

*WHITE ROCK (N.-V.) :—Regular inspection, 28th August.

Enrolled :—Boys, 14 ; girls, 21 ; total 35. Present :—Boys, 10 ; girls, 15 ; total, 25.

New vested premises for a school population of from 40 to 50 are much needed, the buildings temporarily used are incomplete, and otherwise unsuitable. The records are correct. About seven-tenths of the children of the locality are enrolled, and they are fairly regular and punctual. The prevailing tone of the school is good. The prescribed subjects are taught, singing excepted ; the classification is appropriate, and the instruction is regulated by the necessary documents. The methods are suitable, and they are earnestly applied. The general proficiency is about fair.

WYAGDON (V.) :—Regular inspection, 20th July.

Enrolled :—Boys, 17 ; girls, 10 ; total, 27. Present :—Boys, 14 ; girls, 10 ; total, 24. Ordinary attendance, 25.

The schoolhouse is substantially built, and the appliances and organization are of satisfactory character. Compared with the enrolment, the attendance is satisfactory ; but if all the children of the school age attended the school, there would be no difficulty in securing an average of thirty throughout the year. The children present were orderly and becomingly behaved ; under test they were reasonably industrious. The instruction includes all the subjects laid down for a primary school. The methods are earnestly applied ; the proficiency averages very fair.

II.—PROVISIONAL SCHOOLS.

* ANTONIO CREEK :—Regular inspection, 23rd August.

Enrolled :—Boys, 9 ; girls, 20 ; total, 29. Present :—Boys, 6 ; girls, 13 ; total, 19.

The school premises are indifferent, but arrangements are being made for the establishment of a Public School, and the erection of suitable vested buildings. The records are correct, and the property is well kept. About half the children in the locality are enrolled, and they are very fairly regular and punctual. The general discipline is tolerable. The subjects prescribed for two classes are taught—singing excepted. The instruction is tolerably well regulated, and the school-work is carried on with zeal and industry. The proficiency ranges from moderate to tolerable.

* BACK CREEK :—Regular inspection, 13th October.

Enrolled :—Boys, 12 ; girls, 17 ; total, 29. Present :—Boys, 5 ; girls, 11 ; total, 16.

The material condition is the same as at last inspection. The records are correct. The property is well kept. About three-fourths of the children in the locality are enrolled, and they attend with fair regularity and punctuality. The course of instruction is that prescribed ; the lesson documents are tolerably suitable. The teaching is carried on with zeal and painstaking, but the methods are defective. The general proficiency is a little above moderate.

* BARTLETT'S :—Regular inspection, 10th August.

Enrolled :—Boys, 15 ; girls, 16 ; total, 31. Present :—Boys, 8 ; girls, 3 ; total, 11.

This school was aided about a year ago for the temporary accommodation of the children of men employed on the railway works. At the time of inspection the population was removing from the locality. The school premises are but indifferently suitable, and the records are incorrect. The general discipline is unsatisfactory. The school work is carried on without system or order. The proficiency of the children examined was indifferent. The school has since been closed.

* BOX RIDGE :—Regular inspection, 30th August.

Enrolled :—Boys, 16 ; girls, 14 ; total, 30. Present :—Boys, 11 ; girls, 10 ; total, 21.

The buildings now in use are but moderately suitable, and they are in bad repair. Arrangements have been made for the establishment of a Public School, but want of reasonable co-operation amongst the residents in the locality, with respect to the choice of a school site, has hindered the erection of suitable buildings. The prescribed subjects are taught. The classification is moderately appropriate ; the lesson documents are incomplete ; and the teaching is wanting in thoroughness. The proficiency is a little above moderate.

BUDGERABONG :—General inspection, 2nd November.

Enrolled :—Boys, 7 ; girls, 15 ; total, 22. Present :—Boys, 7 ; girls, 14 ; total, 21.
Ordinary attendance, 18.

This school is held in a sapling building, 12 feet by 12 feet in area. The interstices in the walls are partially filled in with mud, but as the gable ends are not so treated the premises cannot be used in wet weather. I have been given to understand that the school committee intends to take steps to procure more suitable premises. The furniture is of rude construction, but it is on the whole suitable. There is a full supply of working materials, and the furniture is arranged in the best way possible. For the number enrolled the attendance is satisfactory. Eight children of the school age, and living at no great distance from the school, are receiving no education. The moral aspect of the school is pleasing, the children being orderly, cheerful, well-behaved, and industrious. There are two classes, and these are taught all prescribed subjects in a careful manner. The proficiency reaches very fair.

*CALOOLA

*CALOOLA :—Regular inspection, 11th August.

Enrolled :—Boys, 11 ; girls, 14 ; total, 25. Present :—Boys, 8 ; girls, 8 ; total, 16.

The schoolroom is too small and it is badly lighted. A black board is much needed. The property is kept with care by the teacher. At the date of inspection about five-eighths of the children in the locality were enrolled. The pupils are not regular in their attendance, but in other respects the discipline is satisfactory. The prescribed branches are taught. Singing (and drawing in the second class) excepted. The school work is carried on with intelligence and industry. The general proficiency ranges from tolerable to fair. The school population of the locality ought to give an average attendance sufficient for a small Public School.

*DARK CORNER :—Regular inspection, 25th August.

Enrolled :—Boys, 16 ; girls, 15 ; total, 31. Present :—Boys, 11 ; girls, 8 ; total, 19.

The material condition is fair ; the records are correct, and the property is well kept by the teacher. Two-thirds of the children in the locality are enrolled, and they are tolerably regular and very fairly punctual in their attendance. The general discipline is fair. The course of instruction is that prescribed, the classification is tolerably appropriate, and the lesson documents are carefully drawn up. The teaching is carried on with industry but with only indifferent skill. The proficiency is moderate.

*EMU VALLEY :—Regular inspection, 23rd June.

Enrolled :—Boys, 14 ; girls, 15 ; total, 29. Present :—Boys, 7 ; girls, 11 ; total, 18.

Out-offices have not been provided ; there is no residence for the teacher, and in other respects the material condition and organization are but moderate. A centrally situated Public School at Mutton's Falls, and two Half-time schools in the Emu Valley locality, would be the most suitable provision of the means of education for the neighbourhood. The pupils enrolled are regular and punctual, and the general discipline is tolerable. The classification is moderately appropriate ; the teaching is carried on with industry and moderate skill. The average proficiency is a little above moderate.

*FITZGERALD VALLEY :—Regular inspection, 28th September.

Enrolled :—Boys, 8 ; girls, 20 ; total, 28. Present :—Boys, 6 ; girls, 12 ; total, 18.

The school-ground is unfenced, and the out-offices are but moderately suitable. The supply of materials is fairly sufficient, the records are correct, and the property is carefully kept by the teacher. About four-fifths of the children in the locality are enrolled, and they are fairly regular and punctual. The prevailing tone of the school is pleasing. The course of instruction is that prescribed, the classification is tolerably appropriate, and the lesson documents are carefully drawn up. The methods are modern and they are applied with tolerable skill. The proficiency ranges from moderate to tolerable.

*LAGOONS :—Regular inspection, 20th July.

Enrolled :—Boys, 10 ; girls, 18 ; total, 28. Present :—Boys, 7 ; girls, 14 ; total, 21.

Two additional desks are needed. In other respects the material condition is tolerable. The records are fairly correct. About two-thirds of the children in the locality are enrolled, and they attend with very fair regularity. The general discipline is tolerable. The prescribed subjects are taught, singing excepted ; the classification is tolerably appropriate ; the teaching is carried on with care and industry, but without skill. The general proficiency is moderate.

UPPER LEWIS PONDS :—General inspection, 15th August.

Enrolled :—Boys, 11 ; girls, 6 ; total, 17. Present :—Boys, 8 ; girls, 5 ; total, 13.

Ordinary attendance, 14.

This school is held in the Wesleyan Chapel. The building is suitable and in very fair condition, but the supply of teaching requisites is inadequate. There are no out-offices, and the ground is unfenced. The children are very unpunctual ; this is attributed to the absence of time-pieces, and to the distances several of the children have to travel. I am informed that there are quite thirty-six children of the school age in the locality, but through the indifference of the parents the greater portion of these children are growing up in complete ignorance. The pupils present were fairly orderly and well-behaved. The subjects taught are—reading, writing, arithmetic, and elementary grammar ; in these branches the two classes were examined. The results were fair.

MANDAGERY :—Regular inspection, 30th August.

Enrolled :—Boys, 29 ; girls, 16 ; total, 45. Present :—Boys, 16 ; girls, 2 ; total, 18.

Ordinary attendance, 24.

The school premises, constructed of wattles, saplings, and mud, consist of a schoolroom, 14 feet by 14 feet, with two rooms and a kitchen for the teacher. The premises are in but moderate condition. The school furniture is reasonably sufficient but is very clumsy. The school documents were found in a defective state, but this arose through ignorance and not neglect, on the teacher's part. The attendance, both that witnessed and that which ordinarily obtains, indicates great neglect on the parents' part. The present excuse for the absence of many enrolled pupils is *lamb tending*. The teacher has his pupils under fair control. The subjects prescribed for a first and second class have been taught in a careful manner. The proficiency averages from fair to very fair.

*MUNDORAMA PONDS :—Regular inspection, 4th October.

Enrolled :—Boys, 16 ; girls, 17 ; total, 33. Present :—Boys, 9 ; girls, 10 ; total, 19.

The ground is unfenced, but in other respects the premises are fairly suitable for a Provisional School. The records are correct, and the property is kept with care. The classification is fairly healthy. Singing is not taught ; otherwise the course of instruction is that prescribed. The discipline is thoroughly appropriate. The teaching is carried on with intelligence and industry, but the work is wanting in thoroughness. The average proficiency is about moderate.

*MACQUARIE PLAINS :—Regular inspection, 26th July.

Enrolled :—Boys, 15 ; girls, 11 ; total, 26. Present :—Boys, 14 ; girls, 10 ; total, 24.

The schoolroom needs re-colouring. The records are correct, and the property is carefully kept by the teacher. Six-sevenths of the children in the locality are enrolled, and they are fairly regular and punctual in their attendance. All the prescribed subjects are taught ; the classification is fairly appropriate, and the lesson documents are carefully drawn up. The teaching is conducted with industry and tolerable skill. The proficiency in class I is moderate, and in classes II and III it ranges from tolerable to fair.

*MALMSBURY :—General inspection, 17th August.

Enrolled :—Boys, 13 ; girls, 17 ; total, 30. Present :—Boys, 11 ; girls, 9 ; total, 20.

The school grounds should be fenced, and a supply of water should be provided. The records are well kept. Five-sixths of the children in the locality are enrolled, and they are very fairly punctual in their attendance. Their regularity is only moderate. The general discipline is satisfactory. The subjects prescribed for two classes are taught with industry and fair skill. The general proficiency is tolerable.

* NATIVE

*NATIVE HOME:—Regular inspection, 15th June.

Enrolled:—Boys, 23; girls, 21; total, 44. Present:—Boys, 14; girls, 12; total, 26.

The school building is a temporary structure, and it is but moderately suitable. The records are correct. About four-fifths of the children in the locality are enrolled. The prevailing tone of the school is healthy. The prescribed subjects are taught, singing excepted; the classification is appropriate, and the lesson documents are carefully arranged. The methods are fairly suitable, and they are applied with industry. The general proficiency ranges from tolerable to fair. When the railway workmen remove from the locality one Public School, properly placed, would accommodate the permanent residents of Native Home and Dennis Island.

PALMER'S OAKLEY:—General inspection, 29th September.

Enrolled:—Boys, 7; girls, 12; total, 19. Present:—Boys, 5; girls, 9; total, 14.

Ordinary attendance, 15.

The school is taught in a substantial wooden building, which is floored, well lighted, and in most respects adequately equipped. The school is suitably organized, and its moral aspect is pleasing. Compared with the enrolment the attendance is good, but there are quite twelve children, who live at no great distance from the schoolhouse, going to no school. The teacher has her pupils under good control, and her teaching is effective. In the three classes the proficiency is in excess of fair.

*NEILA CREEK:—Regular inspection, 11th October.

Enrolled:—Boys, 7; girls, 13; total, 20. Present:—Boys, 2; girls, 8; total, 10.

The ground is unfenced, but in other respects the material condition is tolerably satisfactory. The discipline is fairly healthy. The prescribed subjects are taught—singing excepted; the classification is moderately appropriate, and the lesson documents are drawn up with care. The teaching is carried on with industry. The general proficiency is moderate. At the time of the inspection the attendance was exceptionally low, owing to the children being kept at home to assist in farm work.

*SHAW:—Regular inspection, 3rd October.

Enrolled:—Boys, 12; girls, 14; total, 26. Present:—Boys, 12; girls, 12; total, 24.

Additional furniture is needed, and the school buildings should be enlarged. The records are correct and the property is kept with much care by the teacher. About *half* the children in the locality are enrolled and they attend with punctuality and tolerable regularity. The general discipline is healthy. The prescribed subjects are taught with intelligence and earnestness, and the school work is properly regulated. The general proficiency is very fair.

VITTORIA:—Regular inspection, 10th August.

Enrolled:—Boys, 14; girls, 16; total, 30. Present:—Boys, 11; girls, 14; total, 25.

Ordinary attendance, 23.

The schoolroom, which is also used for church purposes, is in fair condition and suitably furnished. The routine and organization are of passable worth. The attendance is good for the enrolment; there are quite fifty children of the school age in the locality, and if unanimity prevailed a vested Public School could be maintained. The teacher has her children under good control. The usual subjects are taught in a careful manner and the proficiency of the pupils averages between tolerable and fair.

III.—HALF-TIME SCHOOLS.

*CULLEN BULLEN AND FOREST VALE:—Regular inspection, 27th June.

Enrolled:—Boys, 27; girls, 22; total, 49. Present:—Boys, 17; girls, 12; total, 29.

Tolerably suitable buildings have been provided; the supply of requisites is sufficient; the records are correct and the property is well kept. Nearly all the children in the locality are enrolled, and they are regular and punctual in their attendance. Owing to wet weather on the day of inspection, the attendance was considerably below the average. All the subjects prescribed for Half-time Schools are taught, and the teaching is carried on with earnestness and care. *Home* exercises are also properly attended to. The average proficiency is about tolerable.

*VICTORIA CREEK AND TRENDON GRANGE:—Regular inspection, 27th September.

Enrolled:—Boys, 16; girls, 17; total, 33. Present:—Boys, 13; girls, 14; total, 27.

The ground is unfenced, and the buildings and furniture are but moderately suitable. The records are fairly satisfactory, and the property is tolerably well kept. About *half* the children in the locality are enrolled. The pupils are punctual but only moderately regular in attendance. The general discipline is fair. Singing and drawing are not taught, and no register of work has been kept. The methods are modern, but as applied they are only tolerably effective. The average proficiency is about tolerable.

LOWTHER AND OFF FLAT:—Regular inspection, 2nd December.

Enrolled:—Boys, 29; girls, 11; total, 40. Present:—Boys, 24; girls, 10; total, 34. Ordinary attendance, 31.

Lowther.—The premises are vested, the school being formerly a Full-time Public School. The building is in very fair condition; the schoolroom is well furnished and equipped. On the whole a good attendance is secured. The pupils are fairly punctual, tidily dressed, and well-behaved, but they are insufficiently self-reliant, and give an examiner considerable trouble in his attempts to test their proficiency. I am informed that, with the exception of *five*, the enrolment represents the children of the school-age in the neighbourhood. The course of instruction is that laid down for Half-time Schools. The instruction has been of systematic character. The proficiency of the pupils reaches tolerable.

Off Flat.—The building is a slab hut, having an earthen floor. In most respects it is fairly suitable for school purposes. The organization is satisfactory. The children are orderly, attentive, and reasonably eager to answer when questioned. There are two classes, and in both the average proficiency reaches tolerable.

KANIMBLA AND GANGBENANG:—Regular inspection, 4th December.

Enrolled:—Boys, 21; girls, 19; total, 40. Present:—Boys, 18; girls, 11; total, 29. Ordinary attendance, 30.

Kanimbla.—The schoolhouse is a slab building in a fair state of repair. It is suitable, well-furnished, and sufficiently supplied with material. The organization is passable. The enrolment includes all children in the locality of the school age. The course of instruction is suited to the school. There are two classes; the proficiency slightly exceeds fair.

Gangbenang.—The schoolhouse is a small slab building, having an earthen floor. The school committee purpose the remedy of this defect. The furniture and appliances are sufficient and suitable. The children are orderly, well-behaved, and intelligent. The usual half-time course of instruction is followed. The pupils were fairly proficient in what they had been taught.

J. W. ALLPASS,

Inspector, Bathurst District.

January 2, 1877.

BRAIDWOOD

BRAIDWOOD DISTRICT.

INSPECTOR'S General Report for 1876.

DURING the year 1876, there were 93 schools in operation in this district. Of these, 88 were inspected. Of the remaining five, three are small schools, that have only been in existence a few weeks, and two are Half-time schools, that were opened, after I had visited their locality and recommended their establishment. I am acquainted with two or three places, where small schools may possibly be needed during the coming year, but taking the district throughout, it may be said that there is no scarcity of schools. Many schools in fact have been opened, where the population is unable to maintain the minimum average of ten, required by law. The only people, who are so situated as to be incapable of taking advantage of the existing provisions for education, are isolated families living so far from each other, that co-operation for school purposes is impossible. It is not an unusual thing to find a family with three or four children, whose nearest neighbour is 3 or 10 miles away. This neighbour again is often as great a distance in an opposite direction from the next family. Children so situated can at present only be reached by an excessive expenditure of public funds. In all other cases the difficulty of supplying schools and teachers is so trifling that it calls for no serious thought. It is at the worst only a question of a slight increase in the amount of money granted for education.

There is however one weak point in the present system, with which the law gives the Council and its officers no power to grapple. The Council can build schools but it has no means of getting them properly attended. We are no worse off in this respect than other countries, but still it is a fact that the majority of children, who attend no school, are those who live within reach of one. Excluding large towns however, it would surprise a casual observer to learn how few children there are, comparatively speaking, whose names are not found at some time or other on school registers. Irregularity of attendance is practically a greater evil than non-attendance, for it is wider in its action, and so disguises defects as to make remedies appear uncalled for. Classifying them broadly, pupils, so far as attendance is concerned, may be grouped into four sections. Section one, numbering but a choice few, comprises those, who seldom miss a day under any circumstances. Section two includes the children, who are away an occasional day in a week. These two sections, forming together somewhat less than half the enrolled strength of all the schools in the district, contain the whole of the scholars that may fairly be called regular. Section three is composed of pupils, who are absent a week or two in almost every month. These as a rule fall behind their comrades in class and are not fit for promotion with them. They hang on as dead weight to be worked up a second time with the children advanced from the next class below. A few parents understand why children thus attending take twice as long as others to get the same distance, and censure only themselves; but a greater number of fathers and mothers, having but an imperfect knowledge of schools, are slow to attach blame to the right persons. Section four comprises the children who attend a week, at some slack time, and then stay away a month, who attend again perhaps a fortnight, and are then absent six weeks, who come again a day or half-a-day and then disappear for two or three months. Potato picking, shearing, harvesting, lambing and other occupations in their turn take these children away for such long periods. What they are able to learn at school is of course worthless. They form however a large class in the bush, and are a terror to their teacher, for he will be exceptionally fortunate if their parents do not screen themselves from the odium of rearing their children in this way by explaining to all, who care to listen, that though they have sent them four or five years to school yet they have learnt nothing. Sections three and four number rather more than half the pupils enrolled; and their broken attendance, added to the steady attendance of the children in sections one and two, make a daily average of about 65 per cent. Any system of education that aims at universal instruction must not only keep in view the children who never attend school but must keep a tight hand upon the much larger class who, though nominally attending, might almost as well be away.

Referring now to the character of the education given, it may justly be said that with very few exceptions the schools are doing honest, substantial work. Comparing the state of education in this district with what it was even five years ago, there is reasonable cause to feel satisfied with the progress that has been made. Children who attend with ordinary regularity can secure now in most places an education that will be sufficient to enable them to take any position in life, that does not require technical or professional knowledge. At the various examinations, only one Public or Denominational school fell below the prescribed standard, more than one-fourth were above the standard, and all the rest were up to it. Owing to greater irregularity, and in some cases to the inferior skill of the teachers employed, the results for Provisional and Half-time schools are not so satisfactory. Every year however will tend to improve these small schools. The scheme for training candidates for these positions and the new regulation transferring the appointment of Provisional school teachers from local bodies to the Council will produce beneficial effects. When teachers were placed in charge by committees, incompetent persons were frequently appointed, whose sole claim was their helplessness. When Provisional schools now become vacant, they are filled by teachers selected and trained to some extent for the work.

The increase made this year in salaries has had a steady effect on teachers of Provisional Schools. The pay attached to the smallest schools of this class was formerly very low, and the teachers, looking upon their situations as only harbours of refuge, naturally quitted them at the first opportunity.

The increase in the salaries of classified teachers has given general satisfaction, because, though the addition is small, it is an indication of the direction that changes in regard to income must take. Now that there is so general a demand for good and sound teaching, the person upon whom the labour and responsibility of instructing nearly all the children in a township or district fall, must step by step come to be looked upon as a man, who can only be secured by the payment of a liberal salary. The tendency of the age in this respect may be noticed in the difficulty experienced by private families in obtaining qualified tutors and governesses, except at rates of emolument that a few years ago would have been considered excessive. If public education is to be general and of good quality, the country must be prepared to see a steady increase of expenditure in the direction of salaries.

All the pupil teachers have conducted themselves well and have faithfully performed their duties. The condition of each school inspected will be found in the annexed summaries of reports.

J. C. MAYNARD.

Inspector, Braidwood District.

Braidwood, 30th December, 1876.

BRAIDWOOD DISTRICT.

ANNEX A.

SUMMARIES of Reports furnished on Public, Provisional, and Half-time Schools during the year 1876.

Throughout these Summaries the technical words used to indicate general proficiency have the following relative values:—

- | | |
|---------------|-----------------|
| 1. Excellent. | 6. Tolerable. |
| 2. Very good. | 7. Moderate. |
| 3. Good. | 8. Indifferent. |
| 4. Very fair. | 9. Bad. |
| 5. Fair. | 10. Failure. |

I.—

I.—PUBLIC SCHOOLS.

ARALUEN (Boys—V.) :—Regular inspection, 12th May, 1876.

Enrolled, 45 ; present, 32.

1. The building is in a good state of repair. There is sufficient accommodation for three or four times the present attendance. 2. The pupils are attentive and well behaved. 3. The attainments are satisfactory, the general proficiency being very fair.

ARALUEN (Girls—V.) :—Regular inspection, 11th May, 1876.

Enrolled, 42 ; present, 31.

1. The material condition is good. 2. The discipline is satisfactory in all respects. 3. The general proficiency is between fair and very fair.

ARALUEN (Infants—V.) :—Regular inspection, 10th May, 1876.

Enrolled :—Boys, 22 ; girls, 18 ; total, 40. Present :—Boys, 18 ; girls, 11 ; total, 29.

1. Owing to the decrease of population this department is now sufficiently large. 2. The discipline is mild but effective, and the general proficiency is fair.

ARALUEN, WEST (V.) :—Regular inspection, 16th May, 1876.

Enrolled :—Boys, 40 ; girls, 31 ; total, 71. Present :—Boys, 30 ; girls, 24 ; total, 54.

1. The school is in a good state of repair and amply provided with all requisites. 2. The pupils are attentive, obedient and orderly. 3. The attainments are satisfactory, the general proficiency being very fair.

ARALUEN, UPPER (N.-V.) :—Regular inspection, 15th May, 1876.

Enrolled :—Boys, 31 ; girls, 36 ; total, 67. Present :—Boys, 23 ; girls, 33 ; total, 56.

1. The room is somewhat small for the present attendance, but the majority of the children might easily go to the school at Araluen West. 2. The government is mild and somewhat wanting in system. 3. Average progress has been made during the year. The general proficiency is fair.

BATEMAN'S BAY (V.) :—Regular inspection, 6th June, 1876.

Enrolled :—Boys, 35 ; girls, 21 ; total, 56. Present :—Boys, 23 ; girls, 12 ; total, 35.

1. Necessary repairs have been made during the year, and the buildings are now in a satisfactory state. 2. The discipline is sound. 3. All the prescribed subjects are taught except singing. The mark for reading and spelling is beyond the average, that for drawing below, and that for all other subjects well up to the average. The general proficiency is between fair and very fair.

BEGA (V.) :—Regular inspection, 1st and 2nd August, 1876.

Enrolled :—Boys, 68 ; girls, 48 ; total, 116. Present :—Boys, 65 ; girls, 43 ; total, 108.

1. As far as the present building can be made suitable the material condition is now good. There is an ample supply of furniture, apparatus and working stock. 2. The discipline has improved, but there is still room for increased firmness and activity in the government. 3. All the prescribed subjects are taught and all with average success. The general proficiency is fair.

BELL'S CREEK (V.) :—Regular inspection, 23rd October, 1876.

Enrolled :—Boys, 17 ; girls, 10 ; total, 27. Present :—Boys, 16 ; girls, 10 ; total, 26.

1. New buildings have been erected and there is a good supply of all requisites. 2. More energy and determination are required in the government. 3. The young children in this school have always been exceptionally well taught. The elder pupils bring down the total marks by their weakness in arithmetic, grammar and geography. The general proficiency is between fair and very fair.

BERGALIA (V.) :—Regular inspection, 25th May, 1876.

Enrolled :—Boys, 19 ; girls, 24 ; total, 43. Present :—Boys, 14 ; girls, 14 ; total, 28.

1. Since last inspection, the school and the residence have been put into a good state of repair. 2. The discipline on the whole is sound. 3. Writing and spelling are taught unusually well ; the mark for reading and Scripture is also above the average. The general proficiency is very fair.

BODALLA (N.-V.) :—Regular inspection, 26th May, 1876.

Enrolled :—Boys, 32 ; girls, 40 ; total, 72. Present :—Boys, 24 ; girls, 27 ; total, 51.

1. The building is small but not otherwise unsuitable ; steps have been taken to provide greater accommodation. 2. The discipline has improved, but there is still room for increased firmness. 3. The mark for reading and Scripture is above the average, and that for all other subjects up to the average. The general proficiency is fair.

BOMBALA (V.) :—Regular inspection, 17th and 21st February, 1876.

Enrolled :—Boys, 86 ; girls, 55 ; total, 141. Present :—Boys, 68 ; girls, 37 ; total, 105.

1. The existing schoolroom is too small, but a new one is nearly completed. 2. The discipline of classes I and II is capable of much improvement, that of classes III and IV is satisfactory. 3. In no subject are the attainments above the average. The general proficiency is fair.

BRAIDWOOD (V.) :—Regular inspection, 28th August, 1876.

Enrolled :—Boys, 40 ; girls, 35 ; total, 75. Present :—Boys, 34 ; girls, 25 ; total, 59.

1. Necessary repairs have been made since last inspection, and the buildings are now in good condition. 2. The government is mild but systematic, and the general tone of the school is healthy. 3. All the prescribed subjects are taught, and all with more than average success. The proficiency is between very fair and good.

CANDELO (V.) :—Regular inspection, 19th September, 1876.

Enrolled :—Boys, 40 ; girls, 27 ; total, 67. Present :—Boys, 34 ; girls, 22 ; total, 56.

1. The material condition is satisfactory. 2. Not more than half the pupils are regular. They are attentive, obedient, and orderly. 3. In class I the attainments are good in all subjects ; in the other classes the proficiency is between fair and very fair.

COBARGO (V.) :—Regular inspection, 27th July, 1876.

Enrolled :—Boys, 11 ; girls, 26 ; total, 37. Present :—Boys, 9 ; girls, 24 ; total, 33.

1. New school buildings have been put up, and the material condition is now good. 2. The children copy greatly, and the discipline generally is wanting in system. 3. The first class is well taught but the other classes are managed with much less efficiency. The average proficiency is between tolerable and fair.

COOMA (V.) :—Regular inspection, 13th March, 1876.

Enrolled :—Boys, 53 ; girls, 47 ; total, 100. Present :—Boys, 45 ; girls, 36 ; total, 81.

1. The material condition is good in all respects. 2. There is still room for improvement in the discipline. The pupils attend spasmodically when roused up by reprimands, but they have not been trained to give as a matter of habit a sustained and willing attention to their teachers. 3. All the prescribed subjects are taught and with very even success. The general proficiency is between fair and very fair.

EDEN (V.) :—Regular inspection, 22nd September, 1876.

Enrolled :—Boys, 28 ; girls, 15 ; total, 43. Present :—Boys, 25 ; girls, 11 ; total, 36.

1. No alteration has been made in the material condition since last inspection. 2. The discipline is sound in all respects. 3. The mark for every subject is above the average. The general proficiency is good.

JEMBAICUMBENE (V.) :—Regular inspection, 11th April, 1876.

Enrolled :—Boys, 21 ; girls, 13 ; total, 34. Present :—Boys, 14 ; girls, 7 ; total, 21.

1. The building is in a good state of repair and is amply provided with furniture, apparatus and materials. 2. The children are attentive, obedient and well under control. 3. Arithmetic and writing are weak subjects, but in all others average progress has been made. The general proficiency is between tolerable and fair.

KIOBA (N.-V.) :—Regular inspection, 31st May, 1876.

Enrolled :—Boys, 21 ; girls, 20 ; total, 41. Present :—Boys, 19 ; girls, 19 ; total, 38.

1. No alteration has been made in regard to the material condition, but a site being now available steps have been taken to erect new buildings. 2. The discipline is good. 3. All the prescribed subjects are taught ; the mark for arithmetic and geography is somewhat low, but that for all other subjects is high. The general proficiency is very fair.

LITTLE RIVER (V.) :—Regular inspection, 25th October, 1876.

Enrolled :—Boys, 25 ; girls, 31 ; total, 56. Present :—Boys, 20 ; girls, 30 ; total, 50.

1. The buildings have been repaired since last inspection, and are now in fair condition. The outfit of furniture and apparatus is ample. 2. The discipline is fair. 3. All the prescribed subjects are taught except singing. The mark for arithmetic, grammar and drawing is below the average. The general proficiency is between tolerable and fair.

MAJOR'S CREEK (V.) :—Regular inspection, 9th November, 1876.

Enrolled :—Boys, 38 ; girls, 47 ; total, 85. Present :—Boys, 29 ; girls, 34 ; total, 63.

1. The schoolroom is in a fair state of repair and is well supplied with all requisites. 2. Not more than half the pupils are regular. They are attentive, obedient and orderly. 3. The attainments are reasonably satisfactory, the general proficiency being between fair and very fair.

MERIMBULA (V.) :—Regular inspection, 2nd October, 1876.

Enrolled :—Boys, 24 ; girls, 18 ; total 42. Present :—Boys, 22 ; girls, 16 ; total 38.

1. When the ground is fenced, and provision made for a supply of water, the material condition will be in all respects good. 2. The discipline has much improved since last inspection. 3. There is a want of solidity in the attainments. The general proficiency is between tolerable and fair.

MONKITTEE (N.-V.) :—Regular inspection, 18th April, 1876.

Enrolled :—Boys, 18 ; girls, 12 ; total 30. Present :—Boys, 15 ; girls, 11 ; total, 26.

1. The building is in a tolerable state of repair and is well stocked with all necessaries. 2. The children have been conspicuously irregular in attendance. Partly owing to this circumstance, and partly to a want of tact in the management, the attainments are still very low. The general proficiency is between moderate and tolerable. Since the inspection there has been a change of teachers.

NELLIGEN (V.) :—Regular inspection, 12th June, 1876.

Enrolled :—Boys, 30 ; girls, 20 ; total 50. Present :—Boys, 24 ; girls, 20 ; total 44.

1. Since last inspection the residence has been enlarged and a play-shed built. The condition of the buildings is now reasonably good. 2. The discipline is very fair. 3. All the prescribed subjects are taught, except singing. 4. The mark for reading and dictation is above the average ; that for writing, arithmetic, Scripture and object lessons up to the average ; and that for grammar and drawing below. The general proficiency is fair.

NERRIGUNDAH (N.-V.) :—Regular inspection, 25th July, 1876.

Enrolled :—Boys, 21 ; girls, 18 ; total 39. Present :—Boys, 17 ; girls, 17 ; total 34.

1. The building is suitable and is amply supplied with all requisites. 2. The government is somewhat too easy ; and the children are therefore talkative and inattentive. 3. All the prescribed subjects are taught and all with average success. The general proficiency is between tolerable and fair.

PAMBULA (V.) :—Regular inspection, 21st September, 1876.

Enrolled :—Boys, 17 ; girls, 29 ; total, 46. Present :—Boys, 15 ; girls, 26 ; total, 41.

1. The building is in a good state of repair and is well supplied with all requisites. 2. Half the pupils are regular. The discipline has improved and is now very fair. 3. Arithmetic is a weak subject throughout the school. The marks obtained for other subjects are of an average character. The general proficiency is fair.

TANTAWANGLO (V.) :—Regular inspection, 18th September, 1876.

Enrolled :—Boys, 8 ; girls, 23 ; total, 31. Present :—Boys, 7 ; girls, 22 ; total, 29.

1. The building is in a good state of repair and has a suitable outfit of furniture apparatus and working stock. 2. Two-thirds of the pupils attend with ordinary regularity, but there are several children in the neighbourhood, who attend no school. Too much talking is permitted, but in other respects the discipline is fair. 3. All the prescribed subjects are taught. The general proficiency is between fair and very fair.

WOLUMLA SOUTH (V.) :—Regular inspection, 20th September, 1876.

Enrolled :—Boys, 24 ; girls, 24 ; total, 48. Present :—Boys, 16 ; girls, 18 ; total, 34.

1. The material condition is satisfactory. 2. Not more than half the children are regular in their attendance. 3. The mark for drawing and arithmetic is somewhat low, but that for all other subjects is above the average. The general proficiency is between very fair and good.

II.—PROVISIONAL SCHOOLS.

ADAMINIBY (N.-V.) :—Regular inspection, 7th March, 1876.

Enrolled :—Boys, 9 ; girls, 14 ; total, 23. Present :—Boys, 6 ; girls, 9 ; total, 15.

1. The schoolroom is tolerably suitable, and there is a sufficient supply of all necessary stock.
2. Only half attend with ordinary regularity. They are attentive, quiet and well under control.
3. The attainments in all subjects are low, the general proficiency being but moderate.

BETTOWYND (N.-V.) :—Regular inspection, 17th May, 1876.

Enrolled :—Boys, 15 ; girls, 14 ; total, 29. Present :—Boys, 6 ; girls, 13 ; total, 19.

1. The material condition is satisfactory in all respects.
2. The pupils are attentive and orderly.
3. The mark for reading, spelling, writing and arithmetic is beyond the average, that for dictation and grammar up to the average, and that for other subjects, below. The general proficiency is between tolerable and fair.

BROWN MOUNT (N.-V.) :—Regular inspection, 9th May, 1876.

Enrolled :—Boys, 22 ; girls, 15 ; total, 37. Present :—Boys, 21 ; girls, 13 ; total, 34.

1. The school is in a tolerable state of repair and has a fair supply of all requisites.
2. Three-fourths are regular. The pupils are attentive and on the whole orderly.
3. All subjects are taught except singing. The attainments are of an average character, the general proficiency being fair.

CATHCART (N.-V.) :—General inspection, 18th February, 1876.

Enrolled :—Boys, 17 ; girls, 20 ; total, 37. Present :—Boys, 15 ; girls, 17 ; total, 32.

1. The room in which school is held is small and out of repair. Steps have been taken, however, to put up a new building.
2. The government is mild but systematic, and the discipline on the whole is fair.
3. The school has only recently been conducted full-time. The general proficiency is tolerable.

CORROWONG (N.-V.) :—Regular inspection, 23rd February, 1876.

Enrolled :—Boys, 7 ; girls, 16 ; total, 23. Present :—Boys, 7 ; girls, 15 ; total, 22.

1. The school is in a fair state of repair, and there is a sufficient supply of all requisites.
2. The government is too easy, and the attainments suffer in consequence.
3. The general proficiency is moderate.

DANCELONG (V.) :—Regular inspection, 14th February, 1876.

Enrolled :—Boys, 14 ; girls, 15 ; total, 29. Present :—Boys, 10 ; girls, 7 ; total, 17.

1. The building is in a fair state of repair and is well supplied with requisite furniture and materials.
2. The government is ineffective and the general state of the school unsatisfactory.
3. The proficiency is moderate. Since the inspection a new teacher has been appointed.

DUKE'S SPRINGS (N.-V.) :—Regular inspection, 29th February, 1876.

Enrolled :—Boys, 10 ; girls, 12 ; total, 22. Present :—Boys, 9 ; girls, 12 ; total, 21.

1. The material condition is the same this year as last.
2. There is a want of firmness and system in the government.
3. The general proficiency is between tolerable and fair. The present teacher has only lately been appointed.

GUNDILLION (N.-V.) :—Regular inspection, 8th November, 1876.

Enrolled :—Boys, 16 ; girls, 11 ; total, 27. Present :—Boys, 16 ; girls, 11 ; total, 27.

1. For the present attendance the school is too small, but should the existing average be maintained it will be easy to enlarge the building. There is a reasonable amount of furniture and materials.
2. The pupils are orderly and attentive.
3. The general proficiency is tolerable.

KIANDRA (N.-V.) :—Regular inspection, 8th March, 1876.

Enrolled :—Boys, 13 ; girls, 12 ; total, 25. Present :—Boys, 11 ; girls, 10 ; total, 21.

1. Everything about this school is unsatisfactory. The building is bad. Discipline of any effective kind can scarcely be said to exist, and the attainments are wretched.

MOGO (N.-V.) :—Regular inspection, 5th June, 1876.

Enrolled :—Boys, 12 ; girls, 7 ; total, 19. Present :—Boys, 5 ; girls, 6 ; total, 11.

1. The building is in a tolerable state of repair and is well provided with all requisites.
2. Not more than half the pupils attend with ordinary regularity. The discipline is fair.
3. The mark for reading, writing and dictation is above the average, but that for all other subjects below. The general proficiency is between tolerable and fair.

MUDMELONG (N.-V.) :—Regular inspection, 18th May, 1876.

Enrolled :—Boys, 13 ; girls, 19 ; total, 32. Present :—Boys, 13 ; girls, 17 ; total, 30.

1. The school is in a fair state of repair and is reasonably well supplied with all necessaries.
2. The discipline is very fair. The general proficiency is between moderate and tolerable.

NERRIGA (V.) :—Regular inspection, 31st October, 1876.

Enrolled :—Boys, 12 ; girls, 18 ; total, 30. Present :—Boys, 7 ; girls, 16 ; total, 23.

1. The building is rough but it meets all present requirements. The school-ground needs fencing.
2. During the year this neighbourhood has suffered greatly from sickness, and the attendance at school has in consequence been much broken. The discipline is fair.
3. Reading and writing are taught with ordinary success, but the school is weak in all other subjects. The general proficiency is between moderate and tolerable.

NEWSTEAD (V.) :—Regular inspection, 30th May, 1876.

Enrolled :—Boys, 11 ; girls, 10 ; total, 21. Present :—Boys, 11 ; girls, 8 ; total, 19.

1. The schoolroom is in a tolerable state of repair and is provided with a sufficient quantity of furniture, though of a rough kind.
2. The discipline is satisfactory.
3. All the prescribed subjects are taught, except singing and drawing. The mark for reading, dictation, grammar and Scripture is above the average, and that for all other subjects is up to the average. The general proficiency is between fair and very fair.

NIMITYBELLE (N.-V.) :—Regular inspection, 15th February, 1876.

Enrolled :—Boys, 13 ; girls, 13 ; total, 26. Present :—Boys, 10 ; girls, 11 ; total, 21.

1. No alteration has been made in the material condition since last inspection.
2. The discipline is good.
3. The attendance is very irregular, but notwithstanding this circumstance ordinary progress has been made. The general proficiency is between tolerable and fair.

RUNNYMEDE (V.) :—Regular inspection, 8th June, 1876.

Enrolled :—Boys, 11 ; girls, 7 ; total, 18. Present :—Boys, 8 ; girls, 7 ; total, 15.

1. The building is rough, but it meets all present requirements reasonably well.
2. Two-thirds of the pupils are regular, and the discipline is tolerable.
3. Reading, writing and Scripture are taught with average success, but the attainments of the children in other subjects are poor. The general proficiency is moderate.

SPRING

SPRING VALE (N.-V.) :—Regular inspection, 5th October, 1876.

Enrolled :—Boys, 10 ; girls, 12 ; total, 22. Present :—Boys, 9 ; girls, 12 ; total, 21.

1. The school is held temporarily in a room lent by one of the residents. It is too small and but poorly fitted up with desks and forms. There is a sufficient supply of working stock. 2. During the short time the school has been open, the children have made fair progress.

WANDELLA (N.-V.) :—Regular inspection, 28th July, 1876.

Enrolled :—Boys, 12 ; girls, 12 ; total, 24. Present :—Boys, 12 ; girls, 12 ; total, 24.

1. The school is in a tolerable state of repair, and is sufficiently well provided with all necessaries. 2. Two-thirds of the pupils are regular ; they are attentive and orderly. 3. All subjects are taught, with average success, the general proficiency being fair.

III.—HALF-TIME SCHOOLS.

BACK CREEK (N.-V.) :—Regular inspection, 2nd November, 1876.

Enrolled :—Boys, 5 ; girls, 3 ; total, 8. Present :—Boys, 5 ; girls, 2 ; total, 7.

1. This school is worked with that at Charleyong, and is in all respects in about the same condition.

BOMBAY (N.-V.) :—Regular inspection, 26th October, 1876.

Enrolled :—Boys, 10 ; girls, 8 ; total, 18. Present :—Boys, 8 ; girls, 8 ; total, 16.

1. School is held in a very rough and uncomfortable hut. As a school here is not likely to be permanently required, unnecessary expense has been avoided. 2. The children are attentive and orderly. 3. The attainments are reasonably satisfactory, the general proficiency being between tolerable and fair.

BORO UPPER (N.-V.) :—Regular inspection, 15th November, 1876.

Enrolled :—Boys, 11 ; girls, 7 ; total, 18. Present :—Boys, 9 ; girls, 5 ; total, 14.

1. The school is in a fair state of repair and is well supplied with furniture, apparatus and materials. 2. The government is too easy. The children could and would do far more work, if the teacher would make them. The general proficiency is between moderate and tolerable.

BORO LOWER (N.-V.) :—Regular inspection, 15th November, 1876.

Enrolled :—Boys, 5 ; girls, 8 ; total, 13. Present :—Boys, 5 ; girls, 4 ; total, 9.

1. The school is a rough slab building, but it meets all requirements reasonably well. 2. The school is worked with that at Upper Boro, and the general management is marked by the same ineffectiveness.

BURRAGATE (V.) :—Regular inspection, 25th September, 1876.

Enrolled :—Boys, 6 ; girls, 3 ; total, 9. Present :—Boys, 6 ; girls, 3 ; total, 9.

1. There is sufficient accommodation to provide for three or four times the present attendance. All the children in the neighbourhood are enrolled, but they are not enough to maintain the minimum average. The general proficiency is indifferent.

BOCONNOC (N.-V.) :—Regular inspection, 9th March, 1876.

Enrolled :—Boys, 3 ; girl, 1 ; total, 4. Present :—Boys, 3 ; girl, 1 ; total, 4.

No alteration has been made in the material condition. The population being insufficient to maintain the school, it was closed from the day of inspection. The attainments of the few pupils remaining were only moderate.

CHARLEYONG (N.-V.) :—Regular inspection, 2nd November, 1876.

Enrolled :—Boys, 6 ; girls, 11 ; total, 17. Present :—Boys, 3 ; girls, 8 ; total, 11.

1. The building is in a tolerable state of repair and is well provided with all necessaries. 2. The discipline is good. 3. Notwithstanding the irregularity of attendance, the attainments are satisfactory. The general proficiency is very fair.

COLUMBO (N.-V.) :—Regular inspection, 26th October, 1876.

Enrolled :—Boys, 11 ; girls, 7 ; total, 18. Present :—Boys, 9 ; girls, 5 ; total, 14.

1. The school is in a tolerable state of repair and is supplied with sufficient requisites. 2. The discipline is satisfactory in all respects. 3. The mark for reading and writing is above the average, and that for other subjects up to the average. The general proficiency is between fair and very fair.

DELEGATE (N.-V.) :—Regular inspection, 22nd February, 1876.

Enrolled :—Boys, 12 ; girls, 7 ; total, 19. Present :—Boys, 6 ; girls, 7 ; total, 13.

1. No alteration has been made in the material condition since last inspection. 2. The attendance is excessively irregular, and the attainments are therefore necessarily low. 3. The general proficiency is between moderate and tolerable.

DENNIS FLAT (N.-V.) :—Regular inspection, 1st November, 1876.

Enrolled :—Boys, 4 ; girls, 7 ; total, 11. Present :—Boys, 4 ; girls, 7 ; total, 11.

1. School is held in a small hut, that is rather barely fitted up with desks and forms. As however it is not likely that a school can permanently be maintained here, all unnecessary expense has been avoided. 2. The discipline is satisfactory. The mark for general proficiency is between tolerable and fair.

DURRAN-DURRAH (N.-V.) :—Regular inspection, 27th November, 1876.

Enrolled :—Boys, 3 ; girls, 11 ; total, 14. Present :—Boys, 2 ; girls, 8 ; total, 10.

1. The building is in a tolerable state of repair and is sufficiently well provided with requisites. 2. The government is weak. 3. This school is worked with that at Six-mile Flat, but owing mainly to greater regularity of attendance it is in much better condition. The general proficiency is between tolerable and fair.

FARRINGTON (N.-V.) :—Regular inspection, 6th November, 1876.

Enrolled :—Boys, 11 ; girls, 5 ; total, 16. Present :—Boys, 8 ; girls, 5 ; total, 13.

1. The school is in a tolerable state of repair and is sufficiently well provided with materials. 2. There is a want of force and activity in the government. The children are lazy, but they would do far more work, if the teacher would make them. 3. The general proficiency is between tolerable and fair.

GINNABROTHERS

GINNABROTHERS (N.-V.) :—Regular inspection, 29th February, 1876.

Enrolled :—Boys, 13 ; girls, 10 ; total, 23. Present :—Boys, 9 ; girls, 10 ; total, 19.

1. The schoolroom is in a fair state of repair and is sufficiently well provided with requisites.
2. The pupils are attentive, orderly and well under control. The school has but recently been re-opened. Under the present teacher average progress is made.

GOOD-GOOD (N.-V.) :—Regular inspection, 9th February, 1876.

Enrolled :—Boys, 6 ; girls, 6 ; total, 12. Present :—Boys, 3 ; girls, 3 ; total, 6.

1. School is held in a small hut that is but poorly provided with requisites.
2. The school has been in operation but a short time, and the attainments are moderate.

HAROLD'S CROSS (N.-V.) :—Regular inspection, 6th November, 1876.

Enrolled :—Boys, 6 ; girls, 6 ; total, 12. Present :—Boys, 6 ; girls, 6 ; total, 12.

1. This school is worked with that at Farringdon and is in about the same condition.

JELLAT JELLAT (N.-V.) :—Regular inspection, 4th October, 1876.

Enrolled :—Boys, 7 ; girls, 13 ; total, 20. Present :—Boys, 3 ; girls, 12 ; total, 15.

1. The accommodation is sufficient.
2. The school is worked with that at Warragubra, and its prospects and condition are about the same—barely tolerable.

LARBERT (N.-V.) :—Regular inspection, 14th November, 1876.

Enrolled :—Boys, 13 ; girls, 8 ; total, 21. Present :—Boys, 7 ; girls, 8 ; total, 15.

1. The school accommodation is good in all respects.
2. The pupils are attentive and orderly.
3. The attainments are satisfactory, the mark for all subjects being up to the average. The general proficiency is between fair and very fair.

LAREY'S POINT (N.-V.) :—Regular inspection, 23rd May, 1876.

Enrolled :—Boys, 6 ; girls, 10 ; total, 16. Present :—Boys, 6 ; girls, 9 ; total, 15.

1. No alteration has been made in the material condition.
2. The children are orderly and attentive.
3. The general proficiency is tolerable.

LIMEKILNS (N.-V.) :—Regular inspection, 14th November, 1876.

Enrolled :—Boys, 10 ; girls, 6 ; total, 16. Present :—Boys, 7 ; girls, 3 ; total, 10.

1. The schoolroom is sufficiently good for existing requirements and is well supplied with requisites.
2. The school is worked with that at Larbert, and is in about the same condition in regard to discipline and attainments.

LOCHIEL (N.-V.) :—General inspection, 27th September, 1876.

Enrolled :—Boys, 8 ; girls, 7 ; total, 15. Present :—Boys, 8 ; girls, 7 ; total, 15.

1. The school is a dilapidated slab hut, lent by one of the residents. There are sufficient desks, forms and working materials.
2. The pupils are attentive and quiet, and the government is firm.
3. Average progress has been made during the nine months the school has been open. The proficiency is between tolerable and fair.

MERINGLO (N.-V.) :—Regular inspection, 8th August, 1876.

Enrolled :—Boys, 12 ; girls, 19 ; total, 31. Present :—Boys, 12 ; girls, 19 ; total, 31.

1. The schoolroom is too small for the present attendance. The majority of the children have been at school but a short time and are very backward.
2. Both in regard to attainments and discipline the general condition is indifferent. This is now conducted as a Provisional School.

MOUNT ITALY (N.-V.) :—Regular inspection, 8th November, 1876.

Enrolled :—Boys, 6 ; girls, 7 ; total, 13. Present :—Boys, 6 ; girls, 6 ; total, 12.

1. The material condition is satisfactory.
2. The discipline is very fair.
3. The school has only lately been re-opened. The pupils are making ordinary progress.

MYALLA (N.-V.) :—Regular inspection, 1st March, 1876.

Enrolled :—Boys, 11 ; girls, 7 ; total, 18. Present :—Boys, 8 ; girls, 7 ; total, 15.

1. The material condition is satisfactory.
2. The discipline is good.
3. The general proficiency is tolerable.

ORANMEIE (N.-V.) :—Regular inspection, 7th November, 1876.

Enrolled :—Boys, 9 ; girls, 9 ; total, 18. Present :—Boys, 6 ; girls, 8 ; total, 14.

1. The material condition is satisfactory.
2. Under the present teacher the discipline has much improved, and there is far greater effectiveness in the teaching. The general proficiency is between tolerable and fair.

POWER'S CORNER (N.-V.) :—Inspected, 24th February, 1876.

1. This school had been closed for some weeks when I visited it, all the children being away harvesting. The few families in the neighbourhood find it impossible to maintain the minimum average attendance.

ROCKY HALL (N.-V.) :—General inspection, 26th September, 1876.

Enrolled :—Boys, 12 ; girls, 5 ; total, 17. Present :—Boys, 11 ; girls, 4 ; total, 15.

1. The site is not at present central, but arrangements have been made to remove the building. There is sufficient accommodation and an ordinary supply of furniture, apparatus and working stock.
2. The school has only been established a short time, so that the attainments are but moderate.

SIX-MILE FLAT (V.) :—Regular inspection, 16th November, 1876.

Enrolled :—Boys, 11 ; girls, 11 ; total, 22. Present :—Boys, 8 ; girls, 7 ; total, 15.

1. The schoolroom is a comfortless place but is well supplied with all necessaries.
2. None of the pupils attend with even ordinary regularity.
3. The children are feebly governed, and the general proficiency is indifferent.

SNAPHOOK (N.-V.) :—Regular inspection, 22nd May, 1876.

Enrolled :—Boys, 10 ; girls, 13 ; total, 23. Present :—Boys, 10 ; girls, 10 ; total, 20.

1. The whole place is rough but it meets present requirements.
2. The discipline is satisfactory.
3. The general proficiency is between tolerable and fair.

STONY CREEK (V.) :—Regular inspection, 4th August, 1876.

Enrolled :—Boys, 9 ; girls, 12 ; total, 21. Present :—Boys, 7 ; girls, 8 ; total, 15.

1. The building is in a good state of repair and is well provided with furniture, apparatus and materials. 2. The discipline is satisfactory. 3. The mark for reading is above the average, and that for all other subjects, except geography, up to the average. The general proficiency is fair.

TARRAGANDAH (N.-V.) :—Regular inspection, 4th August, 1876.

Enrolled :—Boys, 5 ; girls, 8 ; total, 13. Present :—Boys, 5 ; girls, 8 ; total, 13.

1. The building is in a good state of repair, and there is an ample supply of all requisites. 2. The discipline is very fair. 3. All the prescribed subjects are taught except drawing. The general proficiency is fair.

TOMBOYE (N.-V.) :—Regular inspection, 1st November, 1876.

Enrolled :—Boys, 8 ; girls, 4 ; total, 12. Present :—Boys, 8 ; girls, 4 ; total, 12.

1. The building is sufficiently good and is well supplied with necessaries. 2. The school is worked with that at Dennis's Flat, and in regard to discipline and attainments is in the same condition.

WARRAGUBRA (N.-V.) :—Regular inspection, 4th October, 1876.

Enrolled :—Boys, 8 ; girls, 10 ; total, 18. Present :—Boys, 8 ; girls, 10 ; total, 18.

1. The building is in a fair state of repair, and there is a sufficient outfit of furniture and apparatus. 2. A new teacher has lately been placed in charge ; under his management the school is likely to improve both in discipline and attainments. The general proficiency is between moderate and tolerable.

WHINSTONE VALLEY (N.-V.) :—Regular inspection, 9th February, 1876.

Enrolled :—Boys, 7 ; girls, 10 ; total, 17. Present :—Boys, 7 ; girls, 3 ; total, 10.

1. The schoolroom is a comfortless slab hut, very roughly fitted up with requisites. 2. This school is worked with that at Good-Good, and is in about the same condition.

WOLUMLA, NORTH (V.) :—Inspected, 31st July, 1876.

1. The building is in good condition, but is now useless for want of population. The school has been closed, as the minimum attendance could not be maintained.

WYNDHAM (V.) :—Regular inspection, 26th September, 1876.

Enrolled :—Boys, 11 ; girls, 16 ; total, 27. Present :—Boys, 7 ; girls, 12 ; total, 19.

1. The school is in a good state of repair and amply provided with all necessaries. 2. The discipline has greatly improved and is now very fair in all respects. 3. Average progress has been made in reading, spelling, writing and dictation ; but the children are weak in arithmetic, grammar and geography. The general proficiency is tolerable.

J. C. MAYNARD,
Inspector, Braidwood District.

CAMDEN DISTRICT.

INSPECTOR'S General Report for 1876.

I HAVE the honor to submit my General Report for the year 1876. The information contained therein relates to the adequacy of the means of education in the district, as regards amount and distribution ; the material condition, organization, and general discipline of the schools ; the subjects and methods of instruction, moral training, and progress of the pupils in learning.

Distribution of means of Education.

At the close of the year there were 96 schools in the district, attended by 5,302 scholars. The following statement shows the number of schools of each class, and the attendance of pupils :—

48 Public Schools, attended by 3,115 pupils ; average for each School	65.
17 Provisional	505
6 Half-time	139
11 Church of England	812
12 Roman Catholic	628
1 Presbyterian	42
1 Wesleyan	61

The total number of scholars who attended the schools of the district in the year was 6,697, and the average attendance 3,379. For the last quarter of the year the enrolment was 5,302, and the average 3,553. Of the 4,878 pupils enrolled at the time of inspection, 3,991 were present at examination. The following statement gives the number of free scholars enrolled for the last quarter of the year :—

Public Schools.....	329
Provisional	173
Half-time.....	24
Church of England	70
Roman Catholic	61
Presbyterian	0
Wesleyan.....	2

Total..... 659

As regards the supply of the means of education in the district, there are very few places where schools are needed, and these places are sparsely settled localities where there would be considerable difficulty in maintaining the attendance of pupils required for either Provisional or Half-time Schools. In some places, notwithstanding the progress that has been made during the last few years to remedy the evil, the number of schools is still in excess of the wants of the people ; but in considering this matter it should be remembered that the Public Schools Act makes no provision for closing unnecessary schools, so long as the required number of thirty pupils is maintained at each ; and that fresh legislation on this point is urgently needed in order to economize the public funds and render the existing schools more efficient. At Camden, Liverpool, Wollongong, Kogarah, and Jamberoo there are still three schools at each place ; and at Dapto, Bulli, Bankstown, Menangle, and Charcoal Creek there are two schools at each place. One school in each of these localities would be quite sufficient to meet the educational requirements of the people, and therefore fifteen of the schools at these places are unnecessary. In June last, the Provisional Schools at the Dairy and Brownlow Hill were closed, being unnecessary, and arrangements are in progress for closing the C.E. School at Jamberoo and the Presbyterian School at Charcoal Creek, in accordance with the wishes of the people. During the year applications for Public Schools were received from Jasper's Brush and Holdsworthy, and for a Provisional

Provisional School from Woodhill. These applications were granted, excepting Jasper's Brush, which was declined, being considered too near existing schools. With the exception of a few thinly settled localities where Half-time Schools could perhaps be maintained, I am not aware of any place in the Camden District where additional schools are required.

Condition of the Schools inspected.

The inspection of the schools was tolerably rigid. The examination of each school generally occupied from five to eight hours; but in the cases of large schools two and sometimes three days were occupied. In every instance I endeavoured to ascertain if the Council's fundamental regulations were complied with. I noted the suitability of the site, the character of the school buildings and furniture, and if the time-tables, programmes of lessons, and occupations of the pupils were suitable, and in accordance with the requirements of the Public Schools Act and Council's Regulations. I inquired into the classification of the scholars; inspected the school library, the mode of keeping the school records, and the books in the hands of the children. As regards the discipline, I noted the punctuality, regularity, cleanliness, order, conduct, and manners of the pupils. I examined every class, noted the subjects taught; the proficiency of the scholars; the rate of school fee; the professional skill and usefulness of the teachers, and the efficiency of the local supervision. At the close of each inspection I made such suggestions to the teacher and to the School Board as I concluded would improve the schools and benefit the public. As regards the material condition of the Public Schools, they are improving rapidly. With very few exceptions, all the Vested Schools are in good repair, and steps are now being taken for making all necessary improvements. During the year buildings have been completed at Gerringong, Campbelltown, Liverpool, Ashfield, Kogarah, and Hurstville, and new schools are in course of erection at Jamberoo, Dapto, Narellan, Mount Keira, Broughton Vale, Peakhurst, and Holdsworth. Important repairs have been made to the schools at Appin, Berkeley, Avondale, Bundywalla, Westbrook, and Violet Hill; and improvements are in progress at Omega Retreat, Kiama, Rose Valley, Brandon Hill, Marshall Mount, Camden, Wollongong, Menangle, and Gerringong. Generally speaking, the schoolrooms are clean and well ventilated. In almost every instance there are suitable playgrounds, out-buildings, a supply of water, and a comfortable residence for the teacher. Of the 48 Public Schools in the district, 14 are non-vested. In the majority of the localities where non-vested schools are in operation measures have been taken, where sites are available, for the erection of vested buildings. All the Public Schools are well furnished, and the supplies of apparatus and books are sufficient. The majority of the Provisional Schools are in passable repair, and well supplied with apparatus and books, but the furniture is sometimes of a bad description. The playgrounds are often not enclosed, closets are sometimes wanting, and generally there is no residence for the teacher. The same remarks apply to the Half-time Schools. As regards Denominational Schools, four are held in churches. In some instances the local Boards decline to make any further material improvements until Parliament has settled the education question. The Denominational Schools, however, are fairly furnished, well supplied with school requisites, and their material condition is fairly satisfactory. Time-tables for regulating the time devoted to each branch of instruction, and programmes showing the course of lessons prescribed for each class for the quarter, are in use in almost every school, but in some cases they are not prepared with much skill, nor adhered to with sufficient strictness; but in general the instruction of the school is carried out in a progressive and systematic manner, and the daily work is recorded in the register of lessons. In nearly all the schools the classification of the pupils is judicious, and the school records are kept with considerable neatness and care. In some cases I found the promotions of the scholars and the quarter of enrolment not recorded at the proper time, nor the class roll duly closed at the end of the quarter; but, on the whole, the school accounts are carefully and correctly kept.

I fully inspected all the schools in the district during the year, and made incidental visits to a large number. So far as I have been able to ascertain, the fundamental regulations of the Council are faithfully observed, and as regards the moral tone of the schools, the character and extent of the instruction imparted, the order, cleanliness, and general discipline maintained, the proficiency of the pupils in the subjects taught, and the general management, the following statement may be taken as a just classification of the schools inspected:—

Condition of the Schools.

Schools.	Tolerable to Moderate, or below Standard.	Fair, or up to Standard.	Very Fair and Good, or above Standard.
Public	6	12	30
Provisional	8	10	0
Half-Time	2	2	2
Church of England	2	4	5
Roman Catholic	6	3	3
Presbyterian	0	1	0
Wesleyan	1	0	0
All Schools	25	32	40

This statement shows considerable improvement for the year. Last year there were 32 schools below the standard of proficiency and 32 above it; but for this year there are only 25 schools below the standard, and the number above it has increased to 40. The 3,991 children examined were classified as follows:—

First Class	1,851.
Second Class	1,176.
Third Class	835.
Fourth Class	129.

Of the 1,851 children in the first class, 362 were learning the alphabet, 1,489 reading and writing monosyllables, learning the mere elements of arithmetic, such as notation to three places, simple addition, sums on slates, and mental operations involving results up to sixty. They are also taught object lessons on domestic animals and common things, and in some of the Public and Denominational Schools to sing melodies. In some schools the younger children are not taught with sufficient care, and too much time is occupied in learning to read. The children in the second class read easy narrative, write on paper from copies, and on slates from dictation and memory. They learn the topography of the school district, the common geographical terms, the uses of a map, the simple rules of arithmetic, to define the parts of speech, and to distinguish them in their reading lessons. They also learn to draw rectilineal figures, and in some schools to sing melodies by ear, or by the tonic-sol-fa method. The course of instruction for the third and fourth classes includes reading, writing, and spelling, ordinary prose, English grammar, analysis of sentences, composition, the geography of the continents and oceans in detail, arithmetic as far as including fractions, and mental calculations, with object lessons on animals, vegetables, minerals, manufactures, common things, and mechanics. Singing, drawing, and Scripture, are also taught in a considerable number of the schools, and in some, the elements of algebra, geometry, and Latin. In the majority of the schools in charge of married teachers, the needlework is creditably taught, but there are a few where it does not receive sufficient attention.

Of the 3,991 children examined, the attainments of 629 are good.
 1,885 very fair.
 1,050 fair.
 329 tolerable.
 98 moderate.

This is in advance of the results of last year. Generally speaking, the pupils in the third and fourth classes read with considerable ease and intelligence, and with few exceptions the writing is creditable. In some schools the pupils are still backward in arithmetic; the chief defects are in notation and the want of sufficient practice to secure accuracy. The theory of English grammar is fairly taught; but in few schools are the children trained with sufficient care to accuracy of expression, which is one of the great objects of studying the subject. There are few schools where the junior classes are not fairly acquainted with the outlines of the map of the world, and the advanced pupils have added to this a considerable knowledge of the physical and political geography of New South Wales, Australia, and the other Continents. Instruction in Scripture history is given in all the Public and in some of the Provisional and Half-time schools. The teachers competent to give instructions in singing and drawing are on the increase. In a number of the schools the children can sing part songs in a pleasing manner; but the theory is not well understood. In about one-third of the schools drawing is creditably taught; but in several cases the teachers do not adhere with sufficient strictness to the course prescribed by the Council. Object lessons are given in all the schools; but in many cases their design and the method of giving them are not well understood, the improvement of the intellectual powers and the cultivation of the habit of observation being overlooked. In nearly all the schools inspected there is some progress to note, either as regards organization, discipline, or instruction, and retrogression as regards efficiency is found in few. The apathy of some teachers, the removal or resignation of others, and the difficulty of securing competent persons for the office in the small and for the more important schools, frequently retard the progress of education.

Children not attending School.

When I inspected each school, and in the course of my travels, I made careful inquiry as to the number of children of the educable ages not under school instruction, and I found that there are about 900 children in the Camden District not attending school. These children are, however, not all growing up wholly uneducated. Some had left school, and others were receiving instruction at home. The average number of children enrolled in all the schools for the year was about 5,100, and with the children not attending, there are about 6,000 children of school ages in the Camden District. The average attendance at school is about 66 days per cent. It appears, therefore, that about one-seventh of the children of the educable ages in the district are not at school, and that the scholars enrolled are absent thirty-four days per cent., or one-third of the school time. This irregularity and non-attendance are very injurious and objectionable for many reasons. The irregular scholars make little or no progress. The country pays for a good education for them and they get but little to fit them for the duties of life. The progress of the regular pupils is much retarded, the public funds are largely wasted, the work of education is hindered, the discipline is injuriously affected and the teachers are embarrassed and discouraged in their efforts. There is no doubt that non-attendance and irregularity should be prevented to a certain extent, and although ability to read and write is said to add 25 per cent. to the wages of the working classes, no man ought to keep any one in ignorance for the sake of cheap labour. Throughout the world intelligent nations are coming to the front, and the uneducated are falling behind in the march of progress. An ignorant community never thrives. The two nations that have made the most rapid progress during the last thirty years are said to be Germany and America, and they are proverbially the best educated people in modern times. While these nations were sowing the seeds of knowledge broadcast among their subjects, England was leaving the children of the people to the mercy of individual and voluntary effort, but recently her eyes have been opened, she now sees her deplorable condition, and in no civilised country in modern times has primary education made such progress as in England during the last five years. In the emphatic words of Horace Mann there is little doubt in a self-governing community, but "ignorance is a crime," and it is universally admitted that education lessens crime. The compulsory law of Scotland came into operation in 1872 and some idea of the difference between compulsory and voluntary school attendance may be gathered from the fact that in two years the attendance of scholars was increased by 42 per cent.; while in Ireland, where there is no compulsory law, the attendance of scholars increased in four years only 8½ per cent. In 1875 the average attendance of scholars in Ireland was 1 in 14 of the population, while in Scotland it was 1 in 11. In the year before permissive compulsion began to operate in England the attendance of day scholars was 1 in 19 of the population; now the attendance is 1 in 13—an increase of 60 per cent. in the five years. It is now considered as an established fact that no agency short of a compulsory law can bring Ireland on a level with England and Scotland as regards the education of the people. In Germany school attendance has been obligatory since 1819, and the result is that illiterates are almost unknown. Scarcely one in a hundred persons is found uneducated, and the actual school attendance between the ages of six and fourteen years is 98 per cent. of the number enrolled. In Germany the compulsory education of the last generation is the voluntary education of the present. During a recent year it was not found necessary to inflict the penalty of the law in more than seven cases, whereas in London above 115 persons are fined every week for neglecting the education of their children. In Birmingham the number of prosecutions is about thirty-six per week; but nothing short of compulsion will bring the children of the masses to school. The proportion of illiteracy in America is still great, and although much attention is paid to the education of the people of Belgium, there is no compulsory law, and half the population can neither write nor read. This is also the case in France: half the population is uneducated, and what the result of this ignorance has been to France may be gathered from the following statement of M. Emile De Laveleye, who says:—"It is an indisputable fact that ignorance combined with universal suffrage was the immediate cause of the recent reverses of France." Education prospers in proportion to the watchfulness of the Government of a nation, and I think most persons who have studied the subject carefully will admit that compulsory education is necessary to a certain extent; but no obligatory law could easily bring all the educable children of the colony under instruction, or prevent all the irregularities of school attendance; but it would be very useful no doubt in compelling some children to attend school who receive no education under present arrangements, and it could secure a more regular attendance of the number enrolled. It is evident no law could compel children to attend school when suffering from sickness, in times of floods, or where there are no schools within a reasonable distance, and compulsory laws are powerless to secure the attendance at school of children destitute, or limited in the means of subsistence. In 1875 the 989 private schools of the Colony were attended by 18,427 scholars, in the Orphan and Industrial Schools there were 1,348 scholars, in the Public Schools 58,811, in the Provisional Schools 8,786, in Half-time schools 2,350, and in Church of England schools 17,771; in Roman Catholic schools 13,941, in Presbyterian schools 1,051, in Wesleyan schools 1,560, and in the Hebrew School 186, making a total of 124,756 scholars at all the Public, Denominational, and other schools of the Colony for the year. Now the estimated population of the Colony for 1875 was 606,652, so that from this statement it follows that about one in five of the population was under instruction within the year. Of the 124,756 children, 104,456 are educated in the schools under the Council of Education; but the average attendance being about 66 days per cent., it follows that the scholars are absent about one-third of the school days. It is an erroneous calculation to reckon that the average attendance of pupils gives the correct number of children at school. The number of children enrolled is the number under instruction and they attend about seventy-three days in the half-year, whereas, in Victoria, only sixty days in the half-year are compulsory, and no compulsory law is likely to compel children to attend school.

school more than 66 days per cent., and there is no ground therefore to complain of the administration of the Public Schools Act in this respect. The chief evil is that there are perhaps 25,000 children in the Colony not attending school; but there is no doubt many of these receive private tuition at home. To assert, as is frequently done, that there are about 40,000 children in the Colony not attending school is, I think, not quite correct, on the ground that on an average all the scholars in the schools under the Council of Education attend school for two-thirds of the time they are enrolled, and no child's name is allowed to remain on the roll unless it is present at the beginning of the quarter. In Sydney, and some other parts of the Colony where schools are numerous, there is no doubt but double enrolments of the same children exaggerate the school attendance for the year by some thousands; but for any particular quarter of a year the number is small. During the year the double enrolments in the Camden District were about 560; but for the last quarter they did not exceed 150. I am inclined to the opinion that there cannot be many more than one-sixth of the children of the educable ages in the Colony not attending school, and careful inquiry would show that some of these have been at school and others are receiving private tuition on the squatting stations and other thinly-settled localities. A compulsory law would perhaps without much pressure increase the number of scholars about 15,000, and raise the average attendance to 75 days per cent., and then 10,000 children would be growing up uneducated to a large extent.

Teachers.

There were employed in the district at the close of the year ninety-six principal teachers, six assistants, sixteen pupil teachers, and two sewing mistresses. They are classified as follows:—Two first-class, twenty-nine second-class, thirty-seven third-class, and thirty-five probationers. Fourteen of the principal teachers were promoted during the year to higher grades of classification for good service. Of the sixteen pupil teachers, four are in the second class, three in the third class, and nine in the fourth. Four were promoted during the year, but two failed to pass the required examination. Of ten applicant pupil teachers two were unsuccessful. The probationary teachers are chiefly employed in the Provisional and Half-time Schools, where the average attendance is below twenty-five and in some cases not more than half that number. Generally speaking, the teachers are industrious and exemplary in their conduct, anxious for improvement, and painstaking in the performance of their duties. It must be admitted that the office of teacher is one of great responsibility and importance. The labours of the teachers are arduous, and as promotion depends upon the condition of the schools, the shortness of the school period and the irregularity of the attendance of the scholars are much against their success. The art of teaching, although founded on principles which elevate it to the rank of a most important science and one of the highest arts of civilized life, is not so carefully studied and practised as it should be. In Prussia the art of teaching is perhaps more fully recognized than in any other country. As a profession it occupies the foremost place, and the day has passed away in which it was thought that any person who possessed a smattering of elementary knowledge, was good enough for the teacher of a primary school.

Concluding Remarks.

All the schools in the district were fully inspected during the year, and a considerable number received incidental visits. The number of schools is increasing, and fourteen of the teachers have been promoted for good service. The resolution of the Assembly to the effect that all Public Schools are in future to be built at the public cost is doing much to promote education among the people, and the character of the school buildings and material condition of the Public Schools are improving rapidly. In some cases the schoolgrounds have been laid out and planted and the Council assists in defraying the cost. The organization has improved, and the general discipline is effective. The cleanliness is generally satisfactory. The number of pupil teachers is increasing, but the pupils in many schools are still irregular, and compulsory attendance is urgently needed. The instruction of the schools has improved during the year, and the unnecessary schools found in some localities are being gradually closed. Since the collection of local contributions for school purposes has ceased I am of opinion that the local supervision is more active. The future prospects of the schools in the district are encouraging. A summary of my reports on the schools inspected is hereunto appended.

Inspector's Office, Sydney,
30th December, 1876.

W. M'INTYRE,
Inspector, Camden District.

CAMDEN DISTRICT.

SUMMARY of Reports for 1876.

THE following remarks are abridged statements of my detailed reports upon the condition of the Public, Provisional, and Half-time Schools inspected by me during the year 1876. The remarks chiefly relate to the material condition and organization of the schools, the general discipline and moral training, the subjects and methods of instruction, and the progress of the pupils in learning.

PUBLIC SCHOOLS.

APPIN:—Regular inspection, 8th November.

Enrolled:—Boys, 21; girls, 20; total, 41. Present:—Boys, 16; girls, 17; total, 33.

The painting, repairs, and lavatory reported as necessary at last inspection have been completed, and the material condition of the school is good. The schoolroom is clean and well ventilated and the scholars are punctual, clean, orderly, and attentive. Singing is not taught, but the methods of tuition are modern and applied with zeal and industry. The average attendance of the pupils is about 65 days per cent. There are ten free scholars. It appears there are no children of the school ages in the locality not under instruction. 68 per cent. of the questions asked at the examination were answered, and the general management of the school is nearly very fair.

ASHFIELD (Infants, V.):—General inspection, 22nd November.

Enrolled:—Boys, 43; girls, 35; total, 78. Present:—Boys, 32; girls, 27; total, 59.

The schoolroom is a new and commodious building, constructed of brick and dressed freestone. The ventilation is good, but the desks and forms are unsuitable, being too high for infant children. The porch is used for a hat-room, but it is too small. There is no playshed to protect the pupils from sun and rain, and the supply of working materials is not quite complete. The usual subjects are taught, and the methods of tuition are modern, and applied with zeal and industry. About 76 per cent. of the scholars are regular, and nearly all punctual. They are clean, and the order, attention, and progress of the pupils in learning are satisfactory for the few weeks the school has been in operation.

ASHFIELD (Primary, V.):—General inspection, 23rd and 24th November.

Enrolled:—Boys, 69; girls, 53; total, 122. Present:—Boys, 55; girls, 46; total, 101.

The schoolroom is a new and commodious building, constructed of brick and dressed freestone. The porch is used for a hat-room, but it is too small, and there is no playshed to protect the pupils from sun and rain. Another book-press, and a second door in the classroom to admit of egress to the playground, are required, but, otherwise, the material condition of the school is good. All the prescribed subjects are taught,

taught, the classification and instruction of the pupils are appropriate, and the methods of tuition are intelligent. The average attendance of the pupils enrolled is 75 days per cent. There are only two free scholars. It appears there are no children of the educable ages in the locality not under instruction. The general discipline and progress of the pupils in learning are satisfactory for the few weeks the school has been in operation.

AVONDALE (V.) :—Regular inspection, 24th October.

Enrolled :—Boys, 24 ; girls, 22 ; total, 46. Present :—Boys, 21 ; girls, 15 ; total, 36.

The buildings have recently been reshingled, painted, and otherwise repaired ; the stock of furniture, apparatus, and books is sufficient, and the material condition of the school is good. About 66 days per cent. is the average attendance of the pupils enrolled, and they are attentive, clean, and orderly, but not all sufficiently punctual. All the prescribed subjects are taught except singing, and the methods of tuition are intelligent. There are eleven free scholars, and it appears there are only three children of the school ages in the locality not under instruction. The Public School at Dapto does not interfere with this school, being about 3 miles distant. About 70 per cent. of the questions asked at the examination were answered, and the proficiency is very fair.

ALBION PARK (V.) :—Regular inspection, 27th September.

Enrolled :—Boys, 42 ; girls, 32 ; total, 74. Present :—Boys, 34 ; girls, 24 ; total, 58.

The buildings need painting, the closets require drainage, and a portion of the roof of the residence is leaky, but otherwise the material condition of the school is good. All the prescribed subjects of instruction are taught except singing, and the methods of tuition are intelligent. The average attendance of the pupils enrolled is about 72 per cent. There are eight free scholars. It appears upon inquiry there are no children of the educable ages in the locality not under instruction. The schoolroom is clean and well ventilated, and the general discipline is satisfactory. About 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

BANKSTOWN (N.-V.) :—Regular inspection, 27th April.

Enrolled :—Boys, 20 ; girls, 21 ; total, 41. Present :—Boys, 15 ; girls, 19 ; total, 34.

This school is held in temporary premises. Two additional desks are required, but otherwise the material condition of the school is good. Public School buildings are required. All the prescribed subjects are taught except singing, and the general discipline is passable. About 70 per cent. of the pupils enrolled are regular, and nearly all punctual in their attendance. About 56 per cent. of the questions asked at the examination were answered ; the proficiency of the pupils is above tolerable. There are fourteen free scholars, and the teacher reports that seven children of the educable ages in the locality are not under instruction. The needlework is taught by Mrs. Targett.

BERKELEY (V.) :—Regular inspection, 30th August.

Enrolled :—Boys, 22 ; girls, 20 ; total, 42. Present :—Boys, 19 ; girls, 19 ; total, 38.

The buildings have recently been re-shingled and painted and otherwise repaired ; new fencing, out-buildings, and a lavatory have been erected, and the material condition is now good. All the prescribed subjects are taught, and the teaching is intelligent. The average attendance is about 70 days per cent., and the order, attention, and cleanliness are fairly satisfactory. There are no free scholars, and the teacher is not aware of any children of the school ages in the locality not under instruction. About 60 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is fair, but they are not sufficiently punctual.

BOOLONG (N.-V.) :—Regular inspection, 13th March.

Enrolled :—Boys, 21 ; girls, 20 ; total, 41. Present :—Boys, 20 ; girls, 18 ; total, 38.

A new residence for the teacher, a lavatory, a playshed, a book-press, and fencing are required. The pupils are clean, orderly, and nearly all punctual. All the usual subjects of instruction are taught, except singing, but the programmes of lessons are not well arranged. The average attendance of the pupils enrolled is about 50 days per cent. The schoolroom is clean and well ventilated. There are ten free scholars, and the teacher reports that seven children of the educable ages in the neighbourhood are not under instruction. About 56 per cent. of the questions asked at the examination were answered, and the proficiency is between tolerable and fair. This is a place where Public School buildings are required, but a site cannot be secured on Mr. Berry's estate.

BRANDON HILL (V.) :—General inspection, 7th September.

Enrolled :—Boys, 29 ; girls, 23 ; total, 52. Present :—Boys, 28 ; girls, 21 ; total, 49.

An additional room to the residence and a supply of water are required, and the buildings are in much need of painting. The schoolroom is clean and well ventilated, but rather small. Measures have been taken for making the improvements necessary. All the prescribed subjects are taught, except singing, and the methods of tuition are intelligent. The average attendance of the pupils enrolled is 66 days per cent., and they are nearly all punctual. The cleanliness, order, and attention are satisfactory. There are four free scholars, and six children of the school ages in the locality not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the attainments are very fair.

BROUGHTON CREEK (N.-V.) :—Regular inspection, 10th March.

Enrolled :—Boys, 40 ; girls, 43 ; total, 83. Present :—Boys, 32 ; girls, 39 ; total, 71.

A lavatory, a playshed, a class-room, and a bell are required, and the closets are in bad repair. The buildings are in much need of painting. All the prescribed subjects are taught, the lesson documents are well arranged, and the teaching is conducted with considerable skill and ability. The average attendance of the scholars enrolled is 62 days per cent., but they are not sufficiently punctual. There are eight free scholars, and about forty children of the educable ages in the locality not attending the school. About 73 per cent. of the questions asked at the examination were answered. This is a place where Public School buildings are required, but a site cannot be secured on Mr. Berry's estate.

BROUGHTON VILLAGE (V.) :—Regular inspection, 25th February.

Enrolled :—Boys, 28 ; girls, 30 ; total, 58. Present :—Boys, 25 ; girls, 26 ; total, 51.

A classroom would be useful, but in all other respects the material condition of the school is good. The usual subjects are taught and the general discipline is satisfactory. The average attendance of the scholars enrolled is about 80 days per cent. There are five free scholars, but the teacher is not aware of any children of the educable ages in the locality not under instruction. About 80 per cent. of the questions asked at the examination were answered, and the management of the school is good.

BUNDYWALLA (V.) :—General inspection, 8th March.

Enrolled :—Boys, 12 ; girls, 19 ; total, 31. Present :—Boys, 11 ; girls, 18 ; total, 29.

A bell has been supplied since the last inspection, but a clock, a water-tank, a playshed, and a lavatory are still required. The stock of furniture and working materials is sufficient. All the prescribed

scribed subjects are taught except singing, and the teaching is carried on with industry and care. The general discipline is satisfactory. The average attendance of the pupils enrolled is about 80 days per cent. There are ten free scholars, and seven children of the educable ages in the neighbourhood not attending school. 60 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are fair.

BULLI (V.) :—Regular inspection, 22nd August.

Enrolled :—Boys, 53 ; girls, 47 ; total, 100. Present :—Boys, 44 ; girls, 40 ; total, 84.

The buildings require painting and some small repairs, but otherwise the material condition of the school is good. All the prescribed subjects are taught except singing. The average attendance of the pupils is about 68 days per cent., and nearly all punctual, but the order and attention admit of considerable improvement. There are six free scholars, and about fifteen children of the educable ages in the place not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

BULLI NORTH (V.) :—Regular inspection, 24th August.

Enrolled :—Boys, 8 ; girls, 11 ; total, 19. Present :—Boys, 6 ; girls, 11 ; total, 17.

The buildings require painting and some small repairs, but the stock of furniture, apparatus, and books is sufficient. The population has not increased during the year. All the prescribed subjects are taught except singing. The instruction is appropriate, and the methods of tuition are intelligent. The average attendance is about 65 days per cent., and the general discipline is satisfactory. There are no free scholars, but four children of the educable ages in the locality are not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

CAMDEN (V.) :—Regular inspection, 4th May.

Enrolled :—Boys, 20 ; girls, 21 ; total, 41. Present :—Boys, 16 ; girls, 9 ; total, 25.

Extensive alterations and improvements to the buildings are in progress. The schoolroom has been re-shingled, and the residence is to be considerably enlarged. All the prescribed subjects are taught, and the methods of tuition are intelligent. The average attendance is about 55 days per cent. There are five free scholars and three children of the educable ages in the locality not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

CAMPBELLTOWN (V.) :—General inspection, 20th July.

Enrolled :—Boys, 55 ; girls, 34 ; total, 89. Present :—Boys, 47 ; girls, 26 ; total, 73.

The buildings are new, built of brick, substantial and good. The area of the site is 5 acres, all enclosed with a good paling fence. There is a comfortable residence for the teacher, and the material condition of the school is complete, excepting that playsheds, another closet, and gravel for the walks are needed. All the prescribed subjects are taught with skill and intelligence. The pupils are clean, orderly, and attentive. The average attendance is about 75 days per cent. The schoolroom is clean and well ventilated, and the boys have made some progress in squad drill. There are six free scholars, and about thirty children of the educable ages in the locality not at present enrolled who will attend school shortly. The elder boys are learning algebra, geometry, and Latin. The attainments of the scholars are good for the short time the school has been in operation.

CAWDOR (N.-V.) :—Regular inspection, 5th June.

Enrolled :—Boys, 25 ; girls, 25 ; total, 50. Present :—Boys, 11 ; girls, 17 ; total, 28.

This school is held in the Wesleyan Chapel, and vested schoolbuildings are much needed, but a site cannot be secured. A bell, a playshed, and a lavatory are still wanting, but otherwise the material condition of the school is passable. All the usual subjects are taught except singing, and the methods of tuition are skilful. The pupils are clean, orderly, and attentive to their lessons. The average attendance is about 66 days per cent. There are twenty-four free scholars, and the teacher reports that the parents of these children have not the means to pay fees. There are about sixteen children of the educable ages in the neighbourhood not attending school. About 70 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are very fair. The small attendance recently has been caused by drought and scarlet fever.

COOLANGATTA (N.-V.) :—General inspection, 14th March.

Enrolled :—Boys, 17 ; girls, 26 ; total, 43. Present :—Boys, 16 ; girls, 25 ; total, 41.

This school is held in temporary premises. A lavatory and a playshed are required ; but otherwise, the material condition of the school is passable. Vested schoolbuildings are required, but a site cannot be secured on Mr. Berrv's estate. All the prescribed subjects are taught except singing, and the instruction is well regulated. The methods of tuition are intelligent. The average attendance is about 75 days per cent., and the discipline is satisfactory. There are nine free scholars and six children of the educable ages in the locality not under instruction. About 68 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is nearly very fair.

DAPTO (N.-V.) :—Regular inspection, 31st August.

Enrolled :—Boys, 24 ; girls, 25 ; total, 49. Present :—Boys, 21 ; girls, 24 ; total, 45.

This school is held in temporary premises, but the new buildings are approaching completion. All the prescribed subjects are taught, the methods of tuition are intelligent, and the discipline is effective. The average attendance of the pupils enrolled is 75 days per cent. There are eight free scholars, and six children of the educable ages in the locality not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the attainments of the scholars are very fair.

FAIRY MEADOW (V.) :—Regular inspection, 17th August.

Enrolled :—Boys, 30 ; girls, 27 ; total, 57. Present :—Boys, 26 ; girls, 23 ; total, 49.

The material condition of the school is good. The pupils are clean, orderly, and attentive. All the prescribed subjects are taught but singing, and the methods of tuition are intelligent and skilful. The average attendance of the pupils enrolled is 69 per cent. There are only two free scholars, but owing to sickness and other causes twenty-seven children of the educable ages in the locality are not under instruction. About 80 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is good.

GERRINGONG (V.) :—General inspection, 14th September.

Enrolled :—Boys, 37 ; girls, 36 ; total, 73. Present :—Boys, 26 ; girls, 30 ; total, 56.

The buildings are new, constructed of rubble masonry, and rather small. The residence requires to be enlarged ; there is no water supply, and lavatories and fencing are required. The working materials are sufficient. Singing is not taught, but the methods of tuition are effective, and the general discipline is satisfactory. The average attendance of the scholars is 75 days per cent. There are nine free scholars and sixteen children of the school ages in the locality not under instruction. 74 per cent. of the questions asked at the examination were answered, and the proficiency is above very fair. Arrangements have been made for making the material improvements required.

GLEDSDWOOD

GLEDSWOOD (V.) :—Regular inspection, 12th April.

Enrolled :—Boys, 12 ; girls, 13 ; total, 25. Present :—Boys, 6 ; girls, 4 ; total, 10.

The buildings still need some repairs. The small attendance of pupils was caused by the prevalence of scarlet fever in the district. All the prescribed subjects are taught but singing and drawing. The average attendance of the pupils enrolled is 70 days per cent. There are three free scholars, and five children of the school ages in the locality not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are very fair.

GLENMORE (V.) :—Regular inspection, 12th May.

Enrolled :—Boys, 18 ; girls, 12 ; total, 30. Present :—Boys, 16 ; girls, 10 ; total, 26.

Some small repairs to the pumps are required, but otherwise the material condition of the school is good. All the usual subjects are taught, and the methods of tuition are fairly intelligent. The average attendance of the scholars is about 79 days per cent., and nearly all punctual. They are clean, orderly, and attentive, and the schoolroom is clean and well ventilated. There are three free scholars and four children of the educable ages in the neighbourhood not attending school. 63 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is about fair. So far as I can ascertain, the population of children in this locality is on the decrease.

HURSTVILLE (V.) :—General inspection, 27th November.

Enrolled :—Boys, 24 ; girls, 14 ; total, 38. Present :—Boys, 17 ; girls, 13 ; total, 30.

The schoolroom is an excellent building, of hewn freestone, just completed and properly furnished, excepting that the desks and forms for the younger children are too high. A bell, a clock, two chairs, a lavatory for the boys, and the inscription "Public School" are required. All the prescribed subjects are taught except singing. The average attendance of the scholars is about 70 days per cent. There are no free scholars, but fifty children of the educable ages in the locality are not under instruction. The school has been only a few days in operation, and the proficiency of the pupils is about tolerable.

JEBBARA (V.) :—Regular inspection, 8th September.

Enrolled :—Boys, 25 ; girls, 20 ; total, 45. Present :—Boys, 23 ; girls, 19 ; total, 42.

Arrangements are in progress for making repairs and improvements to the school premises. All the prescribed subjects are taught except singing ; the instruction is properly regulated, and the teaching is efficacious. The average attendance of the scholars is about 75 days per cent., and the general discipline is satisfactory. There are no free scholars, and the teacher is not aware of any children of the school ages in the locality not under instruction. About 60 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are fair.

KIAMA (V.) :—Regular inspection, 18th, 19th, and 20th October.

Enrolled :—Boys, 140 ; girls, 89 ; total, 229. Present :—Boys, 124 ; girls, 84 ; total, 208.

Arrangements are in progress for the erection of a separate room for the younger children, for making a ground water tank, and other improvements. All the usual subjects are taught, and the elder boys are well advanced in the elements of algebra, geometry, and Latin. The general discipline is satisfactory. The teachers are very industrious, most energetic in the performance of their duties, and the school is managed with success and efficiency. The average attendance of the pupils enrolled is about 70 days per cent. There are fourteen free scholars, and about twenty children of the school ages in the town and vicinity not under school instruction. The writing and needlework are excellent, and a number of the boys passed the University Public Examination. About 90 per cent. of the questions asked at the inspection were answered. The general management of the school is very good.

KOGARAH (N.-V.) :—Regular inspection, 2nd February.

Enrolled :—Boys, 28 ; girls, 28 ; total, 56. Present :—Boys, 21 ; girls, 20 ; total, 41.

The school is held in temporary premises ; but new buildings are approaching completion. All the prescribed subjects are taught with considerable industry and care. The pupils are tolerably orderly, clean, and attentive to their work. The average attendance of the scholars is about 68 days per cent. There are no free pupils, but it appears there are fifteen children of the school ages in the locality not attending school. About 60 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are fair.

LIVERPOOL (V.) :—Regular inspection, 16th June.

Enrolled :—Boys, 51 ; girls, 39 ; total, 90. Present :—Boys, 40 ; girls, 28 ; total, 68.

A new residence for the teacher has been recently erected, and the material condition of the school is now complete, excepting that a lavatory and some repairs to the pump are required. The paling fence needs painting. All the prescribed subjects are taught, and the methods of tuition are skilful. The average attendance of the pupils enrolled is about 64 days per cent. The schoolroom is clean and well ventilated ; the pupils are clean, orderly, and attentive, and the elder boys are well advanced in squad drill. There are five free scholars, and ten children of the educable ages in the locality not under instruction. 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

MARSHALL MOUNT (V.) :—General inspection, 27th October.

Enrolled :—Boys, 28 ; girls, 25 ; total, 53. Present :—Boys, 28 ; girls, 24 ; total, 52.

Arrangements have been made for re-shingling and painting the buildings, erecting a bell, ceiling the schoolroom, and repairing the teacher's residence. The supply of furniture, apparatus, and books is sufficient. All the prescribed subjects are taught except singing, and the instruction and classification of the pupils are appropriate. The writing has been improved since last inspection. About 68 per cent. of the scholars enrolled are regular and nearly all punctual. The cleanliness and order are satisfactory. There are only five free scholars, but it appears there are fully forty children of the school ages in the locality not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are very fair.

MEROO (N.-V.) :—General inspection, 9th March.

Enrolled :—Boys, 13 ; girls, 14 ; total, 27. Present :—Boys, 11 ; girls, 12 ; total, 23.

This school is held in temporary premises. A playshed and a lavatory would be useful, but otherwise the material condition of the school is passable. The stock of furniture and apparatus is sufficient, but more books are needed. Vested buildings are much required, but a site cannot be secured on Mr. Berry's estate. Singing is not taught, but the reading has been improved since last inspection, and the methods of tuition are effective. The average attendance of the scholars enrolled is 70 days per cent. ; the general discipline is satisfactory, and the schoolroom is clean and well ventilated. There are no free scholars, but twenty children of the educable ages in the locality are not under instruction. About 70 per cent. of the questions asked at the examination were answered, and the attainments of the scholars are very fair.

MENANGLE (V.) :—Regular inspection, 9th May.

Enrolled :—Boys, 15 ; girls, 22 ; total, 37. Present :—Boys, 7 ; girls, 8 ; total, 15.

A kitchen, a lavatory, and some other improvements are in progress, and when completed, the material condition of the school will be satisfactory. Singing is not taught, but the instruction in the other branches is carefully arranged, and the programmes are neatly prepared. The average attendance of the pupils enrolled is about 61 days per cent., and the general discipline is passable. The schoolroom is clean and well ventilated, and the working materials are sufficient. There are no free scholars, but five children of the school ages in the locality are not under instruction. About 60 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is fair.

MOUNT KEIRA (N.-V.) :—Regular inspection, 29th August.

Enrolled :—Boys, 42 ; girls, 29 ; total, 71. Present :—Boys, 38 ; girls, 26 ; total, 64.

The schoolroom and residence are of an inferior character, but new buildings are in progress. The working materials are sufficient. All the usual subjects are taught, the instruction is well regulated, and the methods of tuition are intelligent, and applied with skill and industry. The average attendance of the pupils enrolled is 68 days per cent., and the discipline is satisfactory. There are four free scholars, but the teacher is not aware of any children of the educable ages in the neighbourhood not under instruction. About 75 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are above very fair.

MULGOA FOREST (N.-V.) :—Regular inspection, 2nd June.

Enrolled :—Boys, 16 ; girls, 13 ; total, 29. Present :—Boys, 15 ; girls, 9 ; total, 24.

This school is held in temporary premises. The schoolroom and residence are gradually falling into disrepair, and the desks and forms are old and worn, but the stock of apparatus and books is sufficient. This is a place where vested buildings are required, but there is some delay in securing a proper site. Singing and drawing are not taught. The writing is still careless ; the second class is backward in arithmetic, and the third class is below the standard of proficiency in all the subjects. The average attendance of the pupils enrolled is about 72 days per cent., and the discipline is passable. The small attendance is caused in some measure by the unwillingness of some of the parents to pay fees. There are twenty-three free pupils, and fifteen children of the educable ages in the locality not under instruction. About 56 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is not fully up to fair.

NARELLAN (N.-V.) :—Regular inspection, 13th April.

Enrolled :—Boys, 18 ; girls, 22 ; total, 40. Present :—Boys, 13 ; girls, 12 ; total, 25.

This school is held in temporary premises, but new buildings are approaching completion. All the prescribed subjects are taught except singing ; and the general discipline is fairly satisfactory. The average attendance of the pupils enrolled is about 60 days per cent. There are three free scholars, and ten children of the educable ages in the locality not under instruction. About 65 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are above fair.

OMEGA RETREAT (V.) :—Regular inspection, 3rd March.

Enrolled :—Boys, 26 ; girls, 18 ; total, 44. Present :—Boys, 11 ; girls, 7 ; total, 18.

General repairs and improvements are in progress, and the residence is to be enlarged. The furniture is old and worn, but the stock of apparatus and books is sufficient. Singing is not taught ; but the instruction is well arranged, and the teaching is conducted with industry and care. The small attendance was caused by the prevalence of scarlet fever in the locality. About 70 per cent. of the pupils enrolled are regular and nearly all punctual, and the general discipline is satisfactory. There are nine free scholars, and ten children of the educable ages in the neighbourhood not under instruction. 75 per cent. of the questions were answered, and the attainments of the pupils are above very fair.

PEAKHURST (N.-V.) :—Regular inspection, 28th April.

Enrolled :—Boys, 28 ; girls, 19 ; total, 47. Present :—Boys, 25 ; girls, 15 ; total, 40.

This school is held in temporary premises, but new vested buildings are in course of erection. Singing and drawing are not taught, but the teaching of the other branches is conducted with industry and earnestness. About 60 per cent. of the pupils are regular and punctual in attendance. The schoolroom is clean and well ventilated, and the children are orderly and attentive to their lessons. There are no free scholars, but the number of children of the educable ages in the locality not under instruction is estimated at forty. About 67 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is above fair.

PICTON (V.) :—General inspection, 27th July.

Enrolled :—Boys, 71 ; girls, 45 ; total, 116. Present :—Boys, 65 ; girls, 41 ; total, 106.

A lavatory for the girls and some gravel on the walks are all that appear necessary at present. The material condition of the school is good. All the prescribed subjects are taught, the instruction is well arranged, the classification is appropriate, and the methods of tuition are intelligent and efficacious. The average attendance is 66 days per cent. ; and the boys are well advanced in squad-drill. The schoolroom is properly ventilated, and the cleanliness, order, and attention of the pupils are satisfactory. There are twenty-two free scholars, and about forty educable children in the locality not under instruction. About 84 per cent. of the questions asked at the examination were answered, and the attainments of the pupils are good.

PETERBOROUGH (N.-V.) :—General inspection, 18th February.

Enrolled :—Boys, 40 ; girls, 38 ; total, 78. Present :—Boys, 36 ; girls, 36 ; total, 72.

This school is held in temporary premises on the estate of Mr. G. L. Fuller, near Kiama. Vested buildings are much needed, but there is some difficulty in securing a sufficient area of land for a site. The supply of furniture, apparatus, and books is sufficient. All the usual subjects are taught except singing, and the general discipline is good. The average attendance is about 68 days per cent. There are two free scholars, and about twelve children of the educable ages in the locality not under instruction. 70 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is very fair.

ROSE VALLEY (V.) :—General inspection, 16th February.

Enrolled :—Boys, 12 ; girls, 11 ; total, 23. Present :—Boys, 10 ; girls, 8 ; total, 18.

Painting, repairs, and other improvements to the buildings are in progress, and the stock of apparatus and books is sufficient. All the usual subjects are taught, except singing, and the general discipline is passable. The average attendance of the pupils enrolled is about 70 days per cent. There are five free scholars, but the teacher is not aware of any children of the educable ages in the locality not under instruction. The attainments of the pupils are tolerable. About 50 per cent. of the questions asked at the examination were answered.

SHELLHARBOUR (V.) :—Regular inspection, 17th February.

Enrolled :—Boys, 39 ; girls, 54 ; total, 93. Present :—Boys, 35 ; girls, 47 ; total, 82.

The material condition of the school is good, but the buildings and paling fence need painting. The pupils are clean, orderly, and attentive, but not all sufficiently punctual. All the subjects of instruction prescribed by the Council are taught, and the teacher is industrious and attentive to his duty. The average attendance of the scholars is 68 days per cent. There are six free scholars, and about ten children of the school ages in the locality not under instruction. About 69 per cent. of the questions asked at the examination were answered ; and the attainments are nearly very fair.

TOOLEFOOA (N.-V.) :—Regular inspection, 24th February.

Enrolled :—Boys, 41 ; girls, 47 ; total, 88. Present :—Boys, 20 ; girls, 25 ; total, 45.

This school is held in temporary premises. A lavatory is required, but otherwise the material condition of the institution is good, and there is an ample supply of furniture, apparatus, and books. The pupils are clean, orderly, attentive, and nearly all punctual. All the subjects of instruction prescribed by the Council are taught, and the teaching is conducted with considerable skill and ability. The average attendance of the pupils is 76 days per cent. There are three free scholars, and ten children of the educable ages in the locality not under instruction. About 75 per cent. of the questions asked at the examination were answered ; and the proficiency of the pupils is above very fair.

VIOLET HILL (V.) :—Regular inspection, 2nd November.

Enrolled :—Boys, 25 ; girls, 22 ; total, 47. Present :—Boys, 23 ; girls, 22 ; total, 45.

An underground watertank is in course of construction, and the material condition of the school is satisfactory. The pupils are clean, orderly, and attentive, and the schoolroom is well ventilated. Singing and drawing are not included in the course of instruction, but the other subjects are taught with industry and care. The average attendance is 73 days per cent. The second class is backward in writing from dictation. There are five free scholars, and about 20 children of the school ages in the locality not under instruction. About 64 per cent. of the questions asked at the examination were answered ; and the attainments of the pupils are fair.

WESTBROOK (V.) :—Regular inspection, 10th May.

Enrolled :—Boys, 19 ; girls, 17 ; total, 36. Present :—Boys, 17 ; girls, 17 ; total, 34.

A kitchen and some small repairs to the buildings are required, but otherwise the material condition of the school is fairly satisfactory. The pupils are clean and decently clothed, but they are restless and talkative. All the prescribed subjects are taught except singing, and the methods of tuition are fairly intelligent. 75 per cent. of the pupils are regular and nearly all punctual in their attendance. There are seven free scholars, and two children of the educable ages in the locality not under instruction. About 60 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is fair.

WILTON (V.) :—Regular inspection, 9th November.

Enrolled :—Boys, 23 ; girls, 28 ; total, 51. Present :—Boys, 16 ; girls, 22 ; total, 38.

A lavatory, a watertank, a book-press, a bell, gates, and a small verandah to the residence are required. All the prescribed subjects are taught except singing. The average attendance of the pupils is very low, being only about fifty days per cent., but otherwise the discipline is passable, and the schoolroom is clean and well ventilated. There are twenty-five free scholars whose parents are considered unable to pay fees, but no children of the school ages in the locality not under instruction. The reading of the second class is wanting in fluency, but the average proficiency of the pupils is fair. The School Board has taken measures for making the material improvements required.

WOLLONGONG (Boys, V.) :—General inspection, 9th August.

Enrolled :—Boys, 54. Present :—Boys, 48.

A weathershed and a lavatory have been recently built, and arrangements are in progress for cementing the walls and painting the woodwork of the school building. There is an ample supply of school materials, the general discipline is satisfactory, and all the prescribed subjects are taught with skill and intelligence. The average attendance of the scholars is about seventy-three days per cent. There is only one free scholar. The teacher is not aware of any children of the educable ages in the town or vicinity not attending school. The elder boys are learning the elements of algebra, geometry, and Latin. The average proficiency of the pupils is good.

WOLLONGONG (Girls, V.) :—Regular inspection, 10th August.

Enrolled :—Girls, 47. Present :—Girls, 44.

A weathershed and a lavatory have been recently supplied, and arrangements have been made for cementing the walls and painting the school building. The general discipline is satisfactory, and all the prescribed subjects are taught. The average attendance of the pupils is sixty-four days per cent. There are four free scholars. The teacher is not aware of any girls of the educable ages in the town or vicinity not under instruction. The methods of tuition are effective, and the attainments of the pupils are very good.

WOLLONGONG (Infants, V.) :—Regular inspection, 8th August.

Enrolled :—Boys, 29 ; girls, 32 ; total, 61. Present :—Boys, 29 ; girls, 31 ; total, 60.

A lavatory and playshed have been supplied and some additional furniture since last inspection, and arrangements have been made for cementing the walls and painting the woodwork of the schoolroom. All the prescribed subjects are taught with industry and care, and the general discipline is satisfactory. The average attendance of the scholars is sixty-eight days per cent. There are six free scholars, and the teacher reports that there are above fifteen infant children fit for school in the town and vicinity not under instruction. The proficiency of the pupils is very fair.

WOODSTOCK (N.-V.) :—Regular inspection, 13th September.

Enrolled :—Boys, 35 ; girls, 37 ; total, 72. Present :—Boys, 24 ; girls, 25 ; total, 49.

This school is held in temporary premises, but new buildings are in progress. All the prescribed subjects are taught with skill and intelligence, and the general discipline is satisfactory. The average attendance of the scholars is about 70 days per cent. There are twelve free scholars, and about forty children of the educable ages in the locality not under instruction. About 80 per cent. of the questions asked at the examination were answered, and the management of the school is good.

PROVISIONAL SCHOOLS.

BARGO :—Regular inspection, 12th June.

Enrolled :—Boys, 14 ; girls, 12 ; total, 26. Present :—Boys, 12 ; girls, 11 ; total, 23.

A new schoolroom has been erected in a more central position and well furnished since last inspection. The stock of apparatus and books is sufficient, and the records are correctly kept. The pupils are tolerably clean and orderly, the schoolroom is well ventilated, and the average attendance is about 66 days

days per cent. Singing and drawing are not taught, but the instruction is progressively arranged in the other branches. There are twelve free scholars, and six children of the school ages in the locality not under instruction. The proficiency of the pupils is fair.

BELLAWONGARAH :—Regular inspection, 7th March.

Enrolled :—Boys, 17 ; girls, 10 ; total, 27. Present :—Boys, 15 ; girls, 9 ; total, 23.

Playsheds and lavatories have been supplied since last inspection, and the stock of furniture, apparatus, and books is sufficient, but the lesson register was not quite complete. The children are clean and orderly, and the schoolroom is well ventilated. The average attendance is about 68 days per cent. All the prescribed subjects are taught, except drawing. There are ten free scholars, and seven children of the educable ages in the locality not under instruction. The attainments of the pupils are fair.

BROWNLOW HILL :—Regular inspection, 6th June.

Enrolled :—Boys, 19 ; girls, 20 ; total, 39. Present :—Boys, 4 ; girls, 10 ; total, 14.

The material condition of this school is not quite complete, but the working materials are sufficient. The children are clean, orderly, and attentive, and the average attendance of the scholars enrolled is about 73 per cent. The small number present at the examination was caused by the wet morning. Singing and drawing are not taught. There are seven free pupils, but no children of the school ages in the locality growing up without education. About 60 per cent. of the questions asked at the examination were answered, and the proficiency is fair. This school has recently been closed, having been found unnecessary. All the pupils are able to attend at Theresa Park.

BLACKGOLEER :—General inspection, 30th November.

Enrolled :—Boys, 10 ; girls, 7 ; total, 17. Present :—Boys, 7 ; girls, 6 ; total, 13.

This school is not quite central, and the furniture is of a bad description, but the working materials are sufficient for present requirements. The records are not quite complete. The general discipline is passable. The average attendance of the pupils enrolled is about 75 days per cent. The children are learning the mere elements of reading, writing, and arithmetic, and the progress is tolerably satisfactory. There are no free scholars, but five children of the educable ages in the locality are not under instruction. The Local Board has promised to erect and furnish a suitable schoolroom in a central position.

BROOK'S POINT :—General inspection, 10th November.

Enrolled :—Boys, 22 ; girls, 10 ; total, 32. Present :—Boys, 18 ; girls, 7 ; total, 25.

A clock, hat-pegs, a table, and a chair are still required. The apparatus and books are sufficient, but the records are not quite complete. Singing, drawing, and needlework are not taught. The pupils are tolerably clean and orderly ; they are nearly all punctual, and the average attendance is about 66 days per cent. There are sixteen free scholars, and five children of the school ages in the locality not under instruction. The methods of tuition are promising, and the attainments of the scholars are fair.

BULLI MOUNTAIN :—Regular inspection, 25th August.

Enrolled :—Boys, 15 ; girls, 21 ; total, 36. Present :—Boys, 13 ; girls, 20 ; total, 33.

Fencing and outbuildings are required, but the furniture, apparatus, and books are sufficient, and the records are correct. The pupils are clean, orderly, and attentive, and about 67 per cent. attend regularly. All the prescribed subjects, except singing, are taught with fair success. There are twenty free scholars, but only two children of the educable ages in the neighbourhood not under instruction. The attendance of pupils has been recently increasing considerably, and it is expected that the number will soon be sufficient for a Public School. The proficiency of the pupils is fair.

CORDEAUX RIVER :—Regular inspection, 3rd November.

Enrolled :—Boys, 15 ; girls, 20 ; total, 35. Present :—Boys, 14 ; girls, 18 ; total, 32.

Fencing, a kitchen for the teacher, closets, a bell, a book-press, and hat-pegs are required, but the working materials are sufficient, and the records are correct. The cleanliness, order, and attention are passable, and the average attendance of the pupils enrolled is about 66 days per cent. There are ten free scholars, and five children of the school ages in the neighbourhood not under instruction. Singing, drawing, and needlework are not taught, but the proficiency of the pupils in the other branches is tolerable.

MOORFIELDS :—Regular inspection, 30th March.

Enrolled :—Boys, 24 ; girls, 11 ; total, 35. Present :—Boys, 21 ; girls, 11 ; total, 32.

This school is held in the Wesleyan Chapel. A clock, a bell, a shed, and a lavatory are still required, but the furniture, apparatus, and books are sufficient, and the records are correct. The general discipline is fairly effective, and the average attendance of the scholars is about 63 days per cent. All the prescribed subjects are taught except singing. There are two free scholars and five children of the educable ages in the locality not under instruction. The proficiency of the pupils is fair. It is expected that the population of this place will shortly be sufficient to support a Public School.

NEW RUN :—Regular inspection, 29th May.

Enrolled :—Boys, 7 ; girls, 7 ; total, 14. Present :—Boys, 7 ; girls, 6 ; total, 13.

New desks have been supplied recently, but closets, hat-pegs, a book-press, and windows for the schoolroom are still required. The supply of apparatus and books is sufficient, and the records are correct. Drawing and singing are not taught. The discipline is not fully satisfactory. The small attendance recently has been chiefly caused by the drought, the elder children having to drive cattle about for feed and water. There are ten free scholars, and eleven children of the school ages in the locality not under instruction. The Local Board has been informed that unless an average of fifteen pupils is maintained the Council's aid is likely to be withdrawn. The proficiency of the pupils is tolerable.

OAKDALE :—Regular inspection, 25th May.

Enrolled :—Boys, 6 ; girls, 13 ; total, 19. Present :—Boys, 5 ; girls, 8 ; total, 13.

A lavatory, hat-pegs, windows for the schoolroom, and a supply of water are still required, but the stock of apparatus and books are sufficient. Singing and drawing are not taught. The average attendance of the scholars is about half-time. There are seventeen free pupils, and seven children of the educable ages in the locality not under instruction. The small attendance recently has been chiefly caused by the drought, sickness, and the poverty of some of the settlers. The pupils are unpunctual, and the writing from dictation is unsatisfactory. The proficiency in the other subjects is tolerable.

SAGGART FIELD :—Regular inspection, 9th June.

Enrolled :—Boys, 12 ; girls, 14 ; total, 26. Present :—Boys, 10 ; girls, 9 ; total, 19.

A play-ground, a bell, a clock, and a small lavatory are required ; but the working materials are sufficient. The average attendance of the pupils enrolled is about 67 days per cent. Singing and drawing are not taught, but the methods are tolerably efficient. The children are clean and orderly, and the schoolroom is well ventilated. There are six free scholars, and five children of the educable ages in the locality not under instruction. The small attendance recently has been chiefly caused by sickness afflicting the children. The proficiency is tolerable.

St.

ST. JOSEPH'S :—General inspection, 31st May.

Enrolled :—Boys, 13 ; girls, 16 ; total, 29. Present :—Boys, 11 ; girls, 12 ; total, 23.

Hat-pegs, a book-press, closets, and a clock are required ; but the stock of furniture, apparatus, and books, is sufficient, and the records are correct. The children are clean and orderly, and the average attendance is about 70 days per cent. Singing is not taught, but the methods of tuition are intelligent. All the educable children in the locality are under instruction, and there is only one free scholar. The proficiency of the pupils is fair.

SUGARLOAF HILL :—Regular inspection, 8th June.

Enrolled :—Boys, 23 ; girls, 7 ; total, 30. Present :—Boys, 11 ; girls, 4 ; total, 15.

The school buildings are in fair repair, and the stock of working materials is sufficient. The children are clean and tolerably orderly and attentive. The average attendance is about half-time. The small and irregular attendance lately has been chiefly caused by the drought and scarlet fever. Singing and drawing are not taught, but the teaching of the other branches is conducted with industry and care. There are three free pupils, and six children of the educable ages in the locality not under instruction. The proficiency of the pupils is above tolerable.

THERESA PARK :—General inspection, 6th June.

Enrolled :—Boys, 12 ; girls, 14 ; total, 26. Present :—Boys, 4 ; girls, 10 ; total, 14.

The material condition of this school is passable, and the supply of furniture, apparatus, and books is sufficient. The pupils are clean and orderly, and the average attendance is about 54 days per cent. The small number of pupils present was caused by the wet morning. Singing and drawing are not taught, but otherwise the instruction is well arranged, and the methods of tuition are intelligent. There are no free scholars, but seven children of the school ages in the locality are not under instruction. The proficiency of the pupils is fair. This school is sufficient to meet the requirements of the district within a radius of two miles.

TONGARRA :—Regular inspection, 25th September.

Enrolled :—Boys, 15 ; girls, 14 ; total, 29. Present :—Boys, 10 ; girls, 13 ; total, 23.

The building is in fair repair, and the working materials are sufficient. The children are clean, orderly, and attentive to their lessons, and the average attendance is about 54 days per cent. All the prescribed subjects are taught, and the methods of tuition are intelligent. There are seven free scholars, and twenty-one children of the school ages in the locality not under instruction. The attainments of the pupils are nearly fair.

WEROMBI :—Regular inspection, 7th June.

Enrolled :—Boys, 12 ; girls, 14 ; total, 26. Present :—Boys, 10 ; girls, 14 ; total, 24.

A lavatory, a clock, and a bell are needed, but the stock of furniture and working materials is sufficient. The general discipline is passable, and about 70 per cent. of the children enrolled are regular in attendance and nearly all punctual. Singing and drawing are not taught. No children of the educable ages in the locality are growing up without education, but there are fifteen free scholars. The second class is backward at writing from dictation, but the average attainments are tolerable.

WERRIBERRI :—Regular inspection, 13th July.

Enrolled :—Boys, 13 ; girls, 13 ; total, 26. Present :—Boys, 9 ; girls, 11 ; total, 20.

The material condition of this school is satisfactory. The children are clean, orderly, and attentive, and the schoolroom is well ventilated. The average attendance of the scholars enrolled is 70 days per cent. and they are nearly all punctual. Singing and drawing are not taught, but the methods of tuition are intelligent and efficacious. There are four free scholars, and twelve children of the educable ages in the locality not under instruction. The proficiency of the pupils is fair.

WOODHILL :—General inspection, 15th September.

Enrolled :—Boys, 13 ; girls, 20 ; total, 33. Present :—Boys, 10 ; girls, 19 ; total, 29.

This schoolhouse is built of studs, weatherboards, and shingles, and in good repair. The supply of furniture, apparatus, and books is sufficient, and the records are correct. The discipline is satisfactory, and the average attendance of the pupils enrolled is about 70 days per cent. Singing is not taught. There are six free scholars, and five children of the school ages in the neighbourhood not under instruction. The progress of the pupils in reading, writing, and arithmetic is fair for the short time the school has been in operation.

HALF-TIME SCHOOLS.**BELMORE :—Regular inspection, 29th March.**

Enrolled :—Boys, 16 ; girls, 13 ; total, 29. Present :—Boys, 14 ; girls, 7 ; total, 21.

The furniture, apparatus, and books are sufficient, but a lavatory, a bell, and a book-press are required. About 65 per cent. of the scholars enrolled are regular in attendance, and punctual. They are clean and orderly. All the prescribed subjects are taught except singing, and the teaching is conducted with industry and earnestness. There are seven free scholars, and eight children of the educable ages in the neighbourhood not under instruction. The proficiency of the pupils is very fair.

ESSEX HILL :—Regular inspection, 29th March.

Enrolled :—Boys, 9 ; girls, 9 ; total, 18. Present :—Boys, 5 ; girls, 9 ; total, 14.

A lavatory, a bell, a clock, and a book-press are required, but otherwise the material condition of the school is good. About 65 per cent. of the scholars are regular and punctual in attendance, and they are clean, orderly, and attentive. Singing is not taught, but the instruction in the other branches is well regulated. There are six free scholars, and four children of the school ages in the place not under instruction. The attainments of the scholars are very fair.

BIMLOW :—General inspection, 25th May.

Enrolled :—Boys, 15 ; girls, 4 ; total, 19. Present :—Boys, 11 ; girls, 4 ; total, 15.

The material condition of the school needs some improvements, but the working materials are sufficient. The average attendance of the scholars is 73 days per cent. Singing and drawing are not taught. There are four free scholars, but no children of the educable ages in the neighbourhood not attending school. The proficiency of the pupils is tolerable. The Local Board has promised to make the material improvements required.

MALUNDI :—General inspection, 26th May.

Enrolled :—Boys, 4 ; girls, 2 ; total, 6. Present :—Boys, 4 ; girls, 2 ; total, 6.

The school is not sufficiently central for some of the settlers, and steps are to be taken for its removal to a better site. The furniture, apparatus, and books are sufficient. The small attendance has been chiefly caused by a disagreement among some of the residents. There are no free scholars, but ten children of the educable ages in the district are not under instruction. The proficiency of the pupils is tolerable.

CLIFTON

CLIFTON HILL :—General inspection, 30th May.

Enrolled :—Boys, 8 ; girls, 14 ; total, 22. Present :—Boys, 8 ; girls, 12 ; total, 20.

Hat-pegs, a book-press, closets, a bell, a clock, and windows for the schoolroom are needed. The working materials are sufficient. The average attendance of the scholars is about 75 per cent., and the general discipline is passable. Singing is not taught, but the instruction in the other branches is properly arranged, and the methods of tuition are fairly effective. All the educable children in the locality are attending school. There are three free scholars. The proficiency of the pupils is fair. The Local Board has promised to make the material improvements required.

TOONULLI :—General inspection, 30th May.

Enrolled :—Boys, 8 ; girls, 6 ; total, 14. Present :—Boys, 8 ; girls, 6 ; total, 14.

A lavatory, two new desks and forms, a book-press, a bell, and a clock are required ; but the stock of apparatus and books is sufficient. The average attendance of the scholars enrolled is 66 days per cent., and they are nearly all punctual. The general discipline is passable, singing is not taught, but otherwise the instruction is well arranged, and the methods of tuition are intelligent. There are three free scholars, but no children of the educable ages in the locality not under instruction. The proficiency of the pupils is fair.

Inspector's Office, Sydney,
30th December, 1876.

W. M'INTYRE,
Inspector, Camden District.

CUMBERLAND DISTRICT.

INSPECTOR'S General Report for 1876.

EIGHTY schools were in constant operation throughout the year in this district, and eleven were open during a portion thereof, some of which were permanently closed through their amalgamation with others. There were, therefore, ninety-one schools on the Council's list belonging to this district for 1876. In addition to these however, the Parramatta Protestant and Roman Catholic Orphan Schools—containing six departments—are practically, so far as inspection is concerned, attached to the district. There were really thus ninety-seven schools requiring inspection and supervision, and they were distributed in the following manner, according to their various classes, viz. :—

Public Schools.....	47
Provisional Schools.....	11
Half-time Schools.....	6
Church of England Schools.....	15
Roman Catholic Schools.....	11
Wesleyan School.....	1
Protestant and Roman Catholic Orphan Schools.....	6
Totals	97

At the beginning of the year, the Pitt Town and South Creek Church of England Schools merged into Public ones, and the Grono Park and St. Mary's Public Schools were closed in connection with their establishment, the four schools being thus replaced by two. On the opening of the Parramatta South Public School in the new premises, that of Parramatta Junction was shut, and similar action took place with reference to the Dobroyde Public School, when that at Ashfield, in the Camden District, came into operation in the recently erected buildings. It will thus be seen that six schools—two Denominational and four Public—have been closed in consequence of the establishment of new Public Schools. One Provisional School (Woodford Bay) has been added to the list during the year, and an Infant Department has been joined to the Parramatta South Public School. Aid has been promised to another Provisional School at Buttsworth's Swamp, which is expected to be opened early in 1877. The Mulgoa Forest Mountain Provisional School was not re-opened during the year, but arrangements were completed for starting it as a Half-time School in conjunction with another at Charleville. The Greendale Provisional School was converted into a Public one, and action of a definite character has been taken to supersede the Provisional Schools at Blacktown, Sackville Reach, and Guildford by Public ones. At the latter place the premises are ready for occupation.

Tenders have been called for, or contracts entered into, for the erection of School buildings at Baukham Hills, Blacktown, Emu, Five Dock, Guildford, Lane Cove, Parramatta South, Ryde, South Creek, and St. Albans, and at nine other places steps have been taken for a similar purpose. Fifteen Schools have undergone repairs or considerable improvements. The establishment of a Public School has been determined upon at Castle Hill, but at that place and Kellyville, in the same neighbourhood, the erection of suitable premises is delayed by reason of the difficulty of obtaining sites. It is obvious, from this condensed statement, that much has been effected, and more is proposed to be done to raise the material condition of schools to a higher standard. Of the Public Schools open during the year, thirty-one were of the vested, and sixteen of the non-vested kind. The four closed were all of the latter character. The Public School premises at Richmond are now the property of the Council, and the erection of a teacher's residence is in contemplation.

All schools that were in operation at the time of visiting the localities in which they are situated were examined and reported upon within the year. Those at Barranjoey, Dobroyde, Grono Park, and Sackville Reach having been closed, and not afterwards re-opened, were the only ones that did not undergo inspection. In all, ninety-three reports on schools within the district were forwarded to the Council, two of which were furnished by the Inspectors of the Sydney District. There were eighteen General and seventy-five Regular Inspections, and the numbers of pupils examined were 4,344, as against 4,093 in 1875.

For the purpose of comparison, the following table is submitted, from which the numbers enrolled, as well as the averages and percentages of pupils in attendance, for the last three years, may be seen :—

Quarters.	1874.			1875.			1876.		
	Enrolments.	Averages.	Per centages.	Enrolments.	Averages.	Per centages.	Enrolments.	Averages.	Per centages.
March	5,806	3,764.58	64.8	5,804	3,429.5	59.1	6,034	4,141.4	68.6
June	5,806	3,825.29	67.0	5,780	3,685.3	63.7	5,985	3,775.4	63.0
September....	5,794	3,906.0	67.4	5,838	4,014.5	68.7	5,728	3,833.0	66.9
December ...	5,821	4,001.46	68.7	5,819	4,033.1	69.3	5,798	3,986.7	68.7
The mean for each year being	5,807	3,891.8	67.0	5,810	3,790.6	65.2	5,886	3,934.1	66.8

Sickness

Sickness continued to interfere with the regularity as in 1875, the attendance for the quarter ending June having been especially affected thereby. The percentage of attendance was higher than that of 1875 by 1.6 per cent., but it has barely reached that for 1874. The average attendance for the last three years has been 66.3 per cent. of the enrolment. So that only about two-thirds of the scholars may be considered regular, the remaining third going to swell the ranks of the badly educated citizens of the next generation.

As regards the means of education, it may be remarked that they are rather redundant than defective in this district. The early settlement of population and occupation of the land have left small scope for free selection; and this, combined with the absence of mining, affords little room for such increase of schools as may be necessary in other districts where these influences are in operation.

All the teachers in Public Denominational and Half-Time Schools are classified, except six probationers, some of whom in charge of small schools have been examined, but failed to pass. As a body, the teachers are conscientious in the performance of their duties and exemplary in their conduct. Very few inquiries have been necessary in regard to charges against teachers, and none have been preferred of an immoral character.

The results of inspection for the year may be tabulated as under for the leading subjects :—

Subjects.	Fair to good.	Bad to Tolerable.	Subjects.	Fair to good.	Bad to tolerable.
Reading	55 per cent.	45 per cent.	Geography	56 per cent.	44 per cent.
Writing	63 "	37 "	Object Lessons..	52 "	48 "
Arithmetic ...	31 "	69 "	Drawing	60 "	40 "
Grammar	44 "	56 "	Music	62 "	38 "

With reference to the relation of schools to the standard, it may be stated that 53 per cent. of Public Schools, 33 per cent. of Denominational and Half-Time Schools, and 41 per cent. of all Schools examined were "up to" or "beyond" the standard. The large majority of schools do not go beyond the standard requirements for a third class, so that but a small percentage of the pupils receives instructions in the higher stages of the ordinary school subjects. Only fifteen schools have fourth classes, the pupils of which are taught geometry, and in ten of these fifteen schools instruction is given in elementary algebra.

The instruction, as guided by the "Standard of Proficiency" and the other prescribed teaching documents is systematic, and, generally speaking, it is fairly intelligent. Unsatisfactory results are oftener to be attributed to weak disciplinary power than to the want of industry or intelligent teaching. The discipline is, as a rule, mild, but in many schools it is not sufficiently pervasive, stimulating, and vigilantly observant. The pupil should be constantly sensible that the teacher's eye is upon him, and that the slightest inattention on his part is noted, though perhaps not checked at the moment. The eye should be the most potent auxiliary to the teacher in the matter of discipline. On this point the following quotation from a recent treatise on "Teaching" may be of use to some :—"The power of the eye is the primary source of the teacher's influence. Only let the pupils feel that the eye of the teacher runs swifter to the mark than words fly to the ear, and his power will be felt. The conduct which is to be regulated must be observed. To the extent to which this is possible everything done in the school must be under the eye of the teacher. To forget this, or to become indifferent to the need for it, is a serious mistake. As a pre-requisite, it is of consequence to have the scholars so placed that observation is easy. Any arrangement of seats which makes it difficult involves a wilful surrender of a large part of a teacher's power, and at the same time of the children's benefit. The eye is much more the expression of all that the teacher is than the best chosen words can be. The scholars can understand it more quickly than they can understand words, and there is nothing for which the eye is more available than the expression of satisfaction or dissatisfaction with what is seen. The eye is hardly misinterpreted by one who observes its play. In addition, it is the most quick and silent of messengers. Without the slightest interruption to school work the eye conveys more encouragement, warning, and rebuke than there could be time to utter. * * * * * If children while within school only be conscious that the eye of the teacher runs everywhere, they become insensibly convinced of his power, and yield to it without a thought of opposition."

The large majority of Public Schools are well equipped with suitable furniture, properly arranged, and of good quality. The desks, in all the more recently erected schoolrooms, are mounted on platforms, a great advantage in the matter of discipline. In Denominational Schools, the furniture is, generally speaking, of inferior quality, but superior to that found in the Provisional and Half-Time Schools, though in this respect these schools are improving. In three Denominational Schools only are the desks placed on platforms. No such arrangement exists in any of the Roman Catholic Schools in the districts. In the large majority of schools there is a sufficient stock of apparatus and working materials.

In some instances, the local supervision is intelligent, active, and beneficial, but as regards the majority of schools it can only be characterized as apathetic and remiss. In a good many cases, some one or two members of a Board perform their duties well, but the large majority of the members of Boards take little interest in the success of the school, and do less to promote it. Generally speaking the oversight of Denominational Schools is left to the Chairman of the Local Board, that is, the Clergyman.

The following may be stated in conclusion, as the prominent educational features of the year. The material condition of schools has been greatly improved, and action taken for its still further improvement in 1877; the regularity of the pupils, compared with that of 1875, has slightly increased, but has scarcely reached that of 1874, the mean average for the three years being only about two-thirds of the enrolment; and the average proficiency, chiefly if not altogether from sickness, has decreased in comparison with 1875. Looking to the future, it is probable that the improved material organization, and the higher training which candidates now undergo, may co-operate to the attainment of higher educational results.

The usual summaries of Reports on Schools are hereto annexed.

J. McCREDIE,
Inspector, Cumberland District.

PUBLIC SCHOOLS.

BAULKHAM HILLS (N.-V.) :—Regular inspection, 9th August.

Enrolled :—Boys, 21; girls, 25; total, 46. Present :—Boys, 19; girls, 22; total, 41.

The school is conducted in temporary premises, but new vested buildings are approaching completion. It is fairly furnished and provided with necessary working materials. Sickness has affected the regularity and progress. The discipline is mild, but prompt and firm, and produces very fair order and attention. The teaching is marked by industry and energy; the prevailing tone of the school is healthy; and the average attainments approach fair.

BURWOOD

BURWOOD (Infants, V.) :—Regular inspection, 13th June.

Enrolled :—Boys, 59 ; girls, 27 ; total, 86. Present :—Boys, 34 ; girls, 22 ; total, 56.

The schoolroom is sufficiently commodious, well lighted and ventilated. It is suitably furnished, and all needful educational appliances are provided. Sickness has slightly reduced the attendance. The pupils are very fairly regular and punctual, neat and becoming in appearance, tolerably subdued in demeanour, and fairly behaved. The government is gentle and fairly effectual. The following is the proficiency of the several classes :—First, fair ; second, fair ; third, fair +. The teacher is earnest and hardworking.

BURWOOD (Primary—V.) :—Regular inspection, 13th and 14th June.

Enrolled :—Boys, 149 ; girls, 78 ; total, 227. Present :—Boys, 116 ; girls, 67 ; total, 183.

In all material points the organization is as complete and correct as possible. The pupils are clean and tidy. Under ordinary circumstances they attend with reasonable regularity and punctuality, but for some time the scarlet fever has caused slight irregularity. The government is judicious, and the moral tone of the school very satisfactory ; the discipline as a whole may be pronounced excellent. The instruction covers the whole range prescribed up to the standard for a fourth class, with the addition of algebra. The classification is appropriate ; the methods are skilful, and are earnestly and effectively applied. The proficiency of the various classes is as follows :—Lower second, very fair + ; upper second, good ; third, very fair to good ; fourth, very fair ; fourth (upper), good +.

CASTLEREAGH (N.-V.) :—Regular inspection, 12th April.

Enrolled :—Boys, 30 ; girls, 32 ; total, 62. Present :—Boys, 15 ; girls, 12 ; total, 27.

Except as regards furniture and the provision of teaching requisites, the material condition is bad. The buildings are wretched and urgently require replacing, for which decisive action has at last been taken. The government is mild but firm, and establishes fair order and attention. The classification is judicious, the methods are suitable, and the teaching is careful and industrious, but wanting in animation and energy. The pupils show fair self-reliance and accuracy under examination, and the average proficiency is from tolerable to fair.

COLYTON (V.) :—Regular inspection, 5th April.

Enrolled :—Boys, 27 ; girls, 22 ; total, 49. Present :—Boys, 18 ; girls, 18 ; total, 36.

The premises are in need of various repairs, for which action has been taken by the Board. The supply of furniture and educational appliances is fairly sufficient. The children are fairly clean, and tolerably orderly and attentive. The government is slack. The course of instruction embraces all prescribed subjects but singing ; the teaching is defective in vigour, and the average proficiency slightly exceeds moderate.

DURAL (N.-V.) :—Regular inspection, 3rd November.

Enrolled :—Boys, 19 ; girls, 26 ; total, 45. Present :—Boys, 10 ; girls, 19 ; total, 29.

The erection of a detached kitchen and some repairs and improvements to the premises are desirable. The pupils are tolerably regular and punctual, as well as orderly and attentive. The government is mild, but needs greater promptness. The subjects do not include singing ; the teaching is tolerably careful and industrious, but lacks vigour, and the results are nearly tolerable.

DUNDAS (V.) :—Regular inspection, 18th and 21st August.

Enrolled :—Boys, 46 ; girls, 35 ; total, 81. Present :—Boys, 34 ; girls, 30 ; total, 64.

Various repairs and improvements are requisite, for which action has been taken by the Board, otherwise the material condition is good. The children are clean, and fairly orderly and attentive. The course of instruction embraces all prescribed subjects. The instruction is guided by the usual documents ; the teaching is industrious, but is defective in force, and the average proficiency is from tolerable to fair. When under examination the pupils do not exhibit sufficient spirit, nor do they apply themselves with hearty vigour.

FIVE DOCK (N.-V.) :—Regular inspection, 18th October.

Enrolled :—Boys, 40 ; girls, 22 ; total, 62. Present :—Boys, 29 ; girls, 13 ; total, 42.

There is no residence, and the general material organization is only tolerable. Excellent premises are nearly finished. The pupils are clean and fairly orderly, but only tolerably regular and punctual. The government is mild but wanting in energy ; the teaching is industrious but defective in animation, point, and force, and the average attainments are from tolerable to fair.

GREENDALE (N.-V.) :—Regular inspection, 16th March.

Enrolled :—Boys, 13 ; girls, 30 ; total, 43. Present :—Boys, 14 ; girls, 12 ; total, 26.

The premises are constructed of slab and bark. The schoolroom is tolerably suitable, and is provided with sufficient furniture and a tolerable supply of teaching materials. The discipline is mild, but needs greater energy. The pupils are fairly clean and tolerably orderly and attentive. The lesson documents show moderate skill ; the teaching is industrious, but lacks vigour. This school was converted during the year from a Provisional to a Public one.

HASLEM'S CREEK (N.-V.) :—General inspection, 27th October.

Enrolled :—Boys, 16 ; girls, 15 ; total, 31. Present :—Boys, 16 ; girls, 15 ; total, 31.

The building is tolerably suitable for the numbers, and it has been improved by the erection of a porch, and by painting, since last inspection ; it is fairly furnished and provided with working materials. The children are tolerably regular, orderly, and attentive. The government needs greater vigilance and promptness. The subjects do not comprise singing and drawing. The teaching is industrious and moderately effective. The average proficiency is nearly tolerable. The attendance has increased under the present teacher.

HORNSBY (V.) :—Regular inspection, 24th August.

Enrolled :—Boys, 16 ; girls, 18 ; total, 34. Present :—Boys, 14 ; girls, 13 ; total, 27.

The material condition is, on the whole, reasonably satisfactory. Sickness has affected the regularity and progress of the pupils, who are fairly orderly and attentive. Singing is temporarily omitted from the subjects of instruction, which is fairly regulated by the prescribed documents. The teaching is careful and tolerably effective, the average proficiency being nearly tolerable.

HUNTER'S HILL (V.) :—Regular inspection, 25th October.

Enrolled :—Boys, 46 ; girls, 18 ; total, 64. Present :—Boys, 37 ; girls, 14 ; total, 51.

The material organization is satisfactory. The school is well furnished and supplied with needful teaching appliances. The discipline is mild, but secures fair order and attention. The course of instruction includes all subjects prescribed for the classification. The teaching is marked by care and industry, but needs greater penetrative force. The following is the proficiency for the several classes :—First, fair to very fair ; second, fair + ; third and fourth, tolerable to fair.

KELLYVILLE

KELLYVILLE (N.-V.) :—Regular inspection, 10th August.

Enrolled :—Boys, 15 ; girls, 19 ; total, 34. Present :—Boys, 15 ; girls, 14 ; total, 29.

The building is constructed of slab and bark, and there is no residence. The school is fairly furnished and provided with necessary working materials. The erection of vested premises is desirable, but no site has yet been obtained. The government is tolerably effective. The pupils are fairly clean and attentive. All subjects prescribed for the classification are taught ; the instruction is tolerably regulated ; and the teaching is fairly industrious and productive of tolerable results.

KURRAJONG SOUTH (V.) :—Regular inspection, 19th June.

Enrolled :—Boys, 20 ; girls, 23 ; total 43. Present :—Boys, 16 ; girls, 18 ; total, 34.

The material condition of the school building is not satisfactory, but steps are being taken for the erection of new premises. The school is fairly supplied with necessary furniture and educational requisites. The government is kindly and secures fair attention on the part of the pupils. The subjects do not include drawing ; the classification is appropriate ; and the teaching is painstaking and tolerably effective. The average proficiency is about tolerable.

LANE COVE (N.-V.) :—Regular inspection, 25th August.

Enrolled :—Boys, 30 ; girls, 23 ; total, 53. Present :—Boys, 26 ; girls, 23 ; total, 49.

The material condition is only tolerable, but tenders have been accepted for the erection of vested premises. The discipline secures very fair order and attention, and the pupils manifest an earnest working spirit. The full course of instruction for the classification is carried out ; the lesson documents are properly drawn up ; and the teaching is industrious and careful. The average results fairly satisfy the standard.

LEICHHARDT (V.) :—Regular inspection, 13th and 14th December.

Enrolled :—Boys, 77 ; girls, 72 ; total, 149. Present :—Boys, 63 ; girls, 51 ; total, 114.

A class-room with gallery, and an excellent weathershed have been erected since last inspection. Other improvements and repairs were being carried out at the date of inspection. The pupils are clean and fairly orderly and attentive. The discipline is mild and genial, but needs greater promptness and power to induce vigorous working habits. The subjects embrace all prescribed for the classification, which is judicious. The teaching is industrious, earnest, and careful, and the average attainments fairly satisfy the standard. The attendance has largely increased under the present teacher.

LLANDEILO (N.-V.) :—General inspection, 20th August.

Enrolled :—Boys, 17 ; girls, 15 ; total, 32. Present :—Boys, 16 ; girls, 14 ; total, 30.

The buildings, which are of slab and bark, are in a fair state of repair, and the school is fairly equipped with necessary teaching requisites. The records are not well kept. The pupils are clean, and tolerably orderly and attentive. The government needs firmness and sustained vigilance. The subjects embrace all prescribed but singing. The instructional documents are of little value ; the teaching is of a mechanical character ; and the average proficiency is about moderate.

LOWER PORTLAND (V.) :—Regular inspection, 22nd September.

Enrolled :—Boys, 16 ; girls, 26 ; total, 42. Present :—Boys, 10 ; girls, 17 ; total, 27.

The ground is unfenced, and no provision has been made for water ; otherwise the material condition is good, and the records are very neatly and correctly kept. The discipline is mild but effective, and secures very fair order and attention. The instruction is well regulated and registered ; the teaching is industrious and careful, and the average proficiency is nearly very fair.

LUDDENHAM (V.) :—Regular inspection, 15th March.

Enrolled :—Boys, 29 ; girls, 30 ; total, 59. Present :—Boys, 27 ; girls, 25 ; total, 52.

A substantial shed with lavatory arrangements has been erected, and other improvements effected since last inspection. Some furniture and slight repairs are necessary for which action has been taken. The pupils are clean, and very fairly orderly and attentive. The government is quiet but firm. The subjects are those prescribed, the classification is suitable, and the teaching is careful and industrious, rather than animated or energetic. The average proficiency is nearly fair.

M'DONALD CENTRAL (V.) :—General inspection, 20th September.

Enrolled :—Boys, 19 ; girls, 13 ; total, 32. Present :—Boys, 19 ; girls, 13 ; total, 32.

Some of the windows need replacing, the frames being quite rotten, and the erection of a verandah is desirable. The children are fairly orderly and tolerably attentive. The government is kindly, but fairly firm. The subjects do not include drawing and singing. The instruction is tolerably regulated ; the teaching is earnest, industrious, and careful, and the average proficiency is nearly tolerable.

M'DONALD LOWER (V.) :—General inspection, 21st September.

Enrolled :—Boys, 15 ; girls, 13 ; total, 28. Present :—Boys, 14 ; girls, 11 ; total, 25.

Two rooms have been added to the residence, and some improvements effected to the schoolroom since last inspection. The pupils are clean and fairly orderly and attentive. The government is watchful and firm. The classification is, for the present, judicious ; the methods are suitable, and the teaching is animated and fairly intelligent. The average proficiency is from tolerable to fair.

MULGOA (N.-V.) :—Regular inspection, 22nd March.

Enrolled :—Boys, 27 ; girls, 25 ; total, 52. Present :—Boys, 20 ; girls, 19 ; total, 39.

The premises need some repair. The schoolroom is tolerably suitable, and is fairly equipped with furniture and apparatus. The government is mild, but fairly firm and watchful, and produces very fair order and attention. The course of instruction embraces all subjects prescribed, but singing. The lesson documents are fairly drawn up ; the methods are appropriate, and the teaching is painstaking, and produces average results of from tolerable to fair.

NORTH RICHMOND (V.) :—Regular inspection, 20th June.

Enrolled :—Boys, 33 ; girls, 30 ; total, 63. Present :—Boys, 21 ; girls, 19 ; total, 40.

The material organization of the school is good. There is a profuse supply of apparatus, and the school is well furnished and provided with necessary working stock. Two rooms and a verandah have been added to the teacher's residence. Sickness has affected the attendance and progress. The pupils are clean and fairly orderly and attentive. The government is mild but wants vigour. The subjects embrace all prescribed for a fourth class, except drawing. The instruction is guided by the usual documents. The teaching is industrious, but fails to produce satisfactory results in most subjects. The average proficiency is about tolerable. The pupils need producing to greater mental effort and earnest sustained attention to work.

PARRAMATTA (Primary V.) :—General inspection, 16th and 17th November.

Enrolled :—Boys, 94 ; girls, 61 ; total, 155. Present :—Boys, 70 ; girls, 39 ; total, 109.

There is still no residence, but steps are being taken to procure one. The playground accommodation is very defective. It consists of a mere yard, which very much needs gravelling. The government is prompt and vigorous, and the order and attention are good. The subjects embrace all prescribed for a fourth class ; the classification is judicious, and the teaching is earnest and intelligent. The average proficiency is very fair.

PARRAMATTA (Infants V.) :—Regular inspection, 15th November.

Enrolled :—Boys, 70 ; girls, 56 ; total, 126. Present :—Boys, 53 ; girls, 39 ; total, 92.

Some additional furniture is necessary, but otherwise the material condition is, in the circumstances, satisfactory. The pupils are clean, orderly, and attentive. The discipline is prompt, vigorous, and very effective. The classification and methods are appropriate. The teaching is earnest and intelligent, and the average results are satisfactory. The following is the proficiency of the several classes :—First, fair ; second, very fair ; third, good ; fourth, good to very good.

PARRAMATTA JUNCTION (N.-V.) :—Regular inspection, 25th July.

Enrolled :—Boys, 19 ; girls, 30 ; total, 49. Present :—Boys, 18 ; girls, 24 ; total, 42.

The schoolroom is the property of the teacher. It is only tolerably suitable, but is fairly furnished and provided with requisite teaching materials. The government is mild, but tolerably firm, and the pupils are fairly clean, but only moderately orderly and attentive. The subjects do not include drawing. The instruction is moderately arranged ; the teaching is industrious, but only moderately skilful ; and the average results are about moderate. This school has been closed since the end of September.

PARRAMATTA SOUTH (Infants V.) :—General inspection, 20th November.

Enrolled :—Boys, 36 ; girls, 29 ; total, 65. Present :—Boys, 25 ; girls, 21 ; total, 46.

The schoolroom is new, suitable, and commodious. It is well furnished and equipped with needful educational appliances. The government is watchful and firm, and good order and attention have been established among the pupils. The full course of instruction for infant schools is carried out ; the teaching is intelligent and systematic, and the attainments satisfy the standard. The school has been open only a few weeks.

PARRAMATTA SOUTH (Primary V.) :—General inspection, 20th and 21st November.

Enrolled :—Boys, 40 ; girls, 39 ; total, 79. Present :—Boys, 33 ; girls, 35 ; total, 68.

The material organization is very good. The schoolroom is well furnished and provided with requisite teaching stock. The pupils are orderly and very fairly attentive. The discipline is mild and promises to be effective, but the school has been only a few weeks in operation. The usual course of instruction is properly regulated, and the teaching is marked by industry and care. The results are satisfactory for the time.

PENNANT HILLS (V.) :—Regular inspection, 22nd and 24th August.

Enrolled :—Boys, 35 ; girls, 41 ; total, 76. Present :—Boys, 25 ; girls, 36 ; total, 61.

The premises are suitable and in good condition, and the school is equipped with needful apparatus. The pupils are clean, and fairly orderly and attentive. The government is mild, but lacks vigor. The subjects embrace all prescribed. The methods are appropriate and the teaching is careful, but wanting in penetrative force. The average proficiency is from tolerable to fair. The attendance and attainments have been affected by sickness.

PENRITH (V.) :—Regular inspection, 29th and 30th March.

Enrolled :—Boys, 97 ; girls, 95 ; total, 192. Present :—Boys, 90 ; girls, 87 ; total, 177.

The premises are in good condition, and are carefully kept. Weathersheds and some articles of furniture are necessary. The attendance has largely increased since last inspection. The government secures good order and attention, and the prevailing spirit of the school is pleasing. The subjects embrace the full course of instruction for a fourth class. The lesson documents are properly drawn up ; the methods are judicious, and the teaching is intelligent and vigorous. The average proficiency is from fair to very fair, and probably higher results would have been attained but for the influx of new pupils.

PITT TOWN (N.-V.) :—General inspection, 22nd and 23rd June.

Enrolled :—Boys, 56 ; girls, 38 ; total, 94. Present :—Boys, 41 ; girls, 22 ; total, 63.

The school is conducted temporarily in the Church of England premises, leased to the Council. It is properly supplied with furniture and necessary materials. The teacher's residence is an uncomfortable one. The records are correctly and neatly kept. The pupils are clean, orderly, and attentive. The government is firm and watchful, and the prevailing tone is healthy. The instruction is well regulated ; the teaching is earnest and careful ; and the average proficiency exceeds fair. Considering its previous state, this school must be looked upon as in a thriving and promising condition.

PROSPECT (V.) :—Regular inspection, 26th July.

Enrolled :—Boys, 22 ; girls, 11 ; total, 33. Present :—Boys, 20 ; girls, 8 ; total, 28.

Since last inspection the residence has been enlarged by the erection of a room and kitchen. The general material condition is of a satisfactory character. The government is mild, but firm, and produces very fair order and attention. The subjects accord with the classification, which is appropriate. The teaching is painstaking and earnest, and the average proficiency is about fair.

REGENTVILLE (N.-V.) :—Regular inspection, 21st March.

Enrolled :—Boys, 29 ; girls, 26 ; total, 55. Present :—Boys, 24 ; girls, 22 ; total, 46.

The school is conducted in a small wooden building of indifferent character. There is no residence. Steps have been taken since the date of inspection for the erection of new premises. Fair order and attention prevail, and the government is mild, but firm and vigilant. The subjects embrace those of a third class ; the lesson documents are fairly suitable ; and the teaching is careful and productive of tolerable results.

RICHMOND (N.-V.) :—Regular inspection, 12th and 13th June.

Enrolled :—Boys, 88 ; girls, 76 ; total, 164. Present :—Boys, 56 ; girls, 48 ; total, 104.

There is no residence, and the class-room is too small ; otherwise the material condition is good. Since the date of inspection these premises have been purchased by the Council, and steps are being taken to provide a residence. The children are orderly and attentive, and the prevailing spirit of the school is pleasing. The discipline is vigorous and effective. The methods are intelligent ; the teaching is animated and forcible, and the attainments range from fair to very fair.

ROOBY HILL (V.) :—Regular inspection, 28th July.

Enrolled :—Boys, 16 ; girls, 13 ; total, 29. Present :—Boys, 16 ; girls, 11 ; total, 27.

The material condition of the premises has been improved by the addition of a room and verandah to the residence, and the erection of a weathershed. A five-acre paddock adjoining the school has been granted for the use of the teacher by Mr. Lamb. The school is fairly equipped. The government is mild, and the pupils are fairly clean, orderly, and attentive. The subjects comprise all enjoined but singing. The instruction is fairly regulated ; the teaching is careful and industrious ; and the average results are about tolerable.

ROUSE HILL (N.-V.) :—General inspection, 11th May.

Enrolled :—Boys, 25 ; girls, 24 ; total, 49. Present :—Boys, 21 ; girls, 22 ; total, 43.

The closet is in need of repair, but, otherwise, the material condition is fairly satisfactory. The discipline is firm and watchful, and the pupils are very fairly orderly and attentive. The classification is judicious ; the instruction is fairly regulated, and the teaching is industrious and careful. The average proficiency is nearly fair.

RYDE (Infants—V.) :—Regular inspection, 28th November.

Enrolled :—Boys, 42 ; girls, 42 ; total, 84. Present :—Boys, 37 ; girls, 37 ; total, 74.

The schoolroom is only tolerably suitable, but a new and suitable one is in course of erection. It is supplied with needful requisites. The children are clean, orderly, and very fairly attentive. The government is genial, but firm, and the tone of the school is healthy. The usual Infant School course is followed ; the teaching is energetic and painstaking ; and the average proficiency is very fair.

RYDE (Primary V.) :—Regular inspection, 28th and 29th November.

Enrolled :—Boys, 73 ; girls, 44 ; total, 117. Present :—Boys, 64 ; girls, 39 ; total, 103.

The schoolroom is only tolerably suitable, but excellent new premises are in course of construction. There is a sufficient stock of apparatus and working materials. The government is mild, but watchful and firm, and a healthy working spirit pervades the school. The instruction is properly regulated ; the teaching is careful and earnest ; and the average proficiency is nearly very fair.

SMITHFIELD (V.) :—Regular inspection, 24th February.

Enrolled :—Boys, 38 ; girls, 25 ; total, 63. Present :—Boys, 26 ; girls, 11 ; total, 37.

Various improvements and repairs had been sanctioned, and were about to be carried into effect at the date of inspection. The discipline is vigorous and firm, and the pupils are clean, orderly, and attentive. The classification is judicious. The instruction is properly regulated ; the teaching is industrious, intelligent, and energetic ; and the average proficiency is nearly very fair.

SOUTH CREEK (V.) :—Regular inspection, 4th April.

Enrolled :—Boys, 81 ; girls, 79 ; total, 160. Present :—Boys, 74 ; girls, 68 ; total, 142.

The schoolroom is not sufficiently large for the attendance, and is otherwise unsuitable, but new buildings are to be erected of a proper kind. Some new desks are necessary to form another group. The discipline is effective in producing order and attention, and the pervading spirit of the school is pleasing. The classification is for the present judicious. The lesson documents are suitable, and very neatly drawn up ; the teaching is earnest and intelligent ; and the average proficiency is very fair.

ST. ALBANS (N.-V.) :—Regular inspection, 19th September.

Enrolled :—Boys, 25 ; girls, 16 ; total, 41. Present :—Boys, 19 ; girls, 14 ; total, 33.

The school is temporarily conducted in two rooms of a cottage belonging to one of the members of the Board, but tenders have been called for the erection of suitable premises. The discipline secures fair order and attention. The subjects accord with the classification ; the instruction is tolerably regulated ; and the teaching is industrious and marked by considerable energy. The average proficiency is tolerable.

WALLGROVE (V.) :—General inspection, 6th April.

Enrolled :—Boys, 23 ; girls, 19 ; total, 42. Present :—Boys, 20 ; girls, 16 ; total, 36.

Some further provision is needed for water, and the residence is about to be improved by the erection of a kitchen. The school is fairly equipped and supplied with working stock. The government is mild, but firm and fairly watchful, and a healthy spirit pervades the school. The instruction is regulated by the usual guides ; the teaching displays fair skill ; and the average results are about fair.

WINDSOR (Infants—V.) :—Regular inspection, 31st May.

Enrolled :—Boys, 41 ; girls, 32 ; total, 73. Present :—Boys, 24 ; girls, 34 ; total, 58.

The schoolroom is too small, but a new and suitable one has been erected since the date of inspection. A book-press is necessary, but otherwise the school is properly organized. The children are orderly and attentive, and the government is mild, but firm. The subjects embrace all prescribed for Infant Schools. The teaching is earnest and animated ; the instruction properly regulated ; and the average proficiency is very fair.

WINDSOR (Primary—V.) :—Regular inspection, 1st and 2nd June.

Enrolled :—Boys, 71 ; girls, 55 ; total, 126. Present :—Boys, 52 ; girls, 37 ; total, 89.

Since the school was visited, the teacher's residence has been enlarged, and other improvements effected on the premises. The school is well furnished and provided with needful educational appliances. The pupils are clean, orderly, and attentive. The discipline is very fairly effective. The instruction is properly regulated ; the teaching is painstaking ; and the average proficiency fairly satisfies the standard.

YARRAMUNDI (N.-V.) :—Regular inspection, 21st June.

Enrolled :—Boys, 25 ; girls, 12 ; total, 37. Present :—Boys, 18 ; girls, 9 ; total, 27.

The school is conducted in rented premises, which are only tolerably suitable. It is provided with necessary furniture and apparatus. Steps have been taken towards the erection of vested premises, but the attendance has fallen away much since the school was visited. The pupils are very fairly orderly and attentive, and the government is firm. The classification is appropriate ; the instruction regulated by the usual guides ; and the teaching is fairly intelligent and vigorous. The average proficiency is fully fair.

PROVISIONAL SCHOOLS.

BLACKTOWN :—Regular inspection, 10th April.

Enrolled :—Boys, 13 ; girls, 19 ; total, 32. Present :—Boys, 13 ; girls, 18 ; total, 31.

The material organization of the school is tolerably satisfactory. The discipline is mild, but slack, producing only moderate order and attention among the pupils, who evince but little self-reliance or steady vigorous application to work. The teaching is wanting in thoroughness and penetrative force, and the average results are much below the standard. A Public School is now in course of erection.

GUILDFORD :—Regular inspection, 23rd February.

Enrolled :—Boys, 12 ; girls, 17 ; total, 29. Present :—Boys, 9 ; girls, 14 ; total, 23.

There is a tolerable supply of necessary teaching materials and furniture. The government is mild, but wanting in energy, and the pupils are tolerably orderly and attentive, but show little promptness or accuracy in their answering. The teaching lacks point and force, and the average results are barely moderate. This school is about to merge into a Public one.

KEMP'S CREEK :—Regular inspection, 10th March.

Enrolled :—Boys, 11 ; girls, 13 ; total, 24. Present :—Boys, 8 ; girls, 9 ; total, 17.

The premises, constructed of slab and bark, are in a fair state of repair, and there is a reasonable supply of needful educational appliances. The regularity of attendance is remarkably high for a country school. The government is tolerably effective in securing order and attention among the pupils. The subjects do not embrace singing or drawing ; the teaching is industrious, and the average proficiency ranges from moderate to tolerable.

LOWER HAWKESBURY :—Regular inspection, 12th September.

Enrolled :—Boys, 14 ; girls, 11 ; total, 25. Present :—Boys, 12 ; girls, 8 ; total, 20.

The schoolroom is fairly suitable, and is kept in good repair. A tolerable supply of necessary teaching appliances are provided. The discipline is kindly but firm, and induces habits of fair order and attention. The teaching is careful and earnest, and the pupils exhibit a healthy working spirit. The average proficiency approaches fair.

MCDONALD RIVER :—General inspection, 18th September.

Enrolled :—Boys, 16 ; girls, 14 ; total, 30. Present :—Boys, 10 ; girls, 10 ; total, 20.

The supply of furniture is still insufficient, and the premises need repairs and improvements to render them suitable. The government is too lax, and the instruction requires more careful regulation. The pupils are talkative and inattentive ; the teaching needs greater vigor, and the average proficiency is indifferent to moderate.

NORTH ROCKS :—General inspection, 5th August.

Enrolled :—Boys, 9 ; girls, 13 ; total, 22. Present :—Boys, 7 ; girls, 11 ; total, 18.

The material condition, as regards the building, is tolerable, but the supply of teaching requisites is scanty. The records require correction in some particulars. The government is mild and moderately effective. The subjects do not include singing or drawing. The lesson guides need attention ; the teaching is defective in intelligence and vigor, and the results approach an average of moderate.

PORTLAND HEAD :—Regular inspection, 4th August.

Enrolled :—Boys, 12 ; girls, 11 ; total, 23. Present :—Boys, 8 ; girls, 11 ; total, 19.

The material organization of the school is passable. The pupils are fairly regular and punctual. They are clean, moderately orderly, and tolerably attentive. Singing and drawing are omitted from the prescribed subjects. The government is slack, and the teaching is productive of moderate results.

THE VINEYARD :—Regular inspection, 10th May.

Enrolled :—Boys, 16 ; girls, 20 ; total, 36. Present :—Boys, 12 ; girls, 14 ; total, 26.

The schoolroom is in tolerable repair, but the closet needs roofing, and some furniture is required, especially a book-press and table. The pupils are clean, and tolerably attentive and orderly. The government needs greater vigilance ; the teaching is earnest and industrious, but only moderately skilful, and the average proficiency is nearly moderate.

WOODFORD BAY :—General inspection, 20th October.

Enrolled :—Boys, 14 ; girls, 11 ; total, 25. Present :—Boys, 14 ; girls, 11 ; total, 25.

The building is not suited for school purposes, except during the summer months. It is without chimney or proper windows, and more furniture is needed. The pupils are clean, and very fairly regular. The government is mild, but watchful and firm, and the order and attention are fair. The teaching is careful and earnest, and the proficiency exceeds tolerable.

HALF-TIME SCHOOLS.

AUSTRALIAN FARM :—Regular inspection, 23rd September.

Enrolled :—Boys, 18 ; girls, 10 ; total, 28. Present :—Boys, 14 ; girls, 9 ; total, 23.

The building is in want of repair, and additional furniture is necessary. The school is tolerably supplied with needful requisites. The pupils are clean, tolerably orderly, and fairly attentive. The government and teaching need greater energy. The average general proficiency is about tolerable.

BAR POINT :—Regular inspection, 13th September.

Enrolled :—Boys, 2 ; girls, 9 ; total, 11. Present :—Boys, 2 ; girls, 8 ; total, 10.

The material condition of the school is moderate. The records are correctly kept, and there is a tolerable supply of teaching appliances. The pupils are very regular and punctual, and fairly orderly and attentive. The government is firm, and the general tone of the school is healthy. The teaching produces, on an average, tolerable results.

PEAT'S FERRY :—Regular inspection, 13th September.

Enrolled :—Boys, 5 ; girls, 6 ; total, 11. Present :—Boys, 5 ; girls, 5 ; total, 10.

The building is in need of repair. It is tolerably supplied with necessary teaching appliances. The discipline is fairly effective, the teaching is industrious, and the average proficiency slightly exceeds tolerable.

UPPER

UPPER COLO :—General inspection, 4th December.

Enrolled :—Boys, 11 ; girls, 8 ; total, 19. Present :—Boys, 10 ; girls, 7 ; total, 17.

The schoolroom is tolerably suitable, and the general material condition is fairly satisfactory. The government is mild but reasonably firm, and the tone of the school is healthy. Fair indicates the quality of the teaching which gives similar results.

WHEENEY CREEK :—General inspection, 4th December.

Enrolled :—Boys, 14 ; girls, 6 ; total, 20. Present :—Boys, 12 ; girls, 5 ; total, 17.

The schoolroom is small but sufficient for the attendance. There is no closet, and the material organization is only moderately suitable. The pupils are regular and punctual, and fair order is produced by the discipline. The classification is correct, the teaching is of fair effect, and the results give an average proficiency of fair.

WISEMAN'S FERRY :—Regular inspection, 15th September.

Enrolled :—Boys, 7 ; girls, 5 ; total, 12. Present :—Boys, 6 ; girls, 5 ; total, 11.

There is a tolerably supply of furniture and apparatus, and the schoolroom is commodious. The government secures tolerable order and attention, and the teaching is industrious, but needs greater animation and vigour. The average proficiency slightly exceeds moderate.

GOULBURN DISTRICT.

INSPECTOR'S General Report for the year 1876.

I.—MEANS OF EDUCATION.

At the end of 1875 there were in operation in the district thirty-seven Public Schools, twenty-five Provisional Schools, eight Half-time Schools, and eleven Denominational Schools, total eighty-one schools. During 1876 there have been in operation ninety-seven schools. The increase of sixteen does not consist altogether of new schools. At the commencement of the year the district gained five (5) schools—Kangaroo Valley and Cambewarra, Public ; and Barrengarry, Bomaderry, and Wattamolla, Provisional—by transference from the Camden District ; and lost two—Gunning Public and Fullerton Provisional—by removal to the Yass District. There have thus been thirteen schools either established or resuscitated during the year. These are :—

Burrill, Provisional (now Public)	}	Newly established.
Broken Bridge (Murrumbuah), Provisional		
Cullarin,		
Manchester Square,		
Mimosa Park,		
Tarlo Gap,		
Waggallalah,		
Jellone, Half-time		
Mandemar,		
Mullengullenga, Provisional (formerly Half-time).....			}	Resuscitated.
Shaw's Creek,		
Waterland,		
Windellama,		
Windellama, (formerly Half-time).....		

Though no school has during the year been brought into existence as a Public School, four, viz., Bredalbane (late Muttbilly), Burrill, Carrick, and Cottawalla have been added to the list of Public Schools by conversion from Provisional Schools. A similar change will be made in the Bundanoon Provisional School at the commencement of 1877. Also, there are thirteen (13) localities in which the Council has agreed to establish Public Schools, viz. :—

Burrawang	}	Application acceded to in 1875.		
Burrawang, East				
Jerrara (East Argyle).....				
Milton				
Nowra Hill				
Woodhouselee				
Yarrunga				
Kangaroo River			}	Application acceded to in 1876.
North Goulburn				
Terrara				
Green Gully				
Bendeela				
Sutton Forest				

The educational wants of eight (8) of these thirteen (13) localities are more or less inefficiently met by existing schools, which will, in all probability, lapse on the opening of the promised schools. The other five (5) localities are altogether desitute of educational provisions. In six (6) out of the thirteen (13) localities definite progress has been made towards the establishment of the required schools. A Provisional School will be brought into existence at Summerlee (between Taralga and Bunnaby) as soon as the people provide and furnish a Schoolhouse ; and a Half-time School at Myanga Creek when a locality for the second school can be found. Application has also been received for the re-establishment of schools at Bamarang and Carrarawell, and for the establishment of a Public School at Yatteyattah.

Much has been done in the way of increasing and improving the material provisions in connection with the Public Schools already in existence. Necessary additions, repairs, &c., have been executed to many of the schools ; and measures are in progress for providing new buildings for several others. Some of the more promising Provisional Schools have shared to an extent in these advantages.

Of the localities enumerated in my last Report, which had a school population sufficient to maintain a school, but no school, and the inhabitants of which had not taken the steps necessary to the establishment of a school, Murrumbah is the only one that has been provided for during the year. The following have now fallen into the same predicament as the remaining places on the list :—

Tarlo—School closed on account of the wretched material provisions.

Windellama—School closed in consequence of low attendance.

Pyree—The promised school not yet having been placed in the Council's hands.

The schools at Myrtleville and Rock View have lapsed in consequence of the removal of families from the localities.

The fact that four (4) schools have been resuscitated, and that one of them (Windellama) has again lapsed, is evidence that the smaller schools are still subject to interruptions, which in a settled community ought not to occur. For years past there has been a school population in each of the four localities

localities sufficient to keep a school in continuous operation, and yet in three of them a school has existed only for about as many months. The want of proper school accommodation has been a serious drawback in two of the three places, and in all three the indifference of parents has been a main cause of the defect. It must be noted, however, that the evil in question is on the decline, as is evidenced by the facts:—

1. That, leaving out of account those that lapsed as already described, the schools of the district have, with one exception, kept in continuous operation this year.
2. That three (3) of the four (4) resuscitated schools are keeping up well, and afford every prospect of continuing to do so.

The continued working of the scheme for providing teachers for small schools has been so far successful that the number of applicants is in excess of the demand. During the year eight (8) of the best of the applicants underwent a course of preliminary training. The service is by this means being recruited by young, intelligent, and useful persons, some of whom have already fulfilled their proper career by having successfully conducted a small country school for three years and then gained admission to the Council's Training School in Sydney; while others have obtained classification without passing through the Training School. The number of applicants for the office of pupil-teacher is also in excess of the requirements; and duly classified teachers are readily found for the more important vacancies.

II. INSPECTION.—CONDITION OF SCHOOLS INSPECTED.

Ninety-two out of the ninety-seven schools were fully inspected. The remaining five are:—

Myrtleville, Public ...	Closed early in the year before I had an opportunity of visiting it.
Cullarin, Provisional ...	} Opened too late in the year to allow of inspection.
Tarlo Gap, Provisional...	
Middle Arm, Provisional...	} Not in operation when I visited the locality.
Mandemar, Half-time ...	

3,988 pupils were enrolled at the ninety-two inspected schools at the time of inspection, of whom 3,147 attended and underwent examination. Of the ninety-two schools inspected, forty-six, or just 50 per cent. were found to be below the standard; thirty-three to be up to the standard, and thirteen to be above the standard. So that this year 50 per cent. against 51·8 per cent. last year satisfied the standard. The falling off is to be accounted for by the fact that the thirteen new schools are all small. The following table exhibits the state of the schools at the time of inspection:—

Schools.	Pupils enrolled.	Average enrolment per school.
46 below standard ...	1,663; or 41·7 per cent. of total enrolment	... 36·3
33 up to standard ...	1,134	
13 above standard ...	1,191 } or 58·3 per cent. of total enrolment	... 54

It thus appears that the 50 per cent. of the schools that failed to satisfy the standard represent only 41·7 per cent. of the total enrolment, and that the quality of the education is higher in the larger than in the smaller schools.

The following averages show the educational condition of the schools inspected. The general efficiency takes cognizance of the organization of the schools, and the extent to which the educational wants of the places are met, as well as the discipline and instruction in the schools; and thus represents the value not only of the teacher's work, but also that of the other state provisions, and that of the action of the parents and School Boards.

General discipline—fair to very fair ...	6·6
Instructional results—tolerable to fair ...	5·4
General efficiency—tolerable to fair ...	5·5

A summary of my Report upon each school inspected is appended to this Report.

The remarks made in my Reports for 1874 and 1875, relative to the non-enforcement of the scale of fees in several out-lying localities, still apply. It is to be added that the returns of school fees from small country schools frequently represent not cash, but produce taken at the parents' valuation.

The general terms used in former years to describe the local supervision of the schools may still be employed. A few School Boards have manifested commendable vigour and liberality. Those of Goulburn, Berrima, Bowral, Robertson, Tarago, and Waggallalah may be specified.

The school population of the District cannot be satisfactorily ascertained by such means as it is in my power to employ. As a consequence, it is impossible to institute an exact comparison between what has been done, and what remains undone in the way of meeting educational wants.

SUMMARY.

1. Thirteen (13) schools have been opened. Still, the proportion of educationally destitute children has not been materially reduced. The Council has resolved, however, on applications made during 1875 and 1876, to establish no less than thirteen new Public Schools.
2. A reasonable proportion of Provisional Schools have developed into Public Schools.
3. Considerable improvements have been effected to the premises of many schools by the Council.
4. There are several localities in which, in consequence of the indifference of parents, necessary schools either cannot be established, or cannot be maintained when established.
5. No difficulty is experienced in keeping up a supply of teachers.
6. In consequence mainly of the establishment of a number of small bush schools, and none of a larger kind as a counterpoise, the number of schools which satisfied the standard of inspection shows a slight decline. One-half of the schools inspected were below the standard, but they comprised only 41·7 per cent. of the children enrolled at the time of inspection.
7. The educational requirements of the localities in which schools are established may be said to be on the whole fairly well met.
8. The year 1876 has not witnessed any marked improvement in the actual educational condition of the District; but it has, nevertheless, provided the conditions under which progress may possibly be unusually rapid and substantial. Such progress will mainly depend upon the extent to which it will be practicable to bring early into existence the schools which the Council has resolved to establish.

D. S. HICKS,
Inspector, Goulburn District.

GOULBURN DISTRICT.

SUMMARIES of Reports on Schools inspected during the year 1876.

I.—PUBLIC SCHOOLS.

BERRIMA (V.) :—Regular inspection, 20th and 21st September.

Enrolled:—Boys, 42; Girls, 43; total, 85. Present:—Boys, 33; Girls, 36; total 69. Additions and repairs to the premises are in progress. The organization and general discipline are good. The instruction produces results in excess of fair. The general efficiency has been somewhat affected by interruptions caused by prevalent sickness. All things considered, it may be regarded as approaching very fair.

BOWBALL :—

BOWBALL (V.) :—Regular inspection, 19th September.

Enrolled :—Boys, 38 ; girls, 28 ; total, 66. Present :—Boys, 29 ; girls, 15 ; total, 44.

Repairs to the premises are required. Additional playground has been secured. The internal organization is very fair. The discipline has improved, and is now fair. Results from fair to very fair are produced in connection with the instruction. The school is in a fair (full) state of efficiency.

BREADALBANE :—Regular inspection, 25th April.

Enrolled :—Boys, 20 ; girls, 13 ; total, 33. Present :—Boys, 16 ; girls, 12 ; total, 28.

Measures are in progress for providing new and suitable premises. The internal organization is tolerably satisfactory under the circumstances. The general discipline is very fair. The teaching produces tolerable + results. The general condition and results, as far as the teacher can fairly be held responsible, exceed tolerable, but the legitimate educational wants of the place are only moderately met.

BURRIER (N.-V.) :—Regular inspection, 17th August.

Enrolled ;—Boys, 23 ; girls, 19 ; total, 42. Present :—Boys, 22 ; girls, 17 ; total, 39.

The material provisions are quite unsatisfactory, and progress towards superseding them is very slow. The internal organization and general discipline are fair. Results of instruction, tolerable.

BURRILL (N.-V.) :—General inspection, 31st August.

Enrolled :—Boys, 18 ; girls, 22 ; total, 40. Present :—Boys, 11 ; girls, 13 ; total, 24.

The school building is new and suitable. The internal organization and the general discipline are about tolerable. The instruction is not very skilfully carried on, and produces only moderate to tolerable results. At the time of and for some time prior to the inspection the numbers were affected by epidemics. General efficiency, moderate to tolerable.

CAMBEWAERA (V.) :—Regular inspection, 2nd and 3rd August.

Enrolled :—Boys, 29 ; girls, 24 ; total, 53. Present :—Boys, 29 ; girls, 24 ; total, 53.

The material condition is about to be rendered satisfactory. The internal organization is very fair. The general discipline is good. The instruction is carefully carried on, and its results are nearly very fair. Elementary geometry is included in the course. The school is in a very fair (full) state of efficiency.

CARRICK (V.) :—Regular inspection, 29th February.

Enrolled :—Boys, 14 ; girls, 22 ; total, 36. Present :—Boys, 14 ; girls, 19 ; total, 33.

The material provisions meet existing requirements fairly. Internally the school is correctly organized. As a whole the discipline may be rated fair. The instruction produces results above tolerable. The general efficiency of the school is nearly fair.

CHATSBURY (V.) :—Regular inspection, 19th May.

Enrolled :—Boys, 17 ; girls, 15 ; total, 32. Present :—Boys, 15 ; girls, 15 ; total, 30.

The organization is correct, excepting a defect in the classification of the pupils. The general discipline is very fair. The instruction is zealously prosecuted and is productive of results from tolerable to fair. The school is gradually improving and gaining ground. The general results approach fair.

COLLECTOR (V.) :—General inspection, 21st April.

Enrolled :—Boys, 25 ; girls, 21 ; total, 46. Present :—Boys, 19 ; girls, 18 ; total, 37.

The material condition is excellent. The only fault in the material organization is in the arrangement of the desks. The internal organization and also the general discipline may be rated fair. The instructional results are only from moderate to tolerable. Only about three-fourths of the school population belong to the school. The internal condition of the school is incommensurate with the expense incurred in respect of the premises, and with the educational wants of the place.

COTTAWALLA (V.) :—Regular inspection, 6th June.

Enrolled :—Boys, 20 ; girls, 14 ; total, 34. Present :—Boys, 15 ; girls, 10 ; total, 25.

The material provisions are unchanged. The enrolment, the average attendance, and the amount of school fees paid are all very low compared with the circumstances of the locality. The internal organization is fair. The general discipline is about tolerable. The instructional results show a decline ; they are now barely moderate. The general efficiency is only moderate.

CROOBYAR (V.) :—Regular inspection, 28th and 29th August.

Enrolled :—Boys, 55 ; girls, 47 ; total, 102. Present :—Boys, 48 ; girls, 44 ; total, 92.

The premises have fallen into disrepair. The internal organization and the general discipline are good. The results of instruction approach very fair. Considering the drawbacks arising from the very faulty material organization, and the late interference to the school business caused by epidemics, the general results, as far as the teacher can be held responsible, may be rated very fair +.

CROOKWELL (V.) :—Regular inspection, 7th June.

Enrolled :—Boys, 24 ; girls, 25 ; total, 49. Present :—Boys, 15 ; girls, 12 ; total, 27.

The material provisions are very good. The internal organization is fair. The general discipline is also fairly satisfactory on the whole. The enrolment and attendance are relatively to the school population very low, and the latter is irregular. The results of instruction are tolerable. The school meets the legitimate educational wants of the locality but indifferently. This is to a considerable extent the fault of parents.

CURRAWANG (V.) :—Regular inspection, 19th April.

Enrolled :—Boys, 44 ; girls, 35 ; total, 79. Present :—Boys, 31 ; girls, 22 ; total, 53.

The material provisions are being improved. The internal organization is fair. The general discipline is good. The instructional results are only moderate in the first class (taught by the assistant), but approach very fair in the second, third, and fourth, taught by the master. The general efficiency may be rated fair to very fair. Elementary algebra and Latin are taught in the fourth class.

ELING FOREST (V.) :—Regular inspection, 14th November.

Enrolled :—Boys, 11 ; girls, 20 ; total, 31. Present :—Boys, 9 ; girls, 16 ; total, 25.

The organization is good. The general discipline is very fair. The results of instruction are fair to very fair. The general efficiency has considerably improved, and now approaches very fair.

GOULBURN (Boys—V.) :—Regular inspection 6th to 12th December.

Enrolled :—112. Present :—82.

Various improvements have been effected to the school premises and others are in contemplation. The internal organization is very fair. The general discipline is very good. The results of instruction all round reach good. The course includes the first three books of Euclid's elements, algebra to quadratics, and elementary Latin, in addition to the subjects prescribed for a fourth class. The numbers have not yet permanently recovered. There are some matters connected with the general management which have not received sufficient attention.

GOULBURN

GOULBURN—(Girls—V.) :—Regular inspection, 30th November to 5th December.

Enrolled :—108. Present—81.

The school is well organized. The general discipline is excellent. The instruction produces good results. Decided general improvement has been effected. The department is in a very good state of efficiency, and has been placed high in public estimation.

GOULBURN (Infants—V.) :—Regular inspection.

Enrolled :—Boys, 112 ; girls, 89 ; total, 201. Present :—Boys, 79 ; girls, 64 ; total, 143.

General organization, good. Discipline, very fair. Instructional results, very fair +. During the year the department has been subjected to several drawbacks, but the numbers and general efficiency have been maintained. All things considered, the general results approach good.

GULLEN—(V.) :—Regular inspection, 4th May.

Enrolled :—Boys, 25 ; girls, 29 ; total, 54. Present :—Boys, 14 ; girls, 24 ; total, 38.

A well, in addition to improvements in progress, would render the material condition satisfactory. The internal organization is tolerable. From causes for the most part beyond the Council's and the teacher's control, the enrolment and the attendance are very low in comparison with the school population. The attendance is extremely irregular. The discipline, as far as the teacher can make it, is good. The children do not attend school sufficiently either to reach a satisfactory standard of attainments or to become proficient in the instruction given. The actual results of the instruction are from moderate to tolerable. In view of the legitimate requirements of the school population of the locality, the general efficiency of the school is only barely moderate.

KANGALOO—(N.-V.) :—Regular inspection, 11th February.

Enrolled :—Boys, 21 ; girls, 24 ; total, 45. Present :—Boys, 20 ; girls, 21 ; total, 41.

New vested premises are required. The internal organization is correct, and the general discipline is good. Defects of detail occur in connection with the instruction, which, however, on the whole, produces results approaching fair. The school is in a fair state of efficiency.

KANGALOO WEST (V.) :—Regular inspection, 23rd February.

Enrolled :—Boys, 19 ; girls, 18 ; total, 37. Present :—Boys, 18 ; girls, 17 ; total, 35.

A few minor improvements would complete the material organization. Internally the school is correctly organized in the main. The general discipline is fair. The instructional results approach tolerable.

KANGAROO VALLEY (V.) :—Regular inspection, 26th July.

Enrolled :—Boys, 15 ; girls, 27 ; total, 42. Present :—Boys, 13 ; girls, 22 ; total, 35.

Some improvements to the premises are required. The internal organization is very fair, the chief defect being in connection with the records. The general discipline is fair ; punctuality is the weak point. Only about three-fourths of the school population are enrolled. The instruction is of incomplete course and produces only moderate to tolerable results.

MARULAN (N.-V.) :—Regular inspection, 25th February.

Enrolled :—Boys, 12 ; girls, 14 ; total, 26. Present :—Boys, 12 ; girls, 13 ; total, 25.

The aspect of the premises is not pleasing, but they will serve for the time during which the school is likely to continue. There are various defects connected with the internal organization, which must be rated below moderate. The general discipline is tolerably satisfactory. The instructional results exceed moderate. The school is in a moderate state of efficiency.

MERRILLA (V.) :—Regular inspection, 2nd May.

Enrolled :—Boys, 12 ; girls, 18 ; total, 30. Present :—Boys, 10 ; girls, 14 ; total, 24.

The material organization has been completed. The internal organization is correct in the main. The general discipline continues good. The effects of irregular attendance are observable in the instructional results, which now average fair.

MITTAGONG LOWER (V.) :—Regular inspection, 8th November.

Enrolled :—Boys, 15 ; girls, 18 ; total, 33. Present :—Boys, 13 ; girls, 17 ; total, 30.

A few minor repairs to the premises are required. The internal organization is tolerable ; faulty classification being the chief defect. The discipline is fair on the whole. Tolerable instructional results are produced. The numbers are slowly recovering. The school is in a tolerable state of efficiency.

MITTAGONG UPPER (N.-V.) :—Regular inspection, 24th February.

Enrolled :—Boys, 29 ; girls, 20 ; total, 49. Present :—Boys, 14 ; girls, 10 ; total, 24.

A few minor improvements would render the material condition satisfactory. The internal organization and general discipline may be rated very fair. The instruction produces results approaching tolerable. The results as a whole are indicative of improvement.

MOOROOWOOLLEN (V.) :—Regular inspection, 16th June.

Enrolled :—Boys, 32 ; girls, 22 ; total, 54. Present :—Boys, 25 ; girls, 19 ; total, 44.

The school is fairly well organized. The general discipline is about tolerable. The instructional results are tolerable. The school is in a tolerable state of efficiency.

MOSS VALE (V.) :—Regular inspection, 22nd June.

Enrolled :—Boys, 31 ; girls, 33 ; total, 64. Present :—Boys, 21 ; girls, 23 ; total, 44.

Recent improvements have rendered the material organization fairly adequate to present requirements. The school is well organized internally. The general discipline is very fair. The instruction produces about fair results. The general efficiency exceeds fair.

MUMMELL (N.-V.) :—Regular inspection, 9th May.

Enrolled :—Boys, 14 ; girls, 14 ; total, 28. Present :—Boys, 5 ; girls, 8 ; total, 13.

The material provisions are passable. Some defects of detail occur in connection with the internal organization. Excepting as regards the regularity and punctuality of the pupils attendance, the discipline is very fair. The course of instruction is incomplete. The results of the instruction are below tolerable. The general results are little above moderate.

NEW SHEFFIELD (N.-V.) :—Regular inspection, 18th July.

Enrolled :—Boys, 28 ; girls, 26 ; total, 54. Present :—Boys, 22 ; girls, 19 ; total, 41.

The organization is quite inadequate to the wants of the locality as regards both material provisions and teaching power. Discipline, tolerably satisfactory on the whole. Instructional results moderate to tolerable. The educational requirements of the place are but indifferently met.

NORWOOD

NORWOOD (N.-V.) :—Regular inspection, 15th June.

Enrolled :—Boys, 25 ; girls, 13 ; total, 38. Present :—Boys, 19 ; girls, 10 ; total, 29.

Several material improvements are required. The internal organization is correct, the general discipline fully fair. The instruction produces fair results. The school is in a fair state of efficiency.

NOWRA (V.) :—Regular inspection, 8th and 9th August.

Enrolled :—Boys, 56 ; girls, 33 ; total, 89. Present :—Boys, 49 ; girls, 32 ; total, 81.

A few improvements will render the material organization satisfactory. The internal organization and general discipline are good. The results of instruction approach very fair. The numbers are stationary. The results compare favourably with last year's. Elementary algebra is an extra.

PARKESBOURNE (V.) :—Regular inspection, 1st May.

Enrolled :—Boys, 13 ; girls, 20 ; total, 33. Present :—Boys, 13 ; girls, 20 ; total, 33.

The organization is very fair, a defect in the classification lowering the mark. The general discipline and moral tone are good. Teaching is zealously and intelligently carried on, and produces very fair (nearly) results. The school is in a very fair state of efficiency.

ROBERTSON (V.) :—Regular inspection, 9th February.

Enrolled :—Boys, 26 ; girls, 27 ; total, 53. Present :—Boys, 25 ; girls, 23 ; total, 48.

Organization and general discipline good. The instruction is well regulated and skilfully imparted. Its results are very fair. The past year has been one of change and trial, but the school has become larger and more efficient.

ROSLYN (V.) :—Regular inspection, 30th May.

Enrolled :—Boys, 16 ; girls, 14 ; total, 30. Present :—Boys, 14 ; girls, 12 ; total, 26.

Measures are in progress for making good the defects in the premises. The internal organization and the general discipline are about tolerable. The results of instruction are tolerable. The school is in a tolerable state of efficiency.

TARAGO (N.-V.) :—Regular inspection, 13th April.

Enrolled :—Boys, 17 ; girls, 13 ; total, 30. Present :—Boys, 14 ; girls, 11 ; total, 25.

Thanks to the liberality of Mr. J. Cropper, measures are in progress for providing new and properly organized premises to be vested in the Council. The internal organization is correct. The general discipline is very good and the moral tone high. The instruction produces fair results. The school is in a very fair state of efficiency.

TARALGA (V.) :—Regular inspection, 26th May.

Enrolled :—Boys, 26 ; girls, 20 ; total, 46. Present :—Boys, 16 ; girls, 17 ; total, 33.

The material organization is being completed. Internally the school is correctly organized. The general discipline is very fair. The attainments and general proficiency of the pupils are between fair and very fair. The general efficiency approaches very fair.

TYRANNA (N.-V.) :—Regular inspection, 10th April.

Enrolled :—Boys, 21 ; girl, 7 ; total, 28. Present :—Boys, 17 ; girls, 7 ; total, 24.

Considering the present school population of the locality, no fault need be found with the material provisions. The internal organization is correct in the main. The general discipline is very fair. The instruction is of full course and compass, and produces results above tolerable. The general efficiency is about fair.

TOMERONG (V.) :—Regular inspection, 6th September.

Enrolled :—Boys, 27 ; girls, 16 ; total, 43. Present :—Boys, 25 ; girls, 15 ; total, 40.

The material organization is about to be completed. Internal organization, fair. General discipline, tolerable. Instructional results, tolerable. General efficiency improved, tolerable.

TOWRANG (N.-V.) :—Regular inspection, 1st March.

Enrolled :—Boys, 21 ; girls, 11 ; total, 32. Present :—Boys, 15 ; girls, 11 ; total, 26.

Material condition unchanged ; necessary improvements are in contemplation. Internal organization nearly fair on the whole. General discipline, very fair ; moral tone, healthy. The instruction is zealously carried on and is productive of fair + results. The school is in a fair state of efficiency.

ULLADULLA (N.-V.) :—Regular inspection, 24th August.

Enrolled :—Boys, 32 ; girls, 15 ; total, 47. Present :—Boys, 28 ; girls, 12 ; total, 40.

Makeshift material provisions have been tolerated long enough. It is high time the necessary local action was taken to obtain properly organized vested school buildings. The internal organization and the general discipline are tolerable. The results of the instruction slightly exceed tolerable. The general results may be rated tolerable.

WORRAGEE (N.-V.) :—Regular inspection, 15th August.

Enrolled :—Boys, 15 ; girls, 15 ; total, 30. Present :—Boys, 15 ; girls, 15 ; total, 30.

The material provisions are but indifferent. The internal organization and the general discipline are about tolerable. The results of instruction are from tolerable to fair.

II.—PROVISIONAL SCHOOLS.

BARRENGARRY :—Regular inspection, 25th July.

Enrolled :—Boys, 13 ; girls, 14 ; total, 27. Present :—Boys, 11 ; girls, 12 ; total, 23.

The premises are but moderately suitable. Internally the school is tolerably well organized. The general discipline is fair. The instruction produces results from moderate to tolerable.

BOMADERY (N.-V.) :—Regular inspection, 4th August.

Enrolled :—Boys, 7 ; girls, 17 ; total, 24. Present :—Boys, 6 ; girls, 15 ; total, 21.

The material provisions are tolerably satisfactory. Some defects occur in the keeping of the records and wall documents ; otherwise the internal organisation is generally correct. The general discipline is good. The instruction is carried on in a sensible and earnest way, and produces fair results.

BROKEN BRIDGE :—General inspection, 15th November.

Enrolled :—Boys, 9 ; girls, 11 ; total, 20. Present :—Boys, 7 ; girls, 10 ; total, 17.

Tolerably suitable material provisions have been made. The internal organization is fair. The general discipline is very fair. The instruction produces tolerable results. Owing to the removal of children from the locality it is doubtful whether the school can be maintained as a Provisional School.

BUNDANOON (N.-V.) :—Regular inspection, 20th June.

Enrolled :—Boys, 20 ; girls, 22 ; total, 42. Present :—Boys, 20 ; girls, 14 ; total, 34.

The premises are unchanged. The internal organization and general discipline are fair. The instruction produces moderate to tolerable results. The school is in a moderate to tolerable state of efficiency. Progress towards the required establishment of a Public School is very slow.

BUNGONIA (N.-V.) :—Regular inspection, 2nd February.

Enrolled :—Boys, 10 ; girls, 12 ; total, 22. Present :—Boys, 5 ; girls, 9 ; total, 14.

As regards numbers the school keeps in a very low state. Its internal efficiency has improved somewhat. The organization is tolerable, the general discipline fair, the results of instruction moderate+.

BURBAGOWANG :—Regular inspection, 21st June.

Enrolled :—Boys, 15 ; girls, 11 ; total, 26. Present :—Boys, 14 ; girls, 11 ; total, 25.

The material provisions are unchanged. Increased attention should be given to the school stock. The internal organization is only moderate, the classification is unnecessarily minute, and there are other defects. The general discipline is about tolerable. The instruction is not skilfully carried on, and produces results little above indifferent.

CONGOLA (N.-V.) :—Regular inspection, 4th September.

Enrolled :—Boys, 17 ; girls, 12 ; total, 29. Present :—Boys, 16 ; girls, 11 ; total, 27.

The material provisions are bad and should be superseded as soon as possible. The internal organization, the general discipline and moral tone, and the progress of the pupils, are all good.

FRANKFIELD (N.-V.) :—Regular inspection, 26th April.

Enrolled :—Boys, 21 ; girls, 14 ; total, 35. Present :—Boys, 16 ; girls, 9 ; total, 25.

The material provisions meet the requirements tolerably well. The internal organization is tolerable ; there are defects of detail. The general discipline is very fair, and the moral tone is healthy. The results of the instruction are fair. The general efficiency is about fair.

GREENWELL POINT (N.-V.) :—Regular inspection, 16th August.

Enrolled :—Boys, 15 ; girls, 19 ; total, 34. Present :—Boys, 13 ; girls, 16 ; total, 29.

The premises are in the condition last reported. The internal organization, the general discipline, and the results of the instruction all rank about tolerable. The school is in a tolerable state of efficiency.

GUBBRUNDAH (N.-V.) :—Regular inspection, 27th April.

Enrolled :—Boys, 13 ; girls, 15 ; total, 28. Present :—Boys, 13 ; girls, 13 ; total, 26.

Several improvements to the premises are required. The school is tolerably well organized ; otherwise the general discipline has much improved, and is fairly satisfactory. Irregularity of attendance has prevented a corresponding improvement in the attainments and proficiency of the pupils. The results of instruction are only moderate. The general efficiency approaches tolerable.

HIGH RANGE :—Regular inspection, 26th September.

Enrolled :—Boys, 13 ; girls, 7 ; total, 20. Present :—Boys, 12 ; girls, 4 ; total, 16.

General organization and discipline, fair. Instructional results, tolerable+. General efficiency, tolerable to fair.

JACQUA (N.-V.) :—Regular inspection, 1st February.

Enrolled :—Boys, 16 ; girls, 12 ; total, 28. Present :—Boys, 13 ; girls, 9 ; total, 22.

The school has been about four months in operation ; it has been successfully and properly organized. The general discipline is very fair. The results of instruction are from moderate to tolerable. General efficiency, tolerable.

JANNUNG (V.) :—Regular inspection, 5th September.

Enrolled :—Boys, 13 ; girls, 14 ; total, 27. Present :—Boys, 11 ; girls, 13 ; total, 24.

Improvements to the premises are required. The internal organization is correct ; the general discipline, good. The instruction produces results above fair. The general efficiency approaches very fair.

JANUGARRAH (N.-V.) :—Regular inspection, 1st September.

Enrolled :—Boys, 13 ; girls, 3 ; total, 16. Present :—Boys, 12 ; girls, 3 ; total, 15.

Nine children of school age in the locality do not attend—the result of the neglect or the prejudice of the parents. The material organization is unchanged. The internal organization is fair. The general discipline is good. The instructional results are about fair.

KIRKDALE (N.-V.) :—Regular inspection, 24th April.

Enrolled :—Boys, 21 ; girls, 9 ; total, 30. Present :—Boys, 17 ; girls, 6 ; total, 23.

The school is very fairly organized. The general discipline ranks very fair also. The results of instruction approach fair. The school is in a fair state of efficiency. The results were affected by recent promotions, but gave evidence of careful and intelligent work.

LAGGAN (N.-V.) :—Regular inspection, 1st June.

Enrolled :—Boys, 12 ; girls, 16 ; total, 28. Present :—Boys, 11 ; girls, 15 ; total, 26.

The material provisions are bad, but are to be superseded. The internal organization is indifferent ; the general discipline barely moderate. The instructional results are about moderate. The general management gives evidence of weakness in all its branches. The legitimate educational wants of the locality are badly met, owing, to a considerable extent, to the persistent neglect of parents.

MANCHESTER SQUARE :—General inspection, 13th November.

Enrolled :—Boys, 11 ; girls, 11 ; total, 22. Present :—Boys, 10 ; girls, 9 ; total, 19.

The school has but just commenced. The people have provided fair premises on a suitable piece of Crown land. The internal organization has not yet been completed. The discipline may be rated fair. At present the mental powers and attainments of the pupils are only from indifferent to moderate ; but the teaching is likely to prove tolerably effective.

MAXTON (N.-V.) :—Regular inspection, 10th May.

Enrolled :—Boys, 9 ; girls, 16 ; total, 25. Present :—Boys, 7 ; girls, 16 ; total, 23.

The material provisions are barely tolerable, even as a makeshift. Defects in the records and documents reduce the mark for the internal organization to tolerable. The discipline is fairly satisfactory. The instruction is of a very elementary character. Its results are from moderate to tolerable. Existing arrangements should be superseded by the establishment of a Public School at Green Gully.

MIMOSA PARK (N.-V.) :—General inspection, 30th August.

Enrolled :—Boys, 11 ; girls, 9 ; total, 20. Present :—Boys, 10 ; girls, 9 ; total, 19.

This is a new school near the Pigeon-house Mountain, and provides the means of education for some 25 children in that locality. It is at present conducted in temporary premises on the Woodburn Station. Defects arising from the teacher's inexperience and want of training exist in connection with each branch of the general management. The internal organization is very imperfect, the discipline is but moderate, and the instruction is of very limited course. The proficiency of the pupils falls below moderate.

MOUNT MURRAY :—Regular inspection, 10th February.

Enrolled :—Boys, 11 ; girls, 20 ; total, 31. Present :—Boys, 10 ; girls, 19 ; total, 29.

The organization is correct in the main. The general discipline is very fair. The teaching produces results approaching fair. The school is in a fair state of efficiency.

MULLENGULENGA (N.-V.) :—General inspection, 12th April.

Enrolled :—Boys, 7 ; girls, 5 ; total, 12. Present :—Boys, 6 ; girls, 2 ; total, 8.

Tolerably suitable material provisions have been made. The school is well organized and disciplined by the teacher, but the majority of the parents are prejudiced against him, and, by keeping their children away, render the immediate success of the school impossible. The teaching has produced fair results.

NOTE.—All children of school age in the locality have since been sent, and the school is thriving.

PEJAR (N.-V.) :—Regular inspection, 8th June.

Enrolled :—Boys, 14 ; girls, 9 ; total, 23. Present :—Boys, 12 ; girls, 8 ; total, 20.

New premises in a more central and convenient place are required. The internal organization and the general discipline are fair. The instructional results reach about tolerable. The general efficiency is tolerable.

POMEROY (N.-V.) :—Regular inspection, 13th June.

Enrolled :—Boys, 20 ; girls, 14 ; total, 34. Present :—Boys, 15 ; girls, 8 ; total, 23.

The material organization and condition are unchanged. The internal organization is correct in the main. The general discipline is very fair. The instruction is systematically carried on by suitable methods, and produces tolerable to fair results. Through a change of teachers the general management has been placed on a proper basis, and the general efficiency has been considerably improved. The general results approach fair.

REDGROUND (V.) :—Regular inspection, 31st May.

Enrolled :—Boys, 13 ; girls, 14 ; total, 27. Present :—Boys, 8 ; girls, 12 ; total, 20.

The material provisions require superseding. The keeping of the records and documents and the regulation of the instruction are defective ; and, the school stock is insufficient. The pupils require to be thoroughly trained to proper school habits and movements. Some of them are not sufficiently clean and tidy. The results of the teaching approach moderate. The general efficiency is from indifferent to moderate. The teacher has been but a short time appointed. When she took charge of the school it was in a disorganized state ; hence, to some extent, the defects now noted.

SHAW'S CREEK :—General inspection, 21st November.

Enrolled :—Boys, 20 ; girls, 12 ; total, 32. Present :—Boys, 8 ; girls, 9 ; total, 17.

The material provisions meet requirements moderately. The internal organization is defective in several particulars. The discipline is tolerably satisfactory on the whole. The instruction has not been attended to with sufficient care, and produces but indifferent results. The general management is lax. The general efficiency is only indifferent.

TARLO (N.-V.) :—Regular inspection, 18th May.

Enrolled :—Boys, 9 ; girls, 10 ; total, 19. Present :—Boys, 8 ; girls, 10 ; total, 18.

The material provisions are wretchedly bad. The internal organization and general discipline are fair. The numbers are low, principally from causes beyond the teacher's control. The instruction is of incomplete course and very limited range, and is productive of results below moderate. The general and continued indifference of the parents and the state of the premises have had a discouraging influence on the teacher, as indeed they well might. The general efficiency has declined, and is now from indifferent to moderate.

NOTE.—The teacher has since resigned, and the school is closed until decent premises are provided.

WAGGALLALAH :—General inspection, 24th November.

Enrolled :—Boys, 11 ; girls, 15 ; total, 26. Present :—Boys, 10 ; girls, 13 ; total, 23.

This is a new school. On a suitable piece of Crown land the people have put up a very fair building and have suitably furnished it. All children of school age in the locality have been enrolled, and the school has been fairly well organized throughout by the teacher. The general discipline is very fair. The instruction is diligently imparted, and produces fair+ results. The general efficiency exceeds fair.

WATERLAND (N.-V.) :—General inspection, 23rd November.

Enrolled :—Boys, 18 ; girls, 18 ; total, 36. Present :—Boys, 15 ; girls, 15 ; total, 30.

The material provisions are fair. The internal organization is tolerable, a faulty arrangement of the furniture and a want of tidiness in the keeping of the schoolroom being the chief defects. The general discipline is fair. The instructional results are also fair. The range of the pupils' attainments is considerably below their average age, which is to be accounted for by the fact that for several years past educational means have existed in the locality only for about as many months.

WATTAMULLA (N.-V.) :—Regular inspection, 27th July.

Enrolled :—Boys, 11 ; girls, 10 ; total, 21. Present :—Boys, 10 ; girls, 10 ; total, 20.

Neat and commodious premises are provided, the general aspect of which is pleasing. The organization and general discipline are very fair. The attainments of the pupils are uneven, but average from tolerable to fair. As far as the teacher can be held responsible, the results are fair. There are some fifteen children of school age in the locality who are not sent to school.

WINDELLAMA

WINDELLAMA (N.-V.) :—General inspection, 22nd November.

Enrolled :—Boys, 10 ; girls, 3 ; total, 13. Present :—Boys, 8 ; girl, 1 ; total, 9.

Tolerably suitable temporary material provisions are made. The internal organization is correct. The general discipline is very fair. The instruction produces fair results. The locality is a field for a small Provisional School, but the people will not send their children.

NOTE.—The school has since been closed.

NARRUNGA :—Regular inspection, 7th February.

Enrolled :—Boys, 15 ; girls, 14 ; total, 29. Present :—Boys, 13 ; girls, 13 ; total, 26.

A small room for the teacher's use has been added to the building. Some minor defects occur in the records ; in other respects the internal organization is fair. The general discipline is fair. The instructional results are from tolerable to fair. General efficiency tolerable to fair.

III.—HALF-TIME SCHOOLS.

JELLORE :—General inspection, 27th September.

Enrolled :—Boys, 7 ; girls, 5 ; total, 12. Present :—Boys, 7 ; girls, 4 ; total, 11.

This school was established early in the year, to be worked in conjunction with Mandemar H.-T., but owing to disputes with the teacher the Mandemar people withdrew their children. The material provisions meet the requirements tolerably well. The records are in a very defective state, and the lesson programmes are of but little value. The discipline can only be regarded as moderately satisfactory. The government lacks both energy and cheerfulness. The instruction is of very incomplete course and narrow range. The teaching is unskilful. The results are indifferent. The teacher is senile, and unfit any longer to perform the duties required of him.

NOTE.—The teacher has since left the service.

LONG REACH (V.) :—Regular inspection, 28th February.

Enrolled :—Boys, 9 ; girls, 5 ; total, 14. Present :—Boys, 9 ; girls, 5 ; total, 14.

Material improvements applied for will meet existing wants. Internally the school is properly organized. Owing to the neglect of parents, the enrolment includes about only two-thirds of the available children of school age. The general discipline is fair. The instruction produces tolerable results. The general efficiency slightly exceeds tolerable.

ROCKVIEW (V.) :—Regular inspection, 28th February.

Enrolled :—Boys, 10 ; girls, 4 ; total, 14. Present :—Boys, 8 ; girls, 3 ; total, 11.

The organization is correct in the main. The general discipline is very fair. The instruction produces nearly tolerable results. The general efficiency has improved somewhat and now ranks above tolerable.

NEW BRISTOL (V.) :—Regular inspection, 7th September.

Enrolled :—Boys, 9 ; girls, 10 ; total, 19. Present :—Boys, 6 ; girls, 9 ; total, 15.

The school is correctly organized in the main. The pupils are tolerably well disciplined, and have attained to a more than moderate degree of proficiency in most of the prescribed subjects. The results as a whole exceed moderate.

NORTH HUSKISSON (N.-V.) :—Regular inspection, 8th September.

Enrolled :—Boys, 3 ; girls, 10 ; total, 13. Present :—Boys, 3 ; girls, 9 ; total, 12.

The material provisions are still defective. The internal organization is fair, and the general discipline tolerable. The results of instruction are from moderate to tolerable. The general condition and results exceed moderate.

QUIALEGO (N.-V.) :—Regular inspection, 11th April.

Enrolled :—Boy, 1 ; girls, 7 ; total, 8. Present :—Girls, 7.

There has been no change in the material provision. There are not sufficient children in the locality to maintain the prescribed minimum attendance. The internal organization may be regarded as fairly satisfactory. The general discipline also is fair. The results of the instruction are barely moderate. The school is in a moderate state of efficiency.

SPRINGFIELD (N.-V.) :—Regular inspection, 18th April.

Enrolled :—Boys, 8 ; girls, 9 ; total, 17. Present :—Boys, 6 ; girls, 6 ; total, 12.

The material provisions are fair. The internal organization and general discipline are fair also. The results of instruction are only from indifferent to moderate. General efficiency about moderate.

RICHLANDS (N.-V.) :—Regular inspection, 25th May.

Enrolled :—Boys, 7 ; girls, 9 ; total, 16. Present :—Boys, 4 ; girls, 5 ; total, 9.

The material condition remains as last reported. The internal organization is correct in the main. The general discipline is good, the instructional results fair. The general efficiency indicates very fair general progress. The school is, as far as the teacher can be held responsible, in a fair state of efficiency, but it is not appreciated as it should be by the people generally.

YELBRAITH (N.-V.) :—Regular inspection, 25th May.

Enrolled :—Boys, 6 ; girls, 5 ; total, 11. Present :—Boys, 5 ; girls, 5 ; total, 10.

The schoolhouse has been floored and repaired. Internally the school is correctly organized. The general discipline is good. The results of instruction approach fair. Considering the school population of the locality the school should be permanently maintained, but in view of the culpable indifference of some of the parents it is questionable whether it will be.

D. S. HICKS,
Inspector, Goulburn District.

GRAFTON DISTRICT.

INSPECTOR'S General Report for 1876.

At the close of 1875 there were in operation in the Grafton District 39 Public Schools and Departments, 18 Provisional, 4 Half-time, and 6 Denominational ; in all, 67 schools and departments.

During 1876 non-vested Public Schools were opened at Nambucca and Woodford Park ; and the following Provisional were converted into Public Schools, viz. :—

Ennis,	Tweed Junction,
Harwood Island,	Wardell,
Lawrence,	Wombah.

Early

Early in the year the non-vested Public School at Solferino was reduced to the rank of a Provisional, as the required average for a Public School could not be maintained.

The following Provisional Schools were also recognized in 1876, viz. :—

Blackman's Point,	Noncome,
Carangula,	Perseverance,
Circular Reach,	Point Danger,
Combury Park,	Raleigh,
Huntingdon,	Rawdon Island,
Kangaroo Creek,	Turner's Flat.

The Kangaroo Creek School had to be closed soon after its recognition for want of local support. In consequence of the continued diminution of the attendance at the Dondingalong Half-time School it was finally closed on 31st December. Sherwood, which was worked in conjunction with Dondingalong, is likely to become a Provisional School.

An application for a Public School at Tacking Point, Macleay River, is still under consideration. Applications for a Public School at Emigrant Creek, and for Provisional Schools at Long Flat, Macleay Heads, and Yamba were declined, the circumstances of each locality not warranting the establishment of such schools therein.

Except Belmore Upper, Buccarumbi, Busby's Flat, and Iluka, no centre of population in this district is now without the means of instruction, even where only small groups of children are met with. An application for a small school at Buccarumbi is at present awaiting my report.

The new vested Public School at Laurieton, on the Camden Haven River, was added to the list of schools in this district in October.

The Provisional Schools at Coaldale and Perseverance were closed in August and December respectively, the numbers in each case being under the required minimum without a prospect of an increased attendance.

For the whole year 41 Public, 13 Provisional, 4 Half-time, and 6 Denominational Schools were in operation; and for a portion of that period 6 Public and 11 Provisional.

The number of schools fully inspected is 73. The Public Schools at Ennis and Murwillumbah were closed at the time of my visit to these localities; that at Woodford Park was not in operation when I was in the neighbourhood. The Provisional Schools at Beechwood and Rawdon Island had no recognized teachers when I was on the Hastings, and the school at Turner's Flat was opened only a few weeks before the end of the year. A violent hailstorm prevented the children of the Tatham Half-time School from attending on the day of inspection.

As regards the distribution of the means of instruction, I am of opinion that in the majority of places it is adequate to the educational wants of the people. In a few localities the number of schools is in excess of the requirements; and there is a tendency on the part of applicants for Provisional Schools to attempt to increase unnecessarily the number of such schools. To account for this is difficult; but local jealousy and disputes as to sites are the main causes.

Except Bowra, Harwood Island, Lawrence, Ramornie, and South Arm, all the Public Schools inspected are vested buildings. Three are built of brick, viz. :—Grafton, Rocky Mouth, and Swan Creek; the others are wooden structures. Nearly all are in very fair repair, a considerable amount of money having been spent during the year in effecting improvements to schools and residences.

The Provisional Schools are all built of wood; they are in a passable state of repair, and tolerably well found in all requisites.

Since last inspection the Kempsey Certified Denominational Presbyterian School has undergone repairs. With this exception, the material condition of the Denominational Schools is the same as that described in last year's report.

Respecting the efficiency of the schools inspected it may be stated that 16 Public, 13 Provisional, 1 Half-time, and 4 Denominational fell below the standard; 15 Public, 7 Provisional, 1 Half-time, and 2 Denominational met its requirements; and 13 Public and 1 Half-time exceeded them. In other words, 46 per cent. of the inspected schools were below the standard; and 54 per cent. met and exceeded this test.

Last year 53 per cent. of the schools examined failed to meet the standard, and 37 per cent. succeeded in satisfying and exceeding it. Thus, although many schools were inspected under disadvantages arising from sickness and floods, there has been a decided improvement in their general efficiency.

The discipline of the majority of the 73 schools examined shows improvement. This is most perceptible in schools which were formerly conducted by careless and incompetent persons; but which have been, for the past two years, under the control of better trained and more intelligent men. The remarks made in last year's report regarding irregularity of attendance, and the order of the schools still apply, but not to the same extent. The greater number of teachers are alive to the importance of securing regular attendance in their schools; and where irregularity exists it is owing to causes beyond their control. More attention has been also devoted to improving the order of the schools; but *drill*, so useful an agent in promoting "good order," has not received that amount of care its importance demands. Even in the few schools in which it is practised, the different movements are executed in a rather loose manner; and thus, an exercise bearing so closely on good order becomes, as far as order is concerned, almost a waste of time.

Except in schools conducted by single men, and by teachers unable to give instruction in singing and drawing, the course of instruction is complete. In a few Provisional Schools object lessons and Scripture are omitted from the prescribed range of subjects.

In the undermentioned schools instruction is also given in elementary algebra and geometry, viz. :—Ballina, Public; Grafton, Public; Casino, Public; Chatsworth Island, Public; Port Macquarie, Public; Ramornie, Public; Ulmarra, Public; and Woodford Dale, Public.

In reading nearly 60 per cent. did fairly in an exercise involving the pronunciation of each word, and also an examination into the meanings of the words read. At the present time in England considerable attention seems to be given to an exercise called "Repetition," or Recitation, in the upper classes of elementary schools. This exercise, judiciously used, is highly calculated to improve the quality of the reading generally, and to develop the children's taste and imagination.

Writing is taught with very fair success, 73 per cent. having passed as good and fair. In some schools dirty books and careless writing were met with.

Arithmetic is still a weak subject; 32 per cent. did fairly in the simple rules; 24 per cent. met the standard in the compound, and 43 per cent. passed satisfactorily in the higher portions of the subject.

In grammar and geography ordinary proficiency was shown.

The answering in Scripture was above the average. Dictation receives due attention. On the whole, the results are better than those of last year, and more skill and trouble seem to have been given to the subject by the great bulk of the teachers. Only in a few schools, however, has the use of paper been introduced in the higher classes.

In object lessons and needlework fair progress was made.

Of the 46 examined in geometry 41 passed as fair and 5 as tolerable. In algebra 10 passed as good, 28 as fair, 3 as tolerable, and 5 as moderate.

Drawing and singing continue to beneficially influence all schools in which they are intelligently taught.

The local supervision is, speaking generally, the same as that described in my General Report for 1875.

The

The teachers continue to discharge their duties satisfactorily. Very few complaints were made during the year, and none of serious character.

Four teachers succeeded in raising their classification by examination; and one was promoted under article 39 of the Regulations. Although four is a small number out of so many still it proves that the habit of study has not wholly died out among them. Now that the Council acts so liberally in aiding teachers in the purchase of text books, and in the formation of libraries, it rests with the teachers themselves, especially the young men of the profession, whether they will aspire to the higher grades of classification, or continue in the third class until rendered unfit by age to study at all.

The prospects of primary education in this district give every reason for gratification. The number of schools has increased from 67 to 81 in a year; and there has been a corresponding augmentation in the number of children attending. Several new Public Schools of a superior class are in course of erection, while there is scarcely a locality, except the four noted, at present without the means of instruction. The quality of the instruction is also better, and the teachers evince a desire to improve in skill and knowledge.

Summaries of the reports on the schools inspected are transmitted herewith.

Inspector's Office, Grafton, 1st February, 1877. T. DWYER,
Inspector, Grafton District.

SUMMARY of Reports upon Public Schools inspected in 1876.

ALDAVILLA (V.) :—Regular inspection, 14th August.

Numbers enrolled :—Boys, 24; girls, 17; total, 41. Numbers present :—Boys, 18; girls, 16; total, 34.

1. The material condition and general organization are satisfactory, and the premises are neatly kept. There is an adequate supply of all needful requisites. 2. Three-fifths of the pupils are regular, and two-thirds punctual; other features of the discipline are reasonably satisfactory. 3. Except singing, the range of instruction is that prescribed. The classification is appropriate. The lesson documents are not carefully drawn up. The teaching needs to be marked by increased vigour and thoroughness. The average proficiency is tolerable in the first, and fair in the second and third classes.

ALSTONVILLE (V.) :—Regular inspection, 15th December.

Numbers enrolled :—Boys, 14; girls, 18; total, 32. Numbers present :—Boys, 8; girls, 8; total, 16.

1. A verandah is much needed; the play-ground is still unfenced, and only partially cleared. The school has a fair supply of apparatus and books, and is tolerably well organized. 2. Eleventh-sixteenths of the numbers enrolled attend regularly; all punctually. The government is firm, and the tone of the school is improved. 3. Singing and needlework are omitted from the course of instruction. No fault can be found with the classification and the occupation of the pupils. The methods are mechanical, but applied with a fair degree of zeal. The average proficiency is from tolerable to fair.

ALUMNY CREEK (V.) :—Regular inspection, 29th June.

Numbers enrolled :—Boys, 22; girls, 8; total, 30. Numbers present :—Boys, 22; girls, 8; total, 30.

1. The organization is satisfactory, and the stock of requisites ample. The premises are neatly kept. 2. Two-thirds of the pupils are regular; their punctuality is very good. Sickness reduced the attendance on the day of inspection. 3. The course of instruction is complete. A suitable classification obtains; and the instruction is fully regulated. Modern methods are practised. The average proficiency is from fair to very fair.

BALLINA (V.) :—Regular inspection, 30th November.

Numbers enrolled :—Boys, 35; girls, 27; total, 62. Numbers present :—Boys, 22; girls, 18; total, 40.

1. The premises are old, and very much injured by the white ants. The desk accommodation is inadequate. There is a good supply of apparatus and books. 2. Two-thirds of the children on roll are regular; all are punctual. The government is reasonably judicious. Matters of detail might advantageously receive more attention. 3. Except singing, all the prescribed subjects are taught. Instruction in algebra and geometry is given to the boys of the third class. The classification is appropriate, and the lesson documents are drawn up with tolerable care. The methods are of average merit. The general proficiency is fair.

BELLENGER (V.) :—General inspection, 5th September.

Numbers enrolled :—Boys, 22; girls, 19; total, 41. Numbers present :—Boys, 21; girls, 17; total, 38.

1. Important repairs have been effected since last inspection. The material condition is now satisfactory, and the school is well organized and adequately found in all requisites. 2. The pupils, for the most part, are regular and punctual. The discipline in other respects is fair. 3. The range of instruction is complete; the classification is appropriate; and the lesson documents are drawn up with fair skill. The teaching is painstaking, and produces fair results.

BELMORE RIVER (V.) :—Regular inspection, 21st August.

Numbers enrolled :—Boys, 23; girls, 15; total, 38. Numbers present :—Boys, 15; girls, 11; total, 26.

1. The general aspect of this school is pleasing. It is well found in all requisites. 2. Four-sevenths of the pupils are regular; all attend punctually. Periodically, the elder ones are kept away to work. The discipline needs to be stricter in matters of detail. 3. Except singing, all the prescribed subjects are taught. The classification is correct, and the instruction is well regulated. Modern methods are used, but the teaching lacks thoroughness. The average proficiency is tolerable.

BOWRA (N.-V.) :—General inspection, 8th September.

Numbers enrolled :—Boys, 21; girls, 12; total, 33. Numbers present :—Boys, 20; girls, 12; total, 32.

1. The building is totally unfit for school purposes. New vested premises are in course of erection. 2. Five-ninths of the numbers are regular; their punctuality is unsatisfactory. In other respects the discipline is tolerably effective. 3. All the prescribed subjects are taught, except singing. The classification is suitable, and the lesson documents are of passable merit. The methods are mechanical. The average proficiency is nearly tolerable.

CASINO (V.) :—Regular inspection, 13th and 14th November.

Numbers enrolled :—Boys, 51; girls, 40; total, 91. Numbers present :—Boys, 42; girls, 36; total, 78.

1. A verandah and a weather-shed are in course of erection. The premises are clean, and the school is amply found in educational requisites. 2. The character of the regularity and punctuality of the pupils is satisfactory. The government is judicious, and the tone of the school is healthy and improved. 3. The range of instruction is complete. Euclid has been introduced in the third class. The classification is appropriate, and the instruction is well regulated. The methods are modern and zealously applied. The average proficiency is from fair to very fair.

CHATSWORTH

CHATSWORTH ISLAND (V.) :—Regular inspection, 8th and 9th May.

Numbers enrolled :—Boys, 57 ; girls, 47 ; total, 104. Present :—Boys, 48 ; girls, 29 ; total, 77.

1. The school has undergone important repairs since last inspection. The material condition is very fair, and there is a good supply of educational requisites. 2. Seven-tenths of the pupils are regular and nine-tenths punctual. In the first class the order is not satisfactory. 3. All the prescribed subjects are taught. Instruction is also given in algebra and geometry to the boys of the third class. The pupils are properly classified, and the usual lesson guides are well drawn up. Modern methods are practised. The proficiency of each class is as follows, viz. :—First and second, fair nearly ; third, very fair.

CORAKI (V.) :—Regular inspection, 27th November.

Numbers enrolled :—Boys, 24 ; girls, 22 ; total, 46. Numbers present :—Boys, 21 ; girls, 21 ; total, 42.

1. The school is well furnished and supplied with all needful appliances. The organization is satisfactory. Improvements have been effected to the residence since last inspection. 2. Three-fourths of the numbers enrolled are regular ; all are punctual. In other respects the discipline is effective. 3. The course of instruction is that prescribed. The classification is suitable, and the lesson guides are carefully drawn up. The teaching is earnest ; the average proficiency is fair.

COWPEE (V.) :—Regular inspection, 12th May.

Numbers enrolled :—Boys, 41 ; girls, 31 ; total, 72. Numbers present :—Boys, 32 ; girls, 21 ; total, 53.

1. This school is centrally situated, very fairly organized, and adequately furnished. A portion of the play-ground is still unfenced. 2. Five-eighths of the pupils are regular and all punctual. Other features of the discipline are satisfactory. 3. Singing excepted, all the prescribed subjects are taught. The classification is appropriate ; and the instruction is neatly and skilfully regulated. The methods are modern, the average proficiency is fair.

EUROKA (V.) :—Regular inspection, 16th August.

Numbers enrolled :—Boys, 22 ; girls, 20 ; total, 42. Numbers present :—Boys, 21 ; girls, 19 ; total, 40.

1. The premises are in very fair repair and neatly kept. The organization is satisfactory, and the general aspect is pleasing. 2. Two-thirds are regular ; all attend punctually. The regularity has been injuriously affected by sickness for several months. The discipline is on the whole effective. 3. All the prescribed subjects except singing are taught. The classification is appropriate, and the instruction is well regulated. The teaching is earnest and intelligent. The average proficiency exceeds fair.

FERNMOUNT (V.) :—Regular inspection, 4th September.

Numbers enrolled :—Boys, 15 ; girls, 21 ; total, 36. Numbers present :—Boys, 11 ; girls, 12 ; total, 23.

1. The site is high and central. The premises are in fair repair and adequately found in working appliances. 2. Three-fifths of the pupils are regular, and three-fourths punctual. The discipline is in other respects tolerably effective. Except singing, all the prescribed subjects are taught. The classification is suitable ; the programmes are of passable worth. The methods are intelligent though mechanical. The average proficiency is tolerable.

GRAFTON (Primary—V.) :—Regular inspection, 22nd, 23rd, 27th, 28th June.

Numbers enrolled :—Boys, 140 ; girls, 142 ; total, 282. Numbers present :—Boys, 96 ; girls, 106 ; total, 202.

1. The accommodation is insufficient for the present attendance. The material condition is very good, and school has an ample supply of educational requisites. The records are correctly kept. 2. Five-sevenths of the numbers enrolled are regular ; nearly all are punctual. The order has improved since last inspection ; the marching and class movements still admit of improvement. 3. All the prescribed subjects are taught. In addition, instruction is given in algebra and geometry to the third and fourth classes. The pupils are appropriately classified, and the lesson documents are carefully drawn up. Modern methods are in use. The following is the proficiency of the different classes, viz. :—First, fair to very fair ; second, very fair ; upper second, very fair ; third, very fair + ; fourth, good +. This school continues to send successful candidates to the University Public Examinations.

GRAFTON (Infants—V.) :—General inspection, 20th and 22nd June.

Numbers enrolled :—Boys, 104 ; girls, 113 ; total, 217. Numbers present :—Boys, 78 ; girls, 64 ; total, 142.

1. The building at present used as an infant school is totally unfit for the purpose. New premises are in course of erection. Under existing circumstances the organization is satisfactory, and except form colour and geographical charts, the supply of apparatus is sufficient. 2. Two-thirds of the numbers enrolled are regular ; all are punctual. Other features of the discipline are satisfactory and improved. 3. The course of instruction is complete, the classification is appropriate, and the lesson guides are carefully constructed. The methods are modern, skilful, and zealously applied. The proficiency of the school may be described as follows, viz. :—First class, fair + ; second, fair ; third, fair to very fair.

GUNDURIMBA (V.) :—Regular inspection, 22nd November.

Numbers enrolled :—Boys, 17 ; girls, 19 ; total, 36. Numbers present :—Boys, 17 ; girls, 18 ; total, 35.

1. The premises are clean ; the school is well found in furniture and apparatus ; the stock of books is insufficient. The organization is fairly satisfactory ; the records are correctly kept. 2. Five-sevenths of the pupils are regular ; all attend punctually. The government is firm and mild. 3. Singing and needlework are omitted from the course of instruction. The classification and occupation are suitable. The methods are of modern cast, and applied with tolerable zeal. The average proficiency is from tolerable to fair.

HARWOOD ISLAND (N.-V.) :—Regular inspection, 4th May.

Numbers enrolled :—Boys, 21 ; girls, 27 ; total, 48. Numbers present :—Boys, 18 ; girls, 22 ; total, 40.

1. The playground is far too small. The desk accommodation is inadequate ; the records are correctly kept. 2. Two-thirds of the pupils are regular, and all are punctual. Other features of the discipline are reasonably satisfactory. 3. All the prescribed subjects are taught. The classification is appropriate, and the instruction is regulated in the usual way. The teaching is zealous, and produces fair results.

KEMPSEY WEST (V.) :—Regular inspection, 10th and 11th August.

Numbers enrolled :—Boys, 44 ; girls, 43 ; total, 87. Numbers present :—Boys, 42 ; girls, 37 ; total, 79.

1. The premises are old and unsuitable. Arrangements for the erection of a new school and a teacher's residence are complete. There is a sufficient stock of school requisites ; the records are correctly kept. 2. Five-sevenths of the pupils are regular, and nine-tenths punctual. The discipline is, on the whole, satisfactory. 3. All the prescribed subjects are taught. The classification is appropriate. In consequence of the withdrawal of the elder children there was no material for a fourth class left. The instruction is regulated in the usual way. Modern methods are practised. The average proficiency is fair.

KINCHELA

KINCHELA CREEK (V.) :—Regular inspection, 25th August.

Numbers enrolled :—Boys, 10 ; girls, 15 ; total, 25. [Numbers present :—Boys, 9 ; girls, 14 ; total, 23.

1. This is a substantial slab structure, in good repair, and well found in appliances. The present teacher has formed a neat garden in front of the residence, where, prior to his arrival, rank weeds grew. 2. Four-sevenths of the pupils are regular ; all attend punctually. The discipline, in other respects, is satisfactory. 3. All the prescribed subjects are taught ; singing by ear only. The classification is suitable ; the instruction is regulated with fair skill. The teaching is conducted with pleasing vigour ; the average proficiency is from tolerable to fair.

LAWRENCE (N.-V.) :—Regular inspection, 18th May.

Numbers enrolled :—Boys, 29 ; girls, 36 ; total, 65. Numbers present :—Boys, 22 ; girls, 29 ; total, 51.

1. The school is held in a cottage belong to Mr. S. G. Davison. The accommodation is utterly inadequate. Arrangements for the erection of new vested buildings are in progress. 2. Two-thirds of the pupils are regular, and nearly all punctual. The government is reasonably judicious. 3. Except singing, all the prescribed subjects are taught. The classification is suitable, and the instruction is regulated with fair judgment. The methods are of modern cast ; the average proficiency is fair.

LISMORE (V.) :—General inspection, 16th November.

Numbers enrolled :—Boys, 35 ; girls, 43 ; total, 78. Numbers present :—Boys, 33 ; girls, 36 ; total, 69.

1. Important alterations and repairs have been effected since last inspection. The schoolroom now affords adequate accommodation, its material condition is very good, and the supply of working appliances is adequate. 2. The attendance is marked by regularity and punctuality. The government is judicious, and the tone of the school is healthy and improved. 3. The course of instruction is that prescribed. The classification is appropriate, and the instruction is skilfully regulated. Modern methods are practised, and the teaching is marked by zeal, cheerfulness, and success. The average proficiency is very fair and improved.

NAMBUCCA (N.-V.) :—General inspection, 2nd September.

Numbers enrolled :—Boys, 14 ; girls, 20 ; total, 34. Numbers present :—Boys, 12 ; girls, 20 ; total, 32.

1. The school is held in temporary premises. The desk accommodation is insufficient, and the stock of first-class reading books is inadequate. 2. The attendance is regular and punctual. In other respects the discipline is satisfactory. 3. Except needlework, all the prescribed subjects are taught. The classification and occupation are appropriate. Considering the time this school has been in operation reasonably good progress has been made. The average proficiency exceeds tolerable.

PALMER'S ISLAND (V.) :—Regular inspection, 2nd May.

Numbers enrolled :—Boys, 29 ; girls, 19 ; total, 48. Numbers present :—Boys, 22 ; girls, 12 ; total, 34.

1. The site is healthy and pleasant. The desk accommodation is not sufficient. The records are correctly kept. 2. Three-fourths of the pupils are regular ; all attend punctually. The discipline is effective. 3. Singing excepted the course of instruction is complete. The classification is appropriate, and the lesson guides are neatly drawn up. Modern methods are practised. The average proficiency exceeds fair.

PORT MACQUARIE (V.) :—General inspection, 15th and 16th September.

Numbers enrolled :—Boys, 76 ; girls, 70 ; total, 146. Numbers present :—Boys, 47 ; girls, 43 ; total, 90.

1. The material condition is unsatisfactory, and the desk accommodation is inadequate. Additional reading books are also needed. The records are correctly kept. 2. Only three-fifths of the pupils attend regularly. All are punctual. Other features of the discipline are satisfactory and improved. 3. All the prescribed subjects are taught. In addition instruction is given in algebra and geometry to the fourth class. The classification is correct, and the programmes are carefully constructed. Intelligent methods are in use. The average proficiency may be exhibited as follows, viz. :—First, tolerable + ; second, fair + ; third, tolerable to fair ; fourth, very fair to good.

RAINBOW REACH (V.) :—Regular inspection, 24th August.

Numbers enrolled :—Boys, 22 ; girls, 27 ; total, 49. Numbers present :—Boys, 9 ; girls, 10 ; total, 19.

1. The site is neither pleasant nor healthy. The premises are in a clean condition. There is a sufficient supply of all requisites. The records are correctly kept. 2. Three-fifths of the pupils are regular, and three-fourths punctual. The discipline in other matters is tolerable. 3. All the prescribed subjects are taught. The classification and occupation are tolerably appropriate. The methods are mechanical. The teaching is painstaking and improved. The average proficiency is from tolerable to fair.

ROCKY MOUTH (V.) :—Regular inspection, 1st May.

Numbers enrolled :—Boys, 41 ; girls, 34 ; total, 75. Numbers present :—Boys, 22 ; girls, 17 ; total, 39.

1. The position, material condition, and organization are satisfactory, and the records are correct. 2. Two-thirds are regular and nine-tenths punctual. The order, though improved, is still the weakest feature of the discipline. 3. Except singing, all the prescribed subjects are taught. The classification is suitable, and the instruction is neatly regulated. The methods are reasonably intelligent and zealously applied. The average proficiency is nearly fair.

RAMORNIE (N.-V.) :—Regular inspection, 16th May.

Numbers enrolled :—Boys, 30 ; girls, 35 ; total, 65. Numbers present :—Boys, 16 ; girls, 27 ; total, 43.

1. The supply of furniture is inadequate. The records are correctly kept. 2. About two-thirds of the pupils are regular. Nearly all are punctual. The discipline, in other respects, shows improvement since last inspection. 3. All the subjects of instruction are taught ; singing by ear only. The classification is suitable, and the usual lesson guides exist. Modern methods are practised. The average proficiency is fair +.

SEVEN OAKS (V.) :—Regular inspection, 22nd August.

Numbers enrolled :—Boys, 34 ; girls, 21 ; total, 55. Numbers present :—Boys, 21 ; girls, 15 ; total, 36.

1. The building is old and in disrepair. A new one is in course of erection. The school is adequately found in all appliances. 2. The attendance is regular, only when farming operations interfere. Nearly all are punctual. 3. The course of instruction embraces all the subjects in the standard. The classification and occupation are tolerably appropriate. Modern methods are used ; the teaching is wanting in penetrativeness. The average proficiency is from tolerable to fair.

SOUTH ARM (N.-V.) :—General inspection, 31st May.

Numbers enrolled :—Boys, 34 ; girls, 20 ; total, 54. Numbers present :—Boys, 12 ; girls, 6 ; total, 18.

1. The premises are old and not roomy enough. There is not a good supply of requisites ; the records are correctly kept. 2. The regularity and punctuality are satisfactory. In other respects the discipline is fair. 3. All the prescribed subjects are taught. The classification is correct, and the instruction is regulated with fair skill. The methods are suitable, and applied with tolerable zeal ; the average proficiency is nearly fair.

SOUTHGATE

SOUTHGATE (V.) :—Regular inspection, 25th May.

Numbers enrolled :—Boys, 39 ; girls, 35 ; total, 74. Numbers present :—Boys, 16 ; girls, 18 ; total, 34.

1. The site is too low, and the desk accommodation is insufficient. Otherwise the school is well equipped. 2. Three-fourths of the pupils are regular, and all attend punctually. The government is judicious and the tone of the school healthy. 3. Except singing, the course of instruction is of full range. The classification is appropriate, and the usual guides to instruction exist. The methods, though somewhat old-fashioned, are effective, being applied with zeal. The average proficiency is from fair to very fair.

SMITH'S FLAT (V.) :—Regular inspection, 3rd November.

Numbers enrolled :—Boys, 28 ; girls, 25 ; total, 53. Numbers present :—Boys, 24 ; girls, 24 ; total, 48.

1. The school premises and grounds are kept with great care and neatness. There is a full supply of apparatus and books. The organization is very satisfactory. 2. Two-thirds of the pupils are regular and three-fourths punctual. The government is judicious, and the tone of the school is healthy. 3. All the prescribed subjects are taught. The classification is suitable, and the lesson guides are constructed with skill and unusual neatness. The methods are modern and diligently applied ; the average proficiency is fair to very fair. In point of neatness and of attention to detail this school is the first in the district.

STRONTIAN PARK (V.) :—General inspection, 14th June.

Numbers enrolled :—Boys, 19 ; girls, 30 ; total, 49. Numbers present :—Boys, 12 ; girls, 24 ; total, 36.

1. The premises are new, and the organization is satisfactory. Except maps, the school is well found in all requisites ; the records are correctly kept. 2. Two-thirds of the pupils are regular and attend punctually. The government is vigilant. 3. The range of instruction is complete ; the pupils are correctly classified ; the lesson documents are of fair worth. The methods are of modern cast ; the average proficiency is fair+.

SUMMERLAND (V.) :—Regular inspection, 23rd August.

Numbers enrolled :—Boys, 21 ; girls, 31 ; total, 52. Numbers present :—Boys, 14 ; girls, 22 ; total, 36.

1. The school and residence have been repaired since last inspection. There is an adequate supply of furniture and appliances ; the records are correctly kept. 2. The regularity of attendance is unsatisfactory, but nearly all are punctual. There is too much noise made in the class movements and in the distribution of the materials. 3. All the subjects prescribed are taught. The classification and occupation are tolerably suitable. The methods are more intelligent than formerly ; but the teaching is wanting in thoroughness. The average proficiency is tolerable+.

SWAN CREEK (V.) :—Regular inspection, 13th June.

Numbers enrolled :—Boys, 42 ; girls, 26 ; total, 68. Numbers present :—Boys, 29 ; girls, 16 ; total, 45.

1. The school is well organized, and fully equipped in all respects. The premises are neatly kept ; the records are correct. 2. The pupils are regular and punctual ; other features of the discipline are satisfactory. The government is judicious. 3. The course of instruction is that prescribed. The classification is appropriate, and the lesson documents are drawn up with skill and neatness. The methods are modern, and the teaching is zealously conducted. The average proficiency is fair to very fair.

TALOUMBI (V.) :—Regular inspection, 3rd May.

Numbers enrolled :—Boys, 31 ; girls, 24 ; total, 55. Numbers present :—Boys, 26 ; girls, 24 ; total, 50.

1. The school has a fair supply of appliances, and is well organized. The records are correctly kept. 2. Three-fourths of the pupils attend regularly and punctually. The government is strict but fitful ; the tone is tolerable and improved. 3. The course of instruction is that prescribed. The classification is suitable, and the occupation of the pupils is well regulated. The methods are of an elementary character ; the teaching is energetic, but wanting in effectiveness ; the average proficiency is tolerable+.

TIRANNIA CREEK (V.) :—General inspection, 20th November.

Numbers enrolled :—Boys, 23 ; girls, 21 ; total, 44. Numbers present :—Boys, 20 ; girls, 17 ; total, 37.

1. This is a new school ; the premises are well looked after by the present teacher. His residence is, however, too small. Additional desks are also needed. 2. Two-thirds of the numbers are regular, and all punctual. The discipline in other respects is tolerably satisfactory. 3. The course of instruction is that prescribed. The classification is suitable ; and the lesson documents are carefully compiled. The methods are mechanical ; but the teaching is earnest and tolerably effective. The average proficiency approaches tolerable.

TWEED JUNCTION (N.-V.) :—General inspection, 11th December.

Numbers enrolled :—Boys, 10 ; girls, 12 ; total, 22. Numbers present :—Boys, 6 ; girls, 3 ; total, 9.

1. The premises are old and unsuitable, and the supply of furniture, apparatus, and books is inadequate ; the records are correct. New vested buildings are about being erected. 2. Three-fourths are punctual and regular in attendance. Sickness—scarlet fever—reduced the numbers on the day of inspection. The government is lax. 3. All the prescribed subjects, except singing and drawing, are taught. The pupils are properly classified ; the lesson documents are of moderate worth, which is also the measure of the methods in use. The average proficiency exceeds moderate.

ULMARRA (V.) :—Regular inspection, 6th June.

Numbers enrolled :—Boys, 62 ; girls, 53 ; total, 115. Numbers present :—Boys, 30 ; girls, 20 ; total, 50.

1. The premises are old, unsuitable, and badly ventilated. The school is well found in all requisites, and is well organized. The records are correct. 2. Six-elevenths of the pupils are regular, and all punctual. In other respects the discipline is satisfactory and improved. 3. All the prescribed subjects are taught, as also algebra and geometry to the fourth class. The classification is suitable, and the occupation well regulated. Intelligent and effective methods are in use. The following is the proficiency of the classes, viz. :—First and second, fair to very fair ; third, very fair ; fourth, very fair to good.

WARDELL (V.) :—General inspection, 29th November.

Numbers enrolled :—Boys, 23 ; girls, 13 ; total, 36. Numbers present :—Boys, 16 ; girls, 9 ; total, 25.

1. The school is in very bad repair, ill furnished, and insufficiently found in requisites. The records are correct. New vested buildings are about being erected. 2. The character of the attendance is unsatisfactory, both as regards regularity and punctuality. The government is lax. 3. Drawing, needlework, and singing are omitted from the course of instruction. The classification and occupation are moderately suitable. The teacher is untrained and has little idea of method, but he works honestly ; the average proficiency is from moderate to tolerable.

WOMBARR

WOMBAH (V.) :—General inspection, 9th May.

Numbers enrolled :—Boys, 18 ; girls, 14 ; total, 32. Numbers present :—Boys, 16 ; girls, 12 ; total, 28.

1. The supply of maps is inadequate ; otherwise, the school has a fair stock of appliances. The records are correct. 2. Two-thirds are regular ; nearly all are punctual. The government is feeble ; and the majority of the pupils are disorderly, inattentive, and idle. 3. Except singing and needlework, all the prescribed subjects are taught. The classification is tolerably suitable. The methods are elementary and only moderately effective ; the average proficiency is from moderate to tolerable.

WOODBURN (V.) :—General inspection, 28th November.

Numbers enrolled :—Boys, 17 ; girls, 15 ; total, 32. Numbers present :—Boys, 15 ; girls, 13 ; total, 28.

1. The school is well furnished and supplied with apparatus and books ; the records are correctly kept. 2. Three-fourths of the pupils are regular and all punctual ; the government is rather lax. 3. All the prescribed subjects are taught. The pupils are suitably classified, and the instruction is reasonably well regulated. The methods are mechanical ; the average proficiency is tolerable.

WOODFORD DALE (V.) :—Regular inspection, 17th May.

Numbers enrolled :—Boys, 17 ; girls, 23 ; total, 40. Numbers present :—Boys, 14 ; girls, 22 ; total, 36.

1. The school is well organized, and fully supplied with all needful requisites. The records are correct. 2. Three-fourths of the pupils are regular, and all punctual. The government is judicious, and the tone of the school is healthy. 3. All the prescribed subjects are taught. The classification is appropriate, and the instruction is carefully regulated. The teaching is painstaking and fairly effective. The average proficiency is fair +.

WOODFORD LEIGH (V.) :—Regular inspection, 16th May.

Numbers enrolled :—Boys, 30 ; girls, 35 ; total, 65. Numbers present :—Boys, 16 ; girls, 27 ; total, 43.

1. The supply of furniture is inadequate ; otherwise the organization is fairly satisfactory. The records are correctly kept. 2. Two-thirds of the numbers are regular, and a larger proportion punctual. The discipline has improved since last inspection, and the tone of the school is healthy. 3. The course of instruction is that prescribed. A suitable classification obtains, and the school-work is regulated by the usual guides. The methods are intelligent ; the average proficiency is fair +.

WYRALAH (V.) :—General inspection, 23rd November.

Numbers enrolled :—Boys, 24 ; girls, 26 ; total, 50. Numbers present :—Boys, 16 ; girls, 26 ; total, 42.

1. The school has a good supply of working materials, and is well organized. The records are correctly kept. 2. Five-sevenths of the pupils are regular, and all punctual. The government is judicious, and the tone of the school is healthy and improved. 3. All the prescribed subjects are taught. The study of algebra has also been recently introduced. The classification and occupation are suitable. The methods are modern, and the teaching is zealously conducted. The average proficiency is fair and promising.

PROVISIONAL SCHOOLS.

BROMBIN :—Regular inspection, 21st September.

Numbers enrolled :—Boys, 10 ; girls, 17 ; total, 27. Numbers present :—Boys, 9 ; girls, 17 ; total, 26.

1. Since last inspection out-offices have been erected. There is a sufficient supply of appliances. The records are correctly kept. 2. Five-sevenths are regular ; all punctual. 3. Needlework, drawing, and singing are omitted from the course of instruction. The classification and occupation are appropriate, the methods are mechanical ; the average proficiency exceeds tolerable.

CAMDEN HAVEN :—Regular inspection, 18th September.

Numbers enrolled :—Boys, 10 ; girls, 17 ; total, 27. Numbers present :—Boys, 2 ; girls, 9 ; total, 11.

1. The building is a rough slab structure with a bark roof. It is tolerably well found in appliances. 2. Five-eighths are regular ; all punctual. The small attendance on the day of inspection was owing to the fact that a portion of the roof had been blown off by a heavy gale on 16th September. The government is lax. 3. Except drawing and singing, all the usual subjects are taught. The classification is passable ; the methods are mechanical and feeble ; the average proficiency is moderate.

CASINO SOUTH (V.) :—Regular inspection, 14th November.

Numbers enrolled :—Boys, 17 ; girls, 14 ; total, 31. Numbers present :—Boys, 16 ; girls, 7 ; total, 23.

1. The premises are tolerably suitable. Except books, there is a sufficient supply of requisites. 2. The character of the attendance is satisfactory. The government, though improved, is still rather lax. 3. Needlework excepted, all the prescribed subjects are taught. The classification is appropriate, and the instruction is regulated with tolerable skill. Mechanical methods are used ; but the teaching is painstaking. The average proficiency is tolerable.

CIRCULAR REACH :—General inspection, 28th November.

Numbers enrolled :—Boys, 10 ; girls, 20 ; total, 30. Numbers present :—Boys, 9 ; girls, 15 ; total, 24.

The building is constructed of sawn pine ; it is tolerably suitable. The stock of furniture and appliances is adequate. The records are correct. 2. The pupils are regular and punctual. Other features of the discipline are unsatisfactory. 3. Drawing and singing excepted, all the prescribed subjects are taught. The classification and occupation are moderately suitable ; the methods are very mechanical ; the average proficiency is barely moderate.

CLIFDEN :—General inspection, 2nd November.

Numbers enrolled :—Boys, 11 ; girls, 11 ; total, 22. Present :—Boys, 10 ; girls, 7 ; total, 17.

1. The schoolroom is clean and tidy and well supplied with suitable furniture. The records are correct. 2. Four-fifths are regular ; all attend punctually. The government is mild ; the tone of the school is promising. 3. Except drawing and needlework, all the prescribed subjects are taught. The classification is suitable, and the instruction is neatly regulated. The teaching is zealous and reasonably successful ; the average proficiency is tolerable +.

COLDSTREAM (Lower) :—Regular inspection, 30th May.

Numbers enrolled :—Boys, 16 ; girls, 16 ; total, 32. Present :—Boys, 14 ; girls, 14 ; total, 28.

1. New water-closets have been erected since last inspection ; the school is tolerably well furnished and supplied with apparatus and books. 2. Two-thirds are regular and punctual. The government is reasonably suitable. 3. Singing, drawing, and needlework are omitted from the course of instruction. The work of the school is conducted in an appropriate manner ; the average proficiency is from tolerable to fair.

COLDSTREAM

COLDSTREAM (Upper) :—Regular inspection, 8th June.

Numbers enrolled :—Boys, 11 ; girls, 19 ; total, 30. Present :—Boys, 9 ; girls, 16 ; total, 25.

1. The desk accommodation is barely adequate ; otherwise the school is well found in all requisites. 2. The attendance is marked by regularity and punctuality. The government is tolerably judicious. 3. Except singing, all the prescribed subjects are taught. The classification is appropriate. The methods are modern ; the average proficiency is tolerable+.

CORNBURY PARK :—General inspection, 26th September.

Numbers enrolled :—Boys, 12 ; girls, 11 ; total, 23. Present :—Boys, 10 ; girls, 9 ; total, 19.

1. The building is unsuitable, and badly furnished. The records are not correctly kept. 2. The attendance is regular and punctual. The discipline is not satisfactory. 3. Except singing and needlework all the prescribed subjects are taught. The classification and occupation are passable. The methods are only moderately effective.

HUNTINGDON :—General inspection, 21st September.

Numbers enrolled :—Boys, 10 ; girls, 13 ; total, 23. Present :—Boys, 6 ; girls, 13 ; total, 19.

1. The premises are tolerably suitable ; the records are correct. 2. Seven-elevenths are regular and all punctual. The government is feeble. 3. Needlework is omitted from the course of instruction. The classification is suitable ; the programmes are of moderate worth. The teaching is wanting in vigour ; the average proficiency exceeds moderate.

NOUCOME :—General inspection, 27th November.

Numbers enrolled :—Boys, 18 ; girls, 14 ; total, 32. Present :—Boys, 9 ; girls, 11 ; total, 20.

1. The schoolroom is a substantial weatherboard building. There is no suitable furniture ; and the supply of requisites is insufficient. 2. Two-thirds are regular ; all punctual. The government is mild. 3. Except drawing, all the prescribed subjects are taught. The classification is suitable. There are no lesson documents. The methods are elementary. The average proficiency is from moderate to tolerable.

PERSEVERANCE :—General inspection, 7th November.

Numbers enrolled :—Boys, 5 ; girls, 5 ; total, 10. Present :—Boys, 5 ; girls, 2 ; total, 7.

1. The building is unsuitable, in bad repair, and almost destitute of furniture and appliances. 2. All are regular and punctual. The government is lax. 3. Singing, drawing, and needlework are omitted from the course of instruction. The classification is appropriate ; the instruction is badly regulated. The methods are mechanical ; the average proficiency is moderate.

POINT DANGER :—General inspection, 12th December.

Numbers enrolled :—Boys, 7 ; girls, 6 ; total, 13. Present :—Boys, 5 ; girls, 6 ; total, 11.

1. The building is too narrow to admit of a proper arrangement of the furniture. There are no out offices. 2. The discipline is lax. 3. The classification is not judicious. There are no programmes. The methods are tolerably intelligent ; the average proficiency exceeds moderate.

RALEIGH :—General inspection, 4th September.

Numbers enrolled :—Boys, 13 ; girls, 8 ; total, 21. Numbers present :—Boys, 10 ; girls, 7 ; total, 17.

1. There are no out-offices, and the desk accommodation is inadequate. 2. The attendance is regular and punctual. The government is mild. 3. Except singing and drawing, all the prescribed subjects are taught. The classification is suitable. There are no lesson documents. The methods are elementary, but intelligent ; the average proficiency is tolerable.

SOLFERINO :—General inspection, 6th November.

Numbers enrolled :—Boys, 9 ; girls, 9 ; total, 18. Numbers present :—Boys, 7 ; girls, 7 ; total, 14.

1. The premises are tolerably suitable, and sufficiently well found in furniture and apparatus. The organization is unsatisfactory. 2. Three-fourths are regular ; all punctual. In other respects, the discipline is unsatisfactory. 3. Singing, drawing, needlework, and object lessons are omitted from the course of instruction. The classification is suitable. There are no programmes. The methods are of small worth. The average proficiency is moderate.

TUCKI-TUCKI :—General inspection, 23rd November.

Numbers enrolled :—Boys, 7 ; girls, 12 ; total, 19. Numbers present :—Boys, 7 ; girls, 12 ; total, 19.

1. New flooring is needed. There is a sufficient stock of all requisites. 2. Three-fourths of the pupils are regular ; their punctuality is unsatisfactory. In other respects the discipline is satisfactory. 3. All the prescribed subjects are taught. The classification and occupation are suitable. The teaching is earnest. The pupils are mentally active. Their average proficiency is from tolerable to fair.

UNSTALL :—General inspection, 15th November.

Numbers enrolled :—Boys, 9 ; girls, 20 ; total, 29. Numbers present :—Boys, 8 ; girls, 20 ; total, 28.

1. The school is sufficiently found in all requisites. The records are correct. 2. Two-thirds are regular ; all punctual. The government is judicious. 3. Singing and needlework are omitted from the course of instruction. The classification is appropriate. The programmes are of passable worth. The methods are zealously applied. The average proficiency is from tolerable to fair.

TYNE DALE :—Regular inspection, 1st June.

Numbers enrolled :—Boys, 11 ; girls, 15 ; total, 26. Numbers present :—Boys, 5 ; girls, 9 ; total, 14.

1. New forms have been procured since last inspection. The supply of books and forms is barely adequate. 2. Two-thirds attend regularly, and all punctually. The order is not satisfactory. 3. Singing and needlework are omitted from the course of instruction. The classification is tolerably appropriate. There are no lesson documents. The methods are not modern, but the teaching seems painstaking. The average proficiency ranges from moderate to tolerable.

WAUCHOPE :—Regular inspection, 20th September.

Numbers enrolled :—Boys, 16 ; girls, 17 ; total, 33. Numbers present :—Boys, 14 ; girls, 16 ; total, 30.

1. There is an ample supply of all needful appliances. The records are correctly kept. 2. The character of the attendance is satisfactory. The tone of the school is tolerable and improved. 3. All subjects except drawing and singing are taught. The classification is tolerable. Elementary methods are practised. The average proficiency exceeds tolerable.

WOODLAWN :—

WOODLAWN :—General inspection, 21st November.

Numbers enrolled :—Boys, 20 ; girls, 13 ; total, 33. Numbers present :—Boys, 18 ; girls, 11 ; total, 29

1. The arrangement of the furniture is unsuitable. The supply of apparatus is inadequate. The records are correctly kept. 2. Five-sevenths are regular ; all punctual. The government is lax. 3. Drawing, singing, and needlework are omitted from the course of instruction. The classification and occupation are tolerably suitable. The methods are elementary ; the proficiency is moderate+.

WOLLONGBAR :—Regular inspection, 15th December.

Numbers enrolled :—Boys, 9 ; girls, 8 ; total, 17. Numbers present :—Boys, 8 ; girls, 7 ; total, 15.

1. The desk accommodation is insufficient. The organization is not satisfactory ; the records are correct. 2. The children are all regular and punctual. The government is mild. 3. All the prescribed subjects are taught except drawing and singing. The classification and occupation are moderately suitable. The methods are mechanical. The average proficiency is moderate.

HALF-TIME SCHOOLS.

DONDINGALLONG :—Regular inspection, 17th August.

Numbers enrolled :—Boys, 5 ; girls, 3 ; total, 8. Numbers present :—Boys, 5 ; girls, 3 ; total, 8.

1. The premises are well found in all requisites of an educational kind ; the records are correctly kept. 2. Nearly all attend regularly and punctually. The discipline is effective. 3. Except singing all the prescribed subjects are taught. The classification and occupation are appropriate. The methods are intelligent and modern, and produce fair results.

PELICAN CREEK :—Regular inspection, 24th November.

Numbers enrolled :—Boys, 4 ; girls, 9 ; total, 13. Numbers present :—Boys, 4 ; girls, 9 ; total, 13.

1. The schoolroom is a slab structure, badly furnished ; the organization is unsatisfactory ; the records are correct. 2. Nine-thirteenths are regular, all punctual ; the government is lax. 3. Singing, object lessons, and needlework are omitted from the course of instruction. The classification is appropriate ; the lesson documents are of moderate worth. The methods are elementary ; the teaching is painstaking ; the average proficiency is about moderate.

SHERWOOD (V.) :—Regular inspection, 17th August.

Numbers enrolled :—Boys, 5 ; girls, 7 ; total, 12. Numbers present :—Boys, 4 ; girls, 6 ; total, 10.

1. The material condition is fair ; the supply of furniture and apparatus is ample ; the records are correctly kept. 2. The majority of the children are regular and punctual. In other respects the discipline is very satisfactory. 3. This school is worked in conjunction with Dondingallong. The general proficiency approaches very fair.

MAITLAND DISTRICT.

INSPECTOR'S General Report upon Schools inspected in 1876.

THE year 1876 has been one of gratifying activity both in furthering the establishment of schools throughout the district, and in improving the material condition of existing schools, Public and Denominational ; and the actual and provisional extension of the means of education is at present of such a character as to warrant the expectation, that in a year or two the adequacy of the means of education will be fully met. Early in the year was adopted the self-suggested plan of inserting in the *Maitland Mercury* a temporary advertisement, inviting persons interested in the promotion of education to furnish me with information as to where children of school age could be collected in groups of ten, fifteen, or twenty-five, such numbers being the fixed minimum rates of average attendance for Half-time, Provisional, and Public Schools. The plan has turned out very successful, and has had the wholesome effect of stimulating the public desire for schools, of eliciting information about remote centres of population, and of impressing upon bush people that the educational interests of their children are not overlooked. In addition to this, close inquiries have been instituted as to the educational requirements of the few remaining places from which, as was expected, applications for schools have not been received. During the year thirty-six applications have been under consideration, six of which were received late last year. Of these one has temporarily lapsed, because of local inertness ; four have been declined as being unnecessary and inimical to the interests of neighbouring schools ; ten have been favourably entertained ; eleven have been consummated in the establishment of the required schools ; and the rest are awaiting further inquiry. Most of the applications have been made for small schools, chiefly Provisional ; and they have not unfrequently been based upon the assumption that the schools would be built, furnished, and officered without expense to the promoters ; for often among bush people, all Government schools are regarded as alike, except in point of attendance, and are looked upon in the same light as Government roads and post offices, as things to be provided and maintained at the Government expense. The distinction between the conditions upon which Public Schools and Provisional Schools are respectively established is unknown to many such people ; and when it is explained to them, they not unfrequently denounce it as unjust or illiberal, declare themselves unable to provide the necessary school buildings and furniture, and for a time sink into a hopeless state of educational lethargy, unless either some liberal and well-to-do neighbour proffers to satisfy the requirements, or some active clergyman succeeds in getting a building erected both for church and school purposes, frequently without regard to the personal needs of the teacher as to residence. Hence the difficulties and delays in establishing small schools and of providing them with suitable teachers ; and hence, also, the fact that one is not unfrequently impelled in the interests of hapless ignorant children to pass, as suitable, buildings and furniture that under more favourable circumstances would be discarded as inferior and unsuitable. It is to be hoped, therefore, that where these small schools are located in permanently settled agricultural districts at least, they will soon be placed on a better footing in regard to school buildings and furniture ; for, small as they are, they are capable of effecting a great amount of good both moral and intellectual.

The following tables present a view of what has been done and is still to be done in the way of school extension.

I. Schools brought into operation during the year :—

Muswellbrook P.	Lower Goorangoola Prov.
Scone P.	Moonan Flat Prov.
Ballington Prov.	Stony Creek H.-T.
Belltrees Prov.	Tanilbah H.-T.
Eccleston Prov.	Ravensworth H.-T.
Watagon Prov.	Chilcot Plain H.-T.

II.

II. Applications granted but not consummated for schools at :—

Giant's Creek P.	Carrow Creek Prov.
Owen's Gap Prov.	Broke P.
Sandy Creek Prov.	Mount View Prov.
Glendon Brook P.	Rainbow Creek P.
Eldersleigh P.	Big Creek H.-T.
Woollarubba H.T.	

III. Applications received but not finally considered for schools at :—

Glen Dhu H.-T.	Martin's Creek Prov.
Back Creek H.-T.	Bulga P.
Quarry Reserve Prov.	Mount Shamrock Prov.
Murray's Run Prov.	Dalwood Prov.
Stockyard Creek Prov.	Iona P.

IV. Applications declined :—

Lower Big Creek Prov.	Worondi Prov.
Hall's Creek Prov.	Halton Prov.

V. Applications temporarily withdrawn or suspended :—

Rock Hill Prov.

VI. Places from which applications are expected to be received in 1877 :—

Box Tree.	St. Clair.
Elliston.	Upper Falbrook.
Limestone Creek.	Upper Dartbrook.
Bowman's Creek.	Oakhampton.
Dann's Gully.	

The number of school departments in operation at the close of last year was 88, viz. :—Public, 34; Provisional, 28; Half-time, 6; Church of England, 10; Roman Catholic, 10. Since then eleven new schools have been added to the list; the Scone C.E., the Phoenix Park, R.C., and the Stockyard Provisional Schools have been closed; the Half-time School at Dairy Arm has lapsed, and that associated with it has been changed to a Provisional School; and the late Provisional School at Falbrook has regained its rank as a Public School. During the year, ninety-six (96) school departments have been in operation, a few of which have been closed short periods for want of teachers; and the number now (30th December) existing is ninety-five (95), viz. :—Public, 37; Provisional, 32; Half-time, 8; Church of England, 9; and Roman Catholic, 9. All have been visited and all but five fully inspected; one of which, Scone C.E., at the time of visitation had lapsed in favour of Scone P., and the other four had been temporarily closed. In the eleven cases of newly established schools, the inspection has been that technically termed general, which implies a fuller inquiry into the condition of a school than that known as regular, to which the rest have been submitted. Whenever practicable, also, schools have received incidental inspections; and, compared with other years, this year has afforded fewer opportunities for such inspections in consequence of the unusual increase in the number of applications for new schools and in the labour attached to them. The examinations of the pupils have been of an individual and class character in all the prescribed subjects of instruction, but more particularly individual in reading, writing, dictation, arithmetic, composition, and drawing; and in measuring the results by the usual high standard of efficiency, due regard has been paid not only to the general proficiency of the pupils in the subjects taught them, but also to the attention, personal effort, and mental culture they evinced in their examinations. It should be noted also in contrast to the system of payments by results adopted in England and elsewhere, that in forming an estimate of the efficiency of a school due regard has been paid to the tone and quality of its disciplinary condition as far as the teacher can be held responsible for it; for it must ever be recognized and enforced as a fundamental principle of primary education, that to cultivate the minds of children to the neglect of their moral capacities is both unwise and unscientific.

As previously observed, the material condition of the schools, chiefly public, has been greatly improved during the year. The Public Schools of Scone and Singleton, and the Church of England school of Muswellbrook have been provided with superior brick buildings; similar ones are in course of erection for the Public Schools of Broke and Murrurundi, and provision has been made for the erection of Public School buildings at Aberdeen, Bishop's Bridge, Gosforth, Cessnock, Greta, and Paterson, and of an infant school and teacher's residence at West Maitland. The Public School of Morpeth has been very much improved by the erection of infant school, teacher's residence, weathersheds, lavatories, and out-offices; that of Ellalong has been rebuilt, and those of Aberglasslyn, Branxton, Dunmore, Laguna, Falbrook, Fishery Creek, Millfield, Roughit, and Wallalong, have received additions and repairs of more or less importance. The material condition of Provisional, Half-Time, and Denominational Schools has changed but little, except in four or five instances for the better. In consequence also of the difficulties of securing suitable school sites, the erection of the much needed school premises at Lochinvar, Paterson, and Bishop's Bridge, have been delayed greatly to the disadvantage of both teachers and pupils. With very few exceptions, the school houses of all classes afford sufficient accommodation for all the children of school age living within two or three miles of them, but the ventilation of many of them is imperfect. Most of the Public Schools and Denominational Schools also are reasonably well found in appropriate furniture, but in Provisional and Half-time Schools the supply is limited to a few desks, forms, and hat-pegs, the presence of such requisites as clock, bookpress, chair and table, being of somewhat rare occurrence. Again, as regards being supplied with books, maps, etc., in sufficient quantities to meet their respective requirements, the schools in general are pretty well to do; but as to their exterior appointments, their condition is not as good as it should be in the possession of such requisites as weathersheds, water tanks, lavatories, bells, &c., in respect to which particulars, however, Public Schools are better off and improving. What appears to me, moreover, a marked imperfection in the material organization of our schools, is the entire absence of even the simplest forms of gymnasia, which are of undoubted utility in developing in boys courage, bodily strength, and agility, and the consequently national importance of which is duly recognized by our Victorian brethren; for they not only make special grants to their teachers for instructing scholars in drill and gymnastics, but also provide for the physical training of the teachers themselves.

Summary as to the material condition of the schools :—

Public Schools :	very fair and steadily improving.
Provisional } :	reasonably tolerable, but little improved.
Half-time }	
Denominational :	very fair.

With regard to the character of the attendance, which still continues to be the least satisfactory feature of the schools, may be educed the following facts, in the collection of which not a little pains has been taken :—

I. (a) Numbers enrolled on the days of inspection	5,415
(b) Average quarterly enrolment	5,500
II. (a) Numbers presented for examination	3,879
(b) Average weekly attendances.....	3,677

III.

III. Numbers within reach of existing schools, but not enrolled therein.....	1,813
IV. Numbers living beyond the reach of existing schools	850
V. Numbers presented for examination :—	
1st class	1,742
2nd class.....	1,191
3rd and 4th classes	946
VI. Numbers presented for examination in 1st and 2nd classes, the ages of whom exceeded 9 years	751
VII. Do. do. 3rd and 4th classes, do. 12 years	329

These facts speak for themselves; and they become the more significant when considered in relation to the fact that the majority of the children do not come up to the standards' requirements in their examinations—requirements that can be met by teachers of ordinary tact, vigour, industry, and intelligence, when they labour under favourable circumstances of punctuality and regularity of attendance. As to the punctuality of attendance, I cannot write as authoritatively as I could wish; for it is not always that one can reach outlying schools in time to see the scholars assemble; but to the best of my knowledge, it is in most of the schools reasonably satisfactory, those of West Maitland being somewhat conspicuous among the exceptional cases. The irregularity of attendance, however, is an obvious fact, the evil consequences of which both to society and to the individual it is not difficult to forecast. It is equally plain also, that a large percentage of children in the district either receive no instruction at all, or so little indeed, that it will prove of little permanent and practical good to its recipients in after life. Truancy, that evidence of juvenile selfwill and parental weakness or negligence, is beginning to show its head in our midst, and, if not met timely and resolutely, may in the course of years and by the force of bad example become, comparatively speaking, as rampant as it is in New York. Again, it is clear that but a small percentage (6) of children remain at school after they become twelve years of age, in which particular we compare very unfavourably with England, where the like percentage, calculated for a period of nineteen years, is 11.6. But what is of greater significance than this contrast between New South Wales and England is that 94 out of every 100 children enrolled are withdrawn from school at the dawn of that period of school life (twelve to sixteen years), when as every experienced teacher knows, they begin to feel their mental powers, to turn them to good account, and to reflect upon the advantages of school instruction in regard to future social relations. Now, as far as I have observed and acquired information on the matter, the facts I have given in regard to the attendance are traceable partly to sickness and to poverty, which is here and there accompanied with pride, in great measure to parental negligence and weakness, and in the greatest degree both to the demands for juvenile labour caused by the frequent difficulty of obtaining that of adults; and also to the difference of opinion the working classes entertain as to when their children should begin to earn their living or to assist their parents in the house, the shop, the dairy, or the field.

In reporting upon the disciplinary condition of the schools it is expedient to make the preliminary remark, that one-third of them are in the hands of untrained teachers, very few of whom have made a study of the principles of education, or have acquired an insight into our Public School system beyond what they have obtained through the medium of an Inspector, or of printed instructional documents, in the application of the knowledge derived wherefrom some of them have evinced creditable common sense and industry. The disciplinary condition of the schools in general still continues to be their best feature, and is moreover, steadily improving both in tone and efficiency. In two-thirds of them it meets or exceeds the standard requirements; in twenty-five cases it is as good as can be expected under existing circumstances; and in the rest it is either feeble and inferior, or below what is expected of the teachers in terms of their grades of classification. In most of them the government is of a genial and intelligent character; but in comparatively few cases is it as vigorous, stimulating, and thoroughly exacting in regard to all particulars of school work as it ought to be. Not a small amount of moral inertia has still to be overcome, especially in small country schools, and also in some of the larger schools—town and country—of higher pretensions. It is not sufficient to maintain quietness, order, and cleanliness of appearances, or that the pupils should appear to be docile and subdued in demeanour, characteristics of rather a passive nature. There is yet much eminently useful work to be effected by most of the teachers as regards training their pupils to acquire effectually the habit of manifesting in their actions personal effort, promptitude, precision, and force of character; for the success of such pupils will depend more upon the exercise of these moral attributes, combined with honesty of purpose, than upon any external advantages of learning or fortune. To be brief in the matter, most of the teachers require to be more practically alive to the fact that their schools are places not only for advancing children in learning, but also for promoting the development of good, efficient characters; and, as bearing upon the matter, I may be permitted to quote the following dictum of Mr. Herbert Spencer:—"The superstition that good behaviour is to be forthwith produced by lessons learnt out of school books, which was long ago statistically disproved"—by Joseph Fletcher, Esq., one of Her Majesty's Inspectors of Schools, in his Summary of the Moral Statistics of England and Wales, "would but for preconception be utterly dissipated by observing to what a slight extent *knowledge* effects *conduct*, by observing that the dishonesty implied in the adulterations of tradesmen and manufacturers, in fraudulent bankruptcies, in bubble companies, in 'cooking' of railway accounts and financial prospectuses—differs only in form, and not in amount, from the dishonesty of the uneducated."

During the year a tolerably satisfactory improvement has been effected in the character of the instruction, more particularly so in the Public Schools; but in two-thirds of the schools (60), one-half of which are Provisional and Half-time, the results of the examinations have been more or less below the prescribed standard requirements. In Public Schools and Denominational Schools the observed course of instruction accords with the Regulations, except a few cases (10) in which the teachers declare themselves unable to teach singing, and in others (6) where sewing is not taught, because of the teachers being unmarried; but in Provisional and Half-time Schools the instruction is more elementary and more or less marked by the absence of object lessons (4), drawing (10), singing (26), and sewing (30) especially, and of Scripture lessons (14), in most of which last cases third classes have not been formed. In the schools, Public and Denominational, the documents, programmes of lessons and time-tables, framed by the teachers, range in general from fair to good in point of merit, whilst in the Provisional Schools they are very seldom better than moderate or tolerable, in consequence of the limited views and knowledge of principles the framers of them have as to their usefulness and construction; and it becomes an open question whether the untrained teachers of such schools should not be provided with appropriately-framed printed forms of such documents for their guidance. But there is room for improving the programmes of lessons even in the better class schools, for here and there they are not framed as fully and as systematically as they should be, particularly under such heads as reading, arithmetic, grammar, and object lessons. It would be well if teachers framed them oftener in view of an approved text-book on each subject, but with particular regard to the suitability of the methods to be employed, for were this done there would be more completeness and connectedness in the instruction than what sometimes manifests itself in the examinations. In reading, the upper classes require to become more practically acquainted with at least the elementary principles of elocution, and to be occasionally exercised in recitations, the matter of which could be turned to good account in more ways than one in the form of silent lessons. In arithmetic, which shows to the least advantage in the examinations, there is still greater scope for improvement. Most of the teachers adhere too strictly to stereotyped scientific treatises on the subject, or regard the prescribed standards of proficiency as the maximum degrees of work expected of them. Moreover, the classes are too exclusively distinguished from each other by the kinds of arithmetical operations to be formed than by the magnitude of the quantities to be dealt with; which

is so unlike what is authoritatively enforced in the German elementary schools that I may be allowed to quote the following passage bearing upon the matter from Dr. Paterson's esteemed report upon the German Elementary Schools:—"Setting sums to work in abstract number is to be done as little as possible; in the lower class altogether avoided. The examples should always be in concrete number. This latter rule is deduced from the principle of concentration of teaching, which is further carried through in the requirements, that the four operations shall not be taught as separate processes each governed by its separate rule, but in their mutual connection; nor fractions be made a distinct branch. The true division, which is to separate the lower from the upper class in arithmetic, is the magnitude of the quantities to be dealt with. Thus a child is carried through all the operations, fractional and unitarian, in the tens before it advances to the hundreds, and so on." With regard to grammar, the programmes of lessons are marked by one or more of the following defects: 1. The terms used to express the weekly extent of work to be done are often too indefinite. 2. Exclusive attention is too often given to parsing to the neglect of accidence and analysis. 3. There is seldom any provision made for graduated lessons in synthesis or composition throughout the classes. Finally, with regard to object lessons, it has been remarked that they are not always as typically well defined, and as real, local, and practical as they could be made; and that they not infrequently betray a lack of originality in the selection of the subjects.

In reference to the classification of the pupils, the following facts may be adduced:—In most of the schools there are three classes, the first or lowest of which is usually though at times unnecessarily divided into two sections. In sixteen schools (two Public and fourteen Provisional and Half-time) the number of classes is only two; and in seven others (six of which are Public) fourth classes have been formed in consequence of large attendance and consequent increases in the teaching staffs. As a rule, the children are reasonably well classified in regard to their average proficiency and intelligence; but in many cases their progress from class to class is not as rapid as it should be, which defect is attributable to the irregularity of their attendance, and not unfrequently to a lack of vigour in their instruction. To the same causes also may be ascribed the large preponderance of children in the lower classes, the centesimal proportions of which are the following: First class, forty-five; second class, thirty; thus leaving only a per centage of twenty-five for the third and fourth classes.

The methods of instruction employed in the schools in general are of a mixed character, and are marked by different degrees of intelligence and efficiency in regard to the manifestation of which qualities the schools stand thus in order of merit: Public, Denominational, Provisional, and Half-time,—the technical estimates due to them being respectively—tolerable to good, tolerable to fair, and moderate to tolerable. In most of the schools the teaching is earnest, painstaking, and diligent; but in only two-fifths of them, chiefly Public, is it satisfactorily vigorous and effective. In the rest it is more or less stiff, feeble, and mechanical, and a few cases have occurred in which it has been so reprehensively inferior and negligent as to necessitate the removal of the teachers, in the interest of the pupils and their parents, some of which latter are so lamentably careless and ignorant as to have but little knowledge of their children's progress in learning. The following defects in the teaching may be noted in addition to those pointed out in the preceding paragraph in the lesson documents, and they obtain more or less in all the schools:—

1. The scholars are not sufficiently exercised in committing to memory appropriate extracts from their lesson books or other sources.
2. Their perceptive faculties, common sense, and faculty of expression are insufficiently exercised in regard to elementary matters of practical importance and local interest.
3. Sufficient prominence is not given to the reproduction of lessons.
4. The patient and formal examinations of the classes require to be more regular and frequent, and the results registered.
5. The examinations of the written exercises of the scholars are not sufficiently patient, regular, and critical.
6. The supervision and direct instruction of the lower classes are inadequate.
7. Sufficient use is not made of the blackboard or of the simultaneous methods.

The efficiency of the teaching, as disclosed by the results of the examinations in the different subjects of instruction, is exhibited in the following per centages of pupils who succeeded in reaching or exceeding the prescribed standards of proficiency; and a comparison of such numbers with those given in last year's report will prove to be reasonably favourable, except in regard to geography, Euclid, Algebra, and Latin:—Reading, 65; writing 80; dictation, 37; arithmetic, 25; grammar, 36; geography, 25½; object lessons, 47; singing, 60; drawing, 86; Scripture lessons, 70; sewing, 84; Euclid, 71; algebra, 27½; mensuration, 100; Latin —.

With regard to the last four special subjects of instruction it should be explained that they are taught to the boys of fourth classes only, of which there are but seven in the district. It should be explained also that the somewhat large decrease in the results of the examination in geography is due to the opening of new schools.

During the year several changes have been made in the staff of teachers, most of which have been for the better in regard to discipline and instruction, and four of which have been cases of dismissal on grounds of incompetency. Viewed as a whole the teachers are worthy and respectable, persevering and attentive to their duties, and generally well esteemed in their respective districts. In most instances their labours are marked by cheerful earnestness and diligence, and in not a few by superior vigour, intelligence, and efficiency. The teachers of the small schools, Provisional and Half-time, most of whom have received no special training for their work, continue to perform useful services, notwithstanding the unenviable circumstances of their positions, social and domestic, and pecuniary; and among them are a few who, by dint of industry, perseverance, and the exercise of vigour and common sense, have qualified themselves for admission to the Training School. It may be useful to remark on these small schools also, that were they made more attractive with regard to the teachers' domestic and pecuniary necessities they would become very useful auxiliaries of the Training Schools. Several female teachers are in charge of small schools, and are producing reasonably satisfactory results, particularly as regards the moral training of their pupils, for which they appear to be better adapted than their male brethren similarly circumstanced; and there is reason to believe that were it not for the difficulties often experienced in providing them with suitable lodgings they would become more numerous. The pupil teachers in general are respectable and intelligent, painstaking and diligent, but among them are a few who are not as vigorous and effective in their teaching as they should be. Most of them, however, are doing useful work, and are in a promising way of becoming fair class teachers.

The character of the local supervision of the schools has not materially improved. In a few instances it is highly satisfactory, fairly so in one half of the schools, and negligent in the rest. In most of the Denominational Schools it is confined to the clergy, many of whom continue to manifest a pleasing interest in the well being of their schools.

Summing up:—The year has been marked by more than ordinary progress in regard to school extension and material improvements, actual and provisionary; the adequacy of the means of education is reasonably satisfactory and nearing completion; the schools are well distributed, except in three or four places where they are unnecessarily numerous and conflicting; the educational prospects of the district are cheering; the disciplinary condition of the schools is healthy, improved, and between fair and very fair in point of average merit; in three-fourths of the schools the instruction is improved, and reasonably satisfactory, and the teachers as a body are worthy and respectable, earnest, persevering, and attentive to their duties; but the attendance is so irregular, and the number of non-attendant children of school age living within reach of existing schools is so large, as to necessitate the early enactment of a law of compulsory education.

Summaries of reports upon the inspection of the schools are appended.

J. S. JONES,

East Maitland,
27th March, 1877.

Inspector of Schools,
Maitland District.
MAITLAND

MAITLAND DISTRICT.

SUMMARY of Reports upon Public Schools inspected in 1876.

ABERDEEN (N.-V.) :—Regular inspection, 23rd August.

Numbers enrolled :—Boys, 21 ; girls, 22 ; total, 43. Numbers present :—Boys, 20 ; girls, 22 ; total, 42.

1. School held in a church ; water-tank, lavatory, weather-shed, and better furniture needed ; new buildings about to be erected. Supply of school requisites fair. General aspect not satisfactorily neat and clean. 2. Regularity of attendance, 32-50ths ; punctuality very fair ; government mild and fairly intelligent ; younger pupils too talkative, and free and easy. 3. Prescribed subjects taught, except singing and sewing ; occupation of pupils fairly well regulated ; teaching fairly intelligent and painstaking ; examinations not sufficiently frequent and searching. 4. Average proficiency of pupils, tolerable to fair ; spelling, arithmetic, geography, and object lessons, moderate +.

ABERGLASSLYN (V.) :—Regular inspection, 8th June.

Numbers enrolled :—Boys, 21 ; girls, 17 ; total, 38. Numbers present :—Boys, 12 ; girls, 6 ; total, 18.

1. Material condition improved and fair ; supply of furniture and other requisites adequate. 2. Discipline feeble, lax, and unsatisfactory ; attendance, unpunctual and irregular (50 per cent.) 3. Instruction elementary, ill-regulated, feeble, and mechanical. 4. Average proficiency and progress of pupils indifferent.

BISHOP'S BRIDGE (N.-V.) :—Regular inspection, 7th June.

Numbers enrolled :—Boys, 30 ; girls, 19 ; total, 49. Numbers present :—Boys, 22 ; girls, 18 ; total, 40.

1. School premises unsatisfactory ; new buildings about to be erected ; supply of furniture and other school requisites reasonably sufficient. 2. Punctuality of attendance very fair, and rate of regularity 36-53rds ; appearances reasonably neat and clean ; very fair order maintained ; disciplinary condition healthy, improved, and very fair. 3. Singing not taught ; course of instruction otherwise complete, of third class range, and fairly well regulated ; teaching of fair and improved merit ; examinations not sufficiently frequent and patient. 4. Average proficiency of pupils fair and improved ; geography and object lessons, moderate +.

BRANXTON (V.) :—Regular inspections, 29th March and 2nd November.

Numbers enrolled :—Boys, 47 ; girls, 55 ; total, 102. Numbers present :—Boys, 41 ; girls, 37 ; total, 78.

1. Lavatory and weathershed needed ; material condition otherwise improved and satisfactory ; supply of appliances ample ; general aspect, clean and respectable. 2. Increase of attendance, 50 per cent. ; teaching staff inadequate ; rate of regularity for the year, 45-71sts ; government judicious and disciplinary ; condition healthy and good. 3. Instruction appropriate, of third-class range, and well regulated ; occupation of pupils reasonably well supervised ; teaching zealous, painstaking, and intelligent. 4. Average proficiency of pupils very fair ; arithmetic fair.

BROKENBACK (V.) :—Regular inspection, 17th February.

Numbers enrolled :—Boys, 23 ; girls, 31 ; total, 54. Numbers present :—Boys, 14 ; girls, 19 ; total, 33.

1. Material condition and organization reasonably satisfactory ; additions and repairs in course of execution ; supply of school requisites adequate ; interior aspect of school unexceptionally neat and clean. 2. Attendance reasonably punctual, but very irregular (33-67ths) ; government healthy and intelligent ; very fair order maintained ; pupils docile and well behaved, but not sufficiently smart and active ; disciplinary condition very fair. 3. Course of instruction, omitting singing, complete, well regulated, and of third-class range ; teaching painstaking and intelligent, but enfeebled by irregularity of attendance. 4. Average proficiency of pupils fair and reasonably satisfactory ; Scripture lessons indifferent ; writing and drawing very fair to good.

CAMPSIE (V.) :—Regular inspection, 16th March.

Numbers enrolled :—Boys, 24 ; girls, 13 ; total 37. Numbers present :—Boys, 17 ; girls, 9 ; total, 26.

1. Material condition, aspect, and supply of school requisites reasonably satisfactory ; water-tank and bell needed. 2. Attendance tolerably punctual but irregular (22-37ths) ; school fees low and badly paid ; government judicious and intelligent ; pupils clean, orderly, and well behaved, but not sufficiently smart and active ; disciplinary condition reasonably satisfactory. 3. Instruction appropriate, well regulated, and of third-class range ; occupation of pupils apparently well supervised ; teaching zealous and tolerably skilful, but examination not sufficiently patient and frequent. 4. Average proficiency of pupils tolerable and reasonably satisfactory ; spelling and Scripture lessons moderate ; writing fair +.

CESSNOCK (N.-V.) :—Regular inspection, 6th June.

Numbers enrolled :—Boys, 24 ; girls, 26 ; total, 50. Numbers present :—Boys, 10 ; girls, 14 ; total, 24.

1. Accommodation inadequate, and furniture unsuitable ; material organization poor ; properly equipped and suitable school premises in course of provision. 2. Punctuality of attendance partially satisfactory ; school bell needed ; rate of regular attendance, 35-55ths ; government healthy and very fairly intelligent ; appearances reasonably neat and clean ; very fair order maintained ; pupils deficient in spirited energy ; disciplinary condition improved and reasonably very fair. 3. Singing not taught, and sewing somewhat neglected ; course of instruction otherwise appropriate, of third-class range, and fairly well regulated ; teaching of fair merit ; examinations not sufficiently effective. 4. Attainments of pupils nearly fair ; geography moderate ; reading very fair.

DUNMORE (V.) :—Regular inspection, 9th August.

Numbers enrolled :—Boys, 33 ; girls, 30 ; total, 63. Numbers present :—Boys, 22 ; girls, 29 ; total, 51.

1. Fencing, lavatory, and weathershed needed, and about to be provided ; teacher's residence inferior ; school-building superior and well found in material appliances ; aspect clean and respectable. 2. Punctuality of attendance good ; regularity, 46-80ths ; considerable increase of scholars since inspection ; government smart, active, and intelligent ; disciplinary condition, good. 3. Instruction appropriate, well-regulated, and of 3rd class range ; singing not taught ; supervision and direct instruction of younger scholars inadequate ; teaching zealous, painstaking, and intelligent. 4. Average proficiency of pupils, fair + ; progress of pupils retarded by irregular attendance ; general condition healthy, improved, and promising.

ELLALONG P. (V.) :—Regular inspection, 23th February.

Numbers enrolled :—Boys, 13 ; girls, 25 ; total, 38. Numbers present :—Boys, 10 ; girls, 21 ; total, 31.

1. Material character of school premises greatly improved, and now fairly satisfactory ; supply of furniture unsuitable and inadequate ; new desks and forms about to be provided ; schoolroom untidy ; school records carelessly kept. 2. Discipline negligent and unsatisfactory. Attendance tolerably punctual ; rate of regularity, 29-35ths ; moral tone feeble. 3. Instruction complete for three classes ; observance of time-table and programmes of lessons very lax ; profitable occupation of pupils feebly maintained ; teaching moderately diligent, painstaking, and intelligent. 4. Average proficiency and progress of pupils indifferent. School now temporarily closed pending appointment of a competent teacher.

FISHERY

FISHERY CREEK (V.) :—Regular inspection, 25th April.

Numbers enrolled :—Boys, 15 ; girls, 23 ; total, 38. Numbers present :—Boys, 11 ; girls, 19 ; total, 30.

1. Material condition improved, and reasonably satisfactory ; supply of school requisites adequate ; appearances neat and clean. 2. Attendance below the prescribed minimum, but steadily increasing and fairly punctual ; rate of regularity, ($\frac{2}{3}$) ; government healthy and intelligent ; very fair order maintained ; pupils clean, docile, and well-behaved, but not sufficiently smart, active, and self-reliant. 3. Instruction appropriate, and fairly well-regulated for three classes ; lesson documents of fair merit ; methods of instruction tolerably intelligent ; teaching earnest and painstaking. 4. Average proficiency of pupils improved and tolerable + ; writing good ; geography and arithmetic moderate.

GOSFORTH (V.) :—Regular inspection, 7th December.

Numbers enrolled :—Boys, 34 ; girls, 32 ; total, 66. Numbers present :—Boys, 30 ; girls, 29 ; total, 59.

1. Accommodation inadequate ; teacher's residence very inferior ; lavatory, weather-shed, and additional furniture needed ; suitable premises and appointments about to be provided. 2. Attendance increased 20 per cent., reasonably punctual and fairly regular, ($\frac{3}{4}$) ; the government sound and intelligent, and the disciplinary condition of the school of very fair merit. 3. Course of instruction complete, well-regulated, and of 3rd class range ; profitable occupation of pupils very fairly maintained ; teaching zealous, painstaking, and satisfactory. 4. Progress of pupils satisfactory, average proficiency improved, and about very fair ; writing very good ; geography fair.

HINTON (V.) :—Regular inspection, 11th and 12th May.

Numbers enrolled :—Boys, 61 ; girls, 40 ; total, 101. Numbers present :—Boys, 46 ; girls, 27 ; total, 73.

1. Accommodation inadequate, and ventilation defective ; buildings old, and foundation here and there giving way ; supply of furniture and other requisites very fair ; aspect neat and clean. 2. Attendance increasing, reasonably punctual, and fairly regular ($\frac{1}{2}$) ; government healthy and intelligent ; pupils clean, orderly, and well-behaved ; disciplinary condition good. 3. Course of instruction appropriate, well-regulated, and of 3rd class range ; methods of very fair merit, and teaching earnest and painstaking, but not adequately impressive and examinatory.

FALBROOK (V.) :—Regular inspection, 22nd August.

Numbers enrolled :—Boys, 11 ; girls, 14 ; total, 25. Numbers present :—Boys, 10 ; girls, 14 ; total, 24.

1. Material condition fair ; sundry repairs needed ; supply of furniture and apparatus tolerable. 2. Attendance tolerably punctual and regular ($\frac{2}{3}$) ; school bell needed ; disciplinary condition tolerable. 3. Prescribed subjects taught except singing ; classification appropriate ; lesson documents of tolerable merit ; supervision of younger scholars lax ; teaching earnest and tolerably intelligent ; examination of classes irregular. 4. Average proficiency of pupils barely tolerable ; writing fair + ; grammar and geography moderate.

GRETA (V.) :—Regular inspection, 31st May and 1st June.

Numbers enrolled :—Boys, 98 ; girls, 90 ; total, 188. Numbers present :—Boys, 52 ; girls, 46 ; total, 98.

1. Material condition and organization good, but accommodation far too inadequate ; teacher's residence too small. 2. Attendance greatly in excess of accommodation ; punctuality very fair ; regularity unsatisfactory ($\frac{1}{2}$) ; government mild, firm, and intelligent ; appearances neat and clean ; good order maintained ; most of the scholars docile and well-behaved ; infants somewhat talkative and restless ; disciplinary condition healthy and good. 3. Course of instruction complete and well regulated ; classification low, there being only three classes ; teaching zealous, painstaking, and intelligent. 4. Average proficiency of pupils fair + and reasonably satisfactory. 5. Average proficiency, fair ; reading and writing, very fair ; arithmetic, moderate.

LAGUNA (V.) :—Regular inspection, 23rd and 24th February.

Numbers enrolled :—Boys, 24 ; girls, 19 ; total, 43. Numbers present :—Boys, 19 ; girls, 15 ; total, 34.

1. Material condition improved and fairly satisfactory ; supply of furniture and other requisites adequate ; general aspect very neat and clean. 2. Attendance punctual, but partial and irregular ($\frac{2}{3}$) ; government mild and intelligent ; very fair order maintained ; pupils docile and well-behaved, but awkward in demeanour and deficient in self-reliance and animation. 3. Course of instruction complete, of third class range, and very fairly well regulated ; supervision and examination of silent work inadequate ; teaching earnest, animated, and tolerably intelligent ; examinations insufficiently frequent and critical. 4. Average proficiency of pupils fair ; singing moderate.

LOCHINVAR (N.-V.) :—Regular inspection, 16th March.

Numbers enrolled :—Boys, 33 ; girls, 27 ; total, 60. Numbers present :—Boys, 20 ; girls, 11 ; total, 31.

1. Material condition and organization far from satisfactory ; erection of new premises on a central site urgently needed ; books in bad order ; school records not carefully kept ; discipline slack, and a failure as regards securing order and attention ; scholars noisy in their movements, given to talking, and generally speaking wanting in self-control ; classification low, there being but two classes ; instruction badly regulated ; programme of lessons of little value, and the work done very imperfectly registered ; teaching wanting in animation and force, and pupils in promptness and power of application ; attainments much below the standards ; average proficiency only about moderate ; material, disciplinary, and instructional aspect of the school unsatisfactory.

EAST MAITLAND (V.) :—Regular inspection, 28th, 29th September, and 2nd October.

Numbers enrolled :—Boys, 90 ; girls, 77 ; total, 167. Numbers present :—Boys, 57 ; girls, 60 ; total, 117.

1. Water-tank, lavatories, and sundry repairs needed ; material organization otherwise superior, and supply of working materials ample ; appearances not uniformly and satisfactorily neat and clean. 2. Character of attendance unsatisfactory in point of numbers and punctuality ; decrease of scholars 20 per cent. ; yearly rate of regularity, ($\frac{1}{3}$) ; government mild and fairly intelligent, and fair order and industry maintained ; supervision of playground lax ; class movements partially satisfactory ; disciplinary condition less satisfactory than last year. 3. Course of instruction complete for four classes, except in singing ; lesson documents of very fair merit ; teaching earnest, painstaking, and fairly intelligent, but not satisfactorily vigorous in the upper classes. 4. Average proficiency of pupils fair +.

WEST MAITLAND, (Boys' V.) :—Regular inspection, 4th, 5th, and 11th December.

Numbers enrolled :—Boys, 191. Numbers present :—Boys, 131.

1. Material organization of superior merit and supply of appliances adequate ; cleanliness and care of the school property partially satisfactory. 2. Attendance decreasing ; rate of regularity for the year, ($\frac{2}{3}$) ; punctuality of attendance very unsatisfactory ; government not adequately smart, watchful, intelligent, and effective ; general supervision lax and insufficient ; and disciplinary condition in point of tone and efficiency two degrees less satisfactory than in 1874 and 1875. 3. Course of instruction complete for four classes ; classification and lesson documents of very fair merit ; supervision and examination of lower classes inadequate ; teaching throughout earnest, painstaking, and very fairly intelligent, but not sufficiently impressive, examinatory, and profitable. 4. Average proficiency :—First class, tolerable ; second class, fair to very fair ; third class, fair to very fair ; fourth class, fair ; writing, good ; spelling, arithmetic, and geography tolerable.

WEST MAITLAND (Girls' V.) :—Regular inspection, 28th, 29th, and 30th December.

Numbers enrolled :—Girls, 133. Numbers present :—Girls, 92.

1. Material organization superior, and supply of educational appliances ample. 2. Attendance steadily maintained, but somewhat unpunctual and irregular ($\frac{2}{3}$); government mild, firm, watchful, and intelligent; general appearance, demeanour, and conduct of pupils satisfactory, and disciplinary condition healthy, promising, and good. 3. Course of instruction complete, well regulated, and of fourth-class range; occupation of pupils well supervised; teaching zealous, painstaking, and very fairly intelligent; examination of lower classes not sufficiently frequent. 4. Average proficiency of pupils very fair to good; instruction in arithmetic not sufficiently profitable.

WEST MAITLAND, (Infants' V.) :—Regular inspection, 30th November and 1st December.

Numbers enrolled :—Boys, 85; girls, 65; total, 150. Numbers present :—Boys, 57; girls, 39; total, 96.

1. Accommodation and supply of furniture inadequate, and material organization otherwise defective; suitable premises and appliances about to be provided; supply of working materials reasonably sufficient. 2. Increase in attendance, 10 per cent.; and rate of regularity of attendance improved, and $\frac{1}{2}$; government mild and judicious; order reasonably satisfactory, and pupils clean and cheerful, docile, diligent, and well behaved; moral tone healthy and pleasing. 3. Instruction appropriate and well regulated; occupation of pupils well sustained; teaching zealous, painstaking, and intelligent. 4. Average proficiency of pupils improved and good.

MILLFIELD (V.) :—Regular inspection, 25th February.

Numbers enrolled :—Boys, 15; girls, 24; total, 39. Numbers present :—Boys, 12; girls, 19; total, 31.

1. Material condition and aspect greatly improved; supply of furniture adequate, and of other requisites fairly so. 2. Punctuality of attendance fair, and rate of regularity ($\frac{3}{4}$); government judicious; very fair order maintained; general appearance, demeanour, and conduct of pupils of very fair merit; moral tone of school in most respects healthy and very fair. 3. Prescribed subjects taught, except singing and sewing; classification of pupils appropriate; lesson documents and methods of instruction of fair merit; teaching painstaking and fairly skilful. 4. Average proficiency of pupils tolerable.

MORPETH (V.) :—Regular inspection, 6th, 8th, and 18th December.

Numbers enrolled :—Boys, 112; girls, 86; total, 198. Numbers present :—Boys, 82; girls, 65; total, 147.

1. Material condition improved and highly satisfactory; supply of furniture and working materials ample and well arranged; general aspect of school property, clean and respectable. 2. Gross and ordinary attendances 12 per cent. higher than those of last year; punctuality of attendance highly satisfactory; rate of regularity, ($\frac{3}{4}$); very good order maintained; appearances very neat and clean; general appearance, demeanour, and conduct of pupils pleasing; disciplinary condition healthy and very good. 3. Prescribed subjects taught, including geometry, algebra, and mensuration; instruction well regulated and supervised; teaching painstaking, vigorous, and intelligent. 4. Average proficiency of pupils good; general condition of school pleasing.

MUSWELLBROOK (N.-V.) :—Regular inspection, 12th December.

Numbers enrolled :—Boys, 26; girls, 22; total, 48. Numbers present :—Boys, 23; girls, 18; total, 41.

1. Material condition and supply of furniture and other requisites reasonably satisfactory. 2. Attendance increasing, punctual, and fairly regular ($\frac{3}{4}$); government mild and intelligent; appearances neat and clean; disciplinary condition healthy, promising, and very fair. 3. Course of instruction complete, well regulated, and of third class range; teaching painstaking and intelligent. 4. Average proficiency of pupils moderate to tolerable. School but recently established.

MURRURUNDI (V.) :—Regular inspection, 16th and 17th November.

Numbers enrolled :—Boys, 57; girls, 37; total, 94. Numbers present :—Boys, 31; girls, 22; total, 53.

1. Material condition unsatisfactory; superior school buildings in course of erection; supply of working materials fairly sufficient. 2. Attendance comparatively low; punctuality partially satisfactory; rate of regular attendance, ($\frac{2}{3}$); teaching staff inadequate; discipline improved and fair in tone and quality. 3. Prescribed subjects taught, except singing; classification and lesson documents of very fair merit; teaching earnest, painstaking, and fairly intelligent. 4. Average proficiency of pupils fair; drawing and writing good; geography and arithmetic tolerable; school work enfeebled by faulty organization.

MUSWELL CREEK (N.-V.) :—Regular inspection, 25th August.

Numbers enrolled :—Boys, 24; girls, 8; total, 32. Numbers present :—Boys, 20; girls, 7; total, 27.

1. Material condition unsatisfactory; new school premises needed; also, bell, out-offices, and water tank; supply of working materials adequate; general aspect clean, but otherwise discreditable. 2. Gross attendance rather low for the district; punctuality and regularity ($\frac{2}{3}$) of attendance unsatisfactory; government mild and tolerably intelligent; fair order maintained; pupils docile and reasonably well behaved, but only moderately smart, active, and intelligent. 3. Prescribed subjects taught, except singing; classification and lesson documents of tolerable merit; teaching earnest and moderately skilful, but not satisfactorily profitable. 4. Average proficiency of pupils moderate, writing fair, arithmetic, grammar, and geography indifferent. Results injuriously affected by irregularity of attendance.

OSWALD (N.-V.) :—Regular inspection, 30th May.

Numbers enrolled :—Boys, 28; girls, 21; total, 49. Numbers present :—Boys, 18; girls, 13; total, 31.

1. Schoolhouse old, small, ill ventilated, and unsuitable; exterior appointments inadequate; desks unsuitable; supply of apparatus fair. 2. Attendance low and irregular; government mild and intelligent; appearances reasonably neat and clean; very fair order maintained; pupils subdued in demeanour, but insufficiently smart, active, and diligent. Material deficiencies duly considered disciplinary condition very fair. 3. Prescribed subjects taught, except Scripture lessons; classification appropriate; time-table partially satisfactory; too much time ($\frac{1}{2}$) apparently given to singing; teaching fairly intelligent, but not satisfactorily impressive and profitable. 4. Average proficiency of pupils barely tolerable; arithmetic and singing moderate.

PATERSON (N.-V.) :—Regular inspection, 13th and 14th March.

Numbers enrolled :—Boys, 48; girls, 39; total, 87. Numbers present :—Boys, 42; girls, 30; total, 72.

1. Schoolhouse rented; too small and badly ventilated; furniture sufficient but inferior, supply of apparatus ample, but proper arrangement of maps and diagrams impracticable. 2. Attendance very fairly punctual. School bell needed; rate of regular attendance ($\frac{3}{4}$); government mild, firm, and intelligent; pupils clean, orderly, and well behaved, but deficient in spirited energy; arrangement of maps and diagrams somewhat irregular; disciplinary condition healthy and good under existing circumstances. 3. Course of instruction complete, well regulated, and of 3rd class range; classification rather too minute; teaching zealous, painstaking, and intelligent. 4. Average proficiency of pupils, fair+. Oral answering of pupils somewhat feeble and partial.

ROUGHIT

ROUGHIT (V.) :—Regular inspection, 20th June.

Numbers enrolled :—Boys, 40 ; girls, 32 ; total, 72. Numbers present :—Boys, 38 ; girls, 27 ; total, 65.

1. Material condition improved and satisfactory ; accommodation insufficient, removal of partition needed ; supply of furniture and apparatus adequate and well arranged. 2. Increase in attendance, 50 per cent. ; punctuality very fair ; rate of regular attendance, ($\frac{3}{4}$) ; government mild and very fairly intelligent ; appearances neat, clean, and comfortable ; very fair order maintained ; pupils clean, docile, and reasonably well behaved, but only moderately smart and active. Disciplinary condition improved, promising, and very fair. 3. Course of instruction complete for three classes and appropriately regulated, but 1st class too isolated ; teaching zealous and fairly intelligent, but not sufficiently energising and profitable. 4. Average proficiency of pupils barely tolerable ; results reduced by the presence of new scholars.

SCORE (V.) :—General inspection, 13th and 14th November.

Numbers enrolled :—Boys, 79 ; girls, 68 ; total, 147. Numbers present :—Boys, 71 ; girls, 46 ; total, 117.

1. Material organization good, and supply of furniture and apparatus adequate ; lavatory and weathershed needed and to be provided. 2. Gross and ordinary attendances, 147 and 103 respectively ; punctuality good ; character and efficiency of the discipline healthy and good. 3. Course of instruction complete, well regulated, and 4th class range ; numbers in lower classes disproportionately large ; teaching zealous and intelligent. 4. Average proficiency of the pupils very fair. Algebra and geometry reasonably satisfactory.

SINGLETON (V.) :—Regular inspection, 12th, 13th, and 14th June.

Numbers enrolled :—Boys, 62 ; girls, 65 ; total, 127. Numbers present :—Boys, 51 ; girls, 49 ; total, 100.

1. Character of new schoolbuildings and appointments highly satisfactory. 2. Increase in attendance now (28th December) 50 per cent. ; pupils punctual and two-thirds of them regular ; government healthy, vigorous, and intelligent ; appearances neat and clean ; pupils in general clean, cheerful, and well behaved ; class movements insufficiently quiet and orderly ; general tone and quality of the discipline good. 3. Prescribed subjects taught, including geometry and algebra ; classification and lesson documents appropriate ; teaching zealous, painstaking, and intelligent ; occupation of pupils well sustained ; examination of lower classes not sufficiently frequent. 4. Average proficiency of pupils very fair. Results in spelling, arithmetic, and grammar barely up to standard requirements.

SINGLETON (V.) :—Regular inspection, 19th June.

Numbers enrolled :—Boys, 64 ; girls, 46 ; total, 110. Numbers present :—Boys, 46 ; girls, 34 ; total, 80.

1. Material organization improved and good ; supply of working materials adequate. 2. Attendance punctual, regular ($\frac{2}{3}$), and increased 57 per cent. since last inspection, thereby necessitating an increase in the teaching staff ; tone and quality of the discipline of superior merit ; pupils clean, cheerful, and industrious, orderly and well behaved ; appearances neat, clean, and wholesome. 3. Course of instruction complete, well regulated, and appropriate ; teaching animating, painstaking, and intelligent, impressive and profitable. 4. Average proficiency of pupils good. Progress of pupils satisfactory.

STANHOPE (V.) :—Regular inspection, 24th and 27th March.

Numbers enrolled :—Boys, 37 ; girls, 25 ; total, 62. Numbers present :—Boys, 31 ; girls, 24 ; total, 55.

1. School premises, old slab structure ; schoolroom tolerably suitable ; teacher's residence unfit for habitation ; supply of furniture and apparatus adequate ; lavatory needed. 2. Attendance declining because of local family removals ; punctuality very fair ; rate of regularity, ($\frac{2}{3}$) ; government healthy and intelligent ; appearances neat and clean ; pupils clean, cheerful, orderly, and well behaved ; class movements not sufficiently exact ; disciplinary condition in general good. 3. Prescribed subjects taught except sewing ; occupation of pupils well regulated and sustained ; teaching zealous, painstaking, and very fairly intelligent. 4. Average proficiency of pupils very fair ; writing and drawing good ; geography tolerable.

SUGARLOAF (V.) :—Regular inspection, 16th February.

Numbers enrolled :—Boys, 29 ; girls, 28 ; total, 57. Numbers present :—Boys, 23 ; girls, 22 ; total, 45.

1. Lavatory, weathershed, water-tank, and teacher's residence needed and to be provided ; material condition otherwise fairly satisfactory. 2. Increase in attendance 25 per cent., and rate of regularity ($\frac{3}{4}$) ; government firm and intelligent ; appearances neat and clean ; pupils punctual and subdued in demeanour, but not satisfactorily smart and active. Moral tone fair and promising. 3. Prescribed subjects taught ; classification rather low in point of age ; lesson documents of very fair merit ; teaching earnest and fairly intelligent and stimulating. 4. Average proficiency and progress of pupils, tolerable.

VACY (N.-V.) :—Regular inspection, 15th March.

Numbers enrolled :—Boys, 22 ; girls, 27 ; total, 49. Numbers present :—Boys, 12 ; girls, 18 ; total, 30.

1. School premises, humble slab structures, tolerably commodious, but otherwise unsuitable ; appointments imperfect ; supply of apparatus fairly sufficient ; maps, old and worn. 2. Three-fifths of the pupils regular and fairly punctual ; government fairly intelligent ; appearances reasonably neat and clean ; pupils docile and well behaved, but insufficiently smart and active. Moral tone fair. 3. Prescribed subjects professedly taught ; time-table not strictly followed in regard to singing, drawing, and object-lessons ; classification and lesson documents of tolerable merit ; teaching tolerably intelligent and painstaking ; younger pupils somewhat overlooked. 4. Average proficiency of pupils tolerable ; arithmetic, grammar, and geography moderate ; progress of the pupils partially satisfactory.

WALLALONG (V.) :—Regular inspection, 10th August.

Numbers enrolled :—Boys, 22 ; girls, 32 ; total, 54. Numbers present :—Boys, 20 ; girls, 26 ; total, 46.

1. Material condition improved and satisfactory, clean and respectable ; supply of school requisites adequate. 2. Attendance steady, very fairly punctual, and regular, ($\frac{3}{4}$) ; government strict and intelligent ; good order maintained ; appearances neat and clean ; pupils docile, diligent and well behaved, but wanting in self-reliance and animation. Disciplinary condition healthy and very fair. 3. Course of instruction complete, appropriately regulated, and of 3rd class range ; classification of fair merit ; teaching zealous, animating, and fairly intelligent ; examinations partial and younger pupils somewhat overlooked. 4. Average proficiency and progress of pupils fairly satisfactory.

WARKWORTH (V.) :—Regular inspection, 27th July.

Numbers enrolled :—Boys, 21 ; girls, 22 ; total, 43. Numbers present :—Boys, 18 ; girls, 19 ; total, 37.

1. Sundry repairs and additions needed ; material organization, otherwise, of superior merit ; general aspect, clean and respectable. 2. Increase in attendance, 23 per cent. ; punctuality very fair ; rate of regularity ($\frac{3}{4}$) comparatively low ; tone and efficiency of the discipline very fair. 3. Prescribed subjects taught ; lessons documents of very fair merit ; classification appropriate ; teaching earnest, animated, and fairly effective ; examinations and the supervision of the younger pupils insufficient. 4. Average proficiency and progress of pupils of barely fair merit. Writing and Scripture lessons very fair. Spelling moderate.

WOLLOMBI (V.) :—Regular inspection, 21st and 22nd February.

Numbers enrolled :—Boys, 32 ; girls, 28 ; total, 60. Numbers present :—Boys, 30 ; girls, 24 ; total, 54.

1. Lavatory and sundry repairs needed ; material condition otherwise of fair merit ; supply of furniture and apparatus adequate ; general aspect of property clean and comfortable. 2. Attendance steady and punctual, but irregular ($\frac{3}{4}$) ; tone and quality of the discipline healthy and very good. 3. Prescribed subjects taught, including geometry ; classification and lesson documents appropriate ; teaching painstaking and very fairly effective. 4. Average proficiency of pupils, very fair.

PROVISIONAL SCHOOLS.

BAERAMIE CREEK (N.-V.) :—Regular inspection, 30th August.

Numbers enrolled :—Boys, 15 ; girls, 4 ; total, 19. Numbers present :—Boys, 12 ; girls, 4 ; total, 16.

1. Material condition and appointments reasonably fair ; appearances clean and comfortable. 2. Decrease in attendance, 25 per cent. ; punctuality of fair merit ; alleged rate of regularity ($\frac{1}{2}$) ; government not sufficiently stimulating and exacting ; pupils clean and fairly orderly and well behaved, but not satisfactorily smart, active, and painstaking. Moral tone tolerable. 3. Instruction elementary and rather desultory ; teaching moderately intelligent and profitable. 4. Average proficiency and progress of pupils unsatisfactory.

BALLINGTON (N.-V.) :—General inspection, 20th December.

Numbers enrolled :—Boys, 11 ; girls, 9 ; total, 20. Numbers present :—Boys, 6 ; girls, 7 ; total, 13.

1. Book-press, hat-pegs, and out-offices needed ; material requirements otherwise tolerably well met. 2. Attendance low and irregular ; government tolerably intelligent ; pupils clean, docile, and subdued in demeanour, but diffident and awkward ; disciplinary condition tolerable and promising. 3. Prescribed subjects taught, except singing ; classification low and appropriate ; teaching, moderately skilful and vigorous. 4. Average proficiency barely moderate. School but recently formed.

BELLEVUE (N.-V.) :—Regular inspection, 27th October.

Numbers enrolled :—Boys, 20 ; girls, 21 ; total, 41. Numbers present :—Boys, 8 ; girls, 7 ; total, 15.

1. Schoolhouse and teacher's residence suitable ; additional furniture needed ; supply of working materials tolerable ; class roll entries inaccurate. 2. Attendance low and irregular ; government feeble ; and disciplinary condition moderately satisfactory. 3. Instruction elementary and ill-regulated ; progress of pupils unsatisfactory. 4. Average proficiency of pupils moderate ; arithmetic, grammar, and geography, indifferent.

BULGA (N.-V.) :—Regular inspection, 26th July.

Numbers enrolled :—Boys, 12 ; girls, 13 ; total, 25. Numbers present :—Boys, 6 ; girls, 9 ; total, 15.

1. Sundry repairs and improved ventilation needed ; material condition and appointments fair. 2. Attendance tolerably punctual, but comparatively low and irregular ($\frac{3}{4}$) ; government healthy and fairly intelligent ; pupils clean, docile, and well-behaved, tolerably smart and industrious ; disciplinary condition tolerably satisfactory. 3. Instruction appropriate and tolerably well regulated ; teaching painstaking and tolerably skilful, but deficient in vigour ; examinations feeble and partial. 4. Average proficiency and progress of pupils tolerable ; arithmetic, geography, and object lessons moderate.

BELLTREES (N.-V.) :—General inspection, 23rd November.

Numbers enrolled :—Boys, 17 ; girls, 11 ; total, 28. Numbers present :—Boys, 14 ; girls, 9 ; total, 23.

1. Larger schoolroom and additional furniture needed ; supply of working materials adequate. 2. Attendance reasonably punctual and regular ($\frac{3}{4}$) ; government, healthy and fairly intelligent ; appearances neat and clean ; pupils clean, docile, and subdued in demeanour ; moral tone promising. 3. Instruction appropriate but elementary and moderately well regulated ; teaching animated and tolerably intelligent ; answering of pupils feeble and partial. 4. Average proficiency of pupils moderate and promising ; school but recently established.

CAERGURLE (N.-V.) :—Regular inspection, 21st March.

Numbers enrolled :—Boys, 14 ; girls, 16 ; total, 30. Numbers present :—Boys, 10 ; girls, 11 ; total, 21.

1. Desks badly arranged and clock needed, material condition otherwise tolerable. 2. Attendance fairly punctual but partial and irregular ($\frac{3}{4}$) ; government healthy and tolerable intelligent ; appearances neat and clean ; pupils docile and tolerably orderly but low in mental culture. Disciplinary condition barely tolerable, but promising. 3. Instruction elementary and ill-regulated ; time-table and programme of lessons needed ; teaching feeble and mechanical. 4. Average proficiency and progress of pupils unsatisfactory. Present teacher but recently appointed.

CUAN (N.-V.) :—Regular inspection, 25th October.

Numbers enrolled :—Boys, 13 ; girls, 10 ; total, 23. Numbers present :—Boys, 13 ; girls, 9 ; total, 22.

1. Schoolhouse small and unsuitable, bark roof in bad repair ; supply of furniture and apparatus tolerably sufficient. 2. Attendance steady and fairly punctual ; rate of regularity ($\frac{2}{3}$) ; tone and quality of discipline improved and tolerably satisfactory, but impaired by defects in the school building. 3. Prescribed subjects taught except singing, sewing, and object lessons ; lesson documents and classification of tolerable merit ; teaching painstaking and tolerably skilful. 4. Average proficiency of pupils improved and tolerable.

DOYLE'S CREEK (N.-V.) :—Regular inspection, 31st July.

Numbers enrolled :—Boys, 13 ; girls, 16 ; total, 29. Numbers present :—Boys, 11 ; girls, 13 ; total, 24.

1. Book-press and repairs to windows needed, ventilation bad, material condition and appointments otherwise reasonably satisfactory. 2. Attendance steady and tolerably punctual but irregular ($\frac{2}{3}$) ; tone and efficiency of the discipline improved and fair ; pupils deficient in force of character. 3. Singing and drawing not taught ; course of instruction otherwise complete and fairly well regulated for three classes ; tone and quality of the teaching tolerable ; examinations to be more patient and frequent. 4. Average proficiency and progress of pupils tolerable and reasonably satisfactory. Arithmetic and geography moderate.

ECCLESTON (N.-V.) :—Regular inspection, 14th December.

Numbers enrolled :—Boys, 15 ; girls, 11 ; total, 26. Numbers present :—Boys, 7 ; girls, 7 ; total, 14.

1. Book-press, water-tank, and out-offices needed ; material condition and appointments otherwise tolerable. 2. Attendance comparatively low ; rate of regularity ($\frac{1}{2}$) ; tone and efficiency of the discipline fair ; pupils deficient in smartness and self-reliance. 3. Prescribed subjects taught except singing and sewing ; instruction tolerably well regulated ; teaching earnest and tolerably intelligent. 4. Average proficiency of pupils tolerable. Grammar and object lessons moderate.

GOORANGoola

GOORANGOOLA (N.-V.) :—Regular inspection, 19th August.

Numbers enrolled :—Boys, 9 ; girls, 16 ; total, 25. Numbers present :—Boys, 7 ; girls, 13 ; total, 20.

1. Schoolroom small, drafty, and unsuitable ; out-offices and water-tank needed ; furniture inferior and insufficient ; supply of working materials tolerable and adequate ; interior aspect clean and humble. 2. Attendance comparatively low but tolerably punctual regular ($\frac{1}{2}$); government mild and tolerably intelligent ; classwork feeble and irregular ; character of pupils promising ; disciplinary condition barely tolerable. 3. Instruction elementary and ill-regulated ; teaching painstaking and moderately skilful. 4. Average proficiency of pupils moderate and promising.

LOWER GOORANGOOLA (N.-V.) :—General inspection, 13th December.

Numbers enrolled :—Boys, 11 ; girls, 11 ; total, 22. Numbers present :—Boys, 9 ; girls, 10 ; total, 19.

1. Schoolhouse tolerably suitable but not centrally situated ; furniture inadequate and unsuitable ; out-offices and water-tank needed. 2. Attendance comparatively low ; rate of regularity ($\frac{1}{2}$); tone and efficiency of the discipline unsatisfactory. 3. Instruction very elementary, desultory, and feeble. 4. Average proficiency and mental culture of the pupils indifferent. Arithmetic failure.

GRESFORD (N.-V.) :—Regular inspection, 21st March.

Numbers enrolled :—Boys, 21 ; girls, 22 ; total, 43. Numbers present :—Boys, 15 ; girls, 16 ; total, 31.

1. Material condition and appointments of fair merit ; arrangement of desks objectionable. 2. Attendance steady, very fairly punctual but irregular ($\frac{3}{4}$); tone and efficiency of discipline healthy and fair ; appearances very neat and clean ; classwork somewhat feeble. 3. Prescribed subjects taught except singing ; classification judicious ; lesson documents of moderate merit and not strictly followed ; teaching tolerably intelligent but not vigorous enough ; examinations feeble and partial. 4. Average proficiency and progress of pupils moderate.

HOWES VALLEY (V.) :—Regular inspection, 3rd August.

Numbers enrolled :—Boys, 7 ; girls, 19 ; total, 26. Numbers present :—Boys, 6 ; girls, 16 ; total, 22.

1. Material condition and appointments improved and reasonably satisfactory ; schoolroom very untidy. 2. Attendance steady and tolerably regular ($\frac{3}{4}$); tone and efficiency of the discipline unsatisfactory. 3. Instruction elementary, mechanical, and feeble. 4. Average proficiency of pupils low and unsatisfactory. Teacher since dismissed for negligence and incompetency.

KAYUGA (N.-V.) :—Regular Inspection, 15th September.

Numbers enrolled :—Boys, 19 ; girls, 15 ; total, 34. Numbers present :—Boys, 15 ; girls, 12 ; total, 27.

1. Material condition and appointment of tolerable merit ; water-tank and repairs to out-offices needed. 2. Attendance tolerably punctual, but low and irregular ($\frac{3}{4}$); government feeble ; pupils untidy and disorderly ; disciplinary condition in most respects moderately satisfactory. 3. Instruction very elementary and feeble. 4. Average proficiency of the pupils indifferent. Teacher since dismissed.

KNOCKFLYN (N.-V.) :—Regular inspection, 28th March.

Numbers enrolled :—Boys, 11 ; girls, 11 ; total, 22. Numbers present :—Boys, 10 ; girls, 10 ; total, 20.

1. Sundry repairs needed. Material condition and appointments otherwise reasonably fair ; interior aspect untidy. 2. Attendance comparatively low and irregular ($\frac{1}{2}$); the number of children of school age not enrolled being from 25 to 30 ; tone and efficiency of the discipline barely tolerable ; school work moderately satisfactory in point of regularity and vigour. 3. Instruction elementary and moderately stimulating and skilful. 4. Average proficiency, progress, and mental culture of the pupils moderate.

MIDDLE CREEK (N.-V.) :—Regular inspection, 26th October.

Numbers enrolled :—Boys, 21 ; girls, 12 ; total, 33. Numbers present :—Boys, 10 ; girls, 9 ; total 19.

1. Material condition and appointments in most respects reasonably satisfactory. Water-tank and book-press needed ; appearances very neat and clean. 2. Discipline healthy, creditable, and very fair. 3. Prescribed subjects taught, except singing ; lesson documents of fair merit ; classification advanced and judicious ; teaching zealous, painstaking, and tolerably intelligent. 4. Average proficiency and progress of pupils tolerable + ; general condition sound and satisfactory.

MOONAN BROOK (N.-V.) :—Regular inspection, 22nd November.

Numbers enrolled :—Boys, 20 ; girls, 15 ; total, 35. Numbers present :—Boys, 20 ; girls, 13 ; total, 33.

1. Material condition and supply of furniture tolerably satisfactory. Desks unsuitable in form and arrangement ; out-offices and book-presses needed. 2. Attendance well-maintained, punctuality fair and rate of regularity ($\frac{3}{4}$); government mild and firm ; appearances neat and clean ; reasonably fair order maintained ; pupils clean, docile, and well-behaved, but not sufficiently cheerful and active ; disciplinary condition healthy and tolerable. 3. Instruction elementary ; classification too minute ; lesson documents of moderate utility ; teaching painstaking and diligent, but only moderately skilful in general. 4. Average proficiency of pupils tolerable. Writing good ; grammar, geography, and object lessons indifferent.

MOONAN FLAT (N.-V.) :—General inspection, 22nd November.

Numbers enrolled :—Boys, 12 ; girls, 9 ; total, 21. Numbers present :—Boys, 19 ; girls, 9 ; total 21.

1. Schoolhouse tolerably commodious, but defectively lighted ; earthen floor and newspapered walls unsightly ; schoolroom untidy ; supply of furniture adequate and suitable, and of working materials tolerably so. 2. Attendance well-maintained, tolerably punctual, and fairly regular ($\frac{1}{2}$); government empirical and moderately satisfactory in point of order, cleanliness, regularity, and industry ; moral tone moderate and promising. 3. Prescribed subjects taught, except, singing, sewing, and drawing ; classification too minute ; lesson documents unsuitable ; teaching apparently earnest and tolerably intelligent, but wanting in precision and vigour. 4. Average proficiency of pupils, moderate ; geography and grammar indifferent ; arithmetic small. School not long established.

MOUNT RIVERS (N.-V.) :—Regular inspection, 22nd March.

Numbers enrolled :—Boys, 9 ; girls, 15 ; total, 24. Numbers present :—Boys, 8 ; girls, 11 ; total, 19.

1. Water-tank and out-office needed, material condition, and appointments otherwise reasonably satisfactory. 2. Attendance partial and tolerably punctual. Rate of regularity ($\frac{1}{2}$); mild, firm, and empirical ; appearances neat and clean ; pupils docile and well-behaved, but slow, awkward, and diffident ; moral tone moderate, improved, and promising. 3. Instruction elementary ; classification low and appropriate ; lesson documents of tolerable merit. Teaching painstaking and moderately skilful, but feeble in vigour. 4. Average proficiency of pupils, moderate. Grammar and arithmetic, indifferent.

MOUNT

MOUNT THORLEY (N.-V.) :—Regular inspection, 1st August.

Numbers enrolled :—Boys, 12; girls, 12; total, 24. Numbers present :—Boys, 8; girls, 7; total, 15.

1. Repairs to out-offices and schoolroom floor needed, material condition and appointments—otherwise reasonably satisfactory; class-roll entries partially satisfactory; schoolroom untidy. 2. Attendance partial and irregular ($\frac{2}{3}$), but tolerably punctual; tone and efficiency of the discipline tolerable. 3. Prescribed subjects taught except singing; classification judicious; instruction moderately well regulated; teaching empirical and painstaking. 4. Average proficiency of pupils reasonably tolerable.

MOUNT WILLS (N.-V.) :—Regular inspection, 5th June.

Numbers enrolled :—Boys, 11; girls, 17; total, 28. Numbers present :—Boys, 7; girls, 14; total, 21.

1. Schoolhouse clean and suitable; supply of furniture deficient in book-press; working materials adequate; out-offices needed. 2. Attendance low and irregular ($\frac{1}{2}$); government healthy and fairly intelligent; pupils clean, fairly orderly, and well behaved; disciplinary condition fair. 3. Course of instruction appropriate for three classes, and fairly well regulated; teaching animating, painstaking, and tolerably intelligent. 4. Average proficiency and progress of pupils reasonably tolerable. Grammar indifferent.

PARK (N.-V.) :—Regular inspection, 19th October.

Numbers enrolled :—Boys, 13; girls, 15; total, 28. Numbers present :—Boys, 9; girls, 12; total, 21.

1. Material condition and appointments reasonably satisfactory; arrangement of desks objectionable. 2. Attendance steady, punctual, and tolerably regular ($\frac{3}{4}$); discipline fair and improved; appearances neat and clean. 3. Prescribed subjects taught except singing; instruction tolerably well regulated; teaching painstaking and tolerably intelligent, but not sufficiently vigorous; examinations not sufficiently effective. 4. Average proficiency of pupils barely tolerable. Arithmetic and geography indifferent.

QUORROBOLONG (N.-V.) :—Regular inspection, 18th February.

Numbers enrolled :—Boys, 11; girls, 25; total, 36. Numbers present :—Boys, 13; girls, 14; total, 27.

1. Material condition and appointments improved and reasonably satisfactory. 2. Attendance partial and tolerably punctual; rate of regularity ($\frac{3}{4}$); government empirical and tolerably effective in general; appearances neat and clean; pupils docile and well behaved, but only moderately smart and self-reliant; moral tone reasonably tolerable. 3. Instruction elementary, and classification too ambitious; lesson documents of tolerable merit; class work feeble; teaching apparently earnest and diligent, but mechanical and moderately profitable. 4. Average proficiency and progress of pupils moderately satisfactory. Grammar failure.

ROUCHELL BROOK (N.-V.) :—Regular inspection, 24th November.

Numbers enrolled :—Boys, 11; girls, 12; total, 23. Numbers present :—Boys, 9; girls, 10; total, 19.

1. Material condition satisfactory; supply of school requisites adequate; water-tank greatly needed. 2. Attendance of very fair merit; rate of regularity ($\frac{2}{3}$); government healthy and effective; appearances very neat and clean; pupils docile and well behaved, but deficient in cheerfulness and force of character; moral tone fair. 3. Prescribed subjects taught except singing and sewing; classification low and appropriate; lesson documents of fair merit; teaching zealous, painstaking, and tolerably intelligent. 4. Average proficiency and progress of pupils fair and satisfactory.

SEDFIELD (N.-V.) :—Regular inspection, 23rd June.

Numbers enrolled :—Boys, 23; girls, 11; total, 34. Numbers present :—Boys, 10; girls, 2; total, 12.

1. Material condition and appointments reasonably satisfactory. 2. Attendance fairly punctual, but very low in consequence of local disagreements; rate of regularity for past twelve months ($\frac{1}{2}$); disciplinary condition healthy and fair. 3. Prescribed subjects taught except singing and sewing; instruction fairly well regulated, painstaking, and promising skill. 4. Average proficiency and progress of pupils tolerable and reasonably satisfactory. Writing very fair, arithmetic moderate.

SUMMERHILL (N.-V.) :—Regular inspection, 20th March.

Numbers enrolled :—Boys, 11; girls, 20; total, 31. Numbers present :—Boys, 9; girls, 13; total, 22.

1. Material condition and appointments improved and reasonably satisfactory; aspect clean and comfortable. 2. Attendance steady and tolerably punctual; rate of regularity ($\frac{3}{4}$); discipline improved, healthy, and fairly intelligent and effective. 3. Course of instruction complete for three classes and fairly well regulated; teaching painstaking and tolerably vigorous and intelligent; home lessons not enforced. 4. Average proficiency and progress of pupils tolerable. Instruction in arithmetic, grammar, and geography rather weak.

VERE (N.-V.) :—Regular inspection, 24th July.

Numbers enrolled :—Boys, 22; girls, 14; total, 36. Numbers present :—Boys, 16; girls, 11; total, 27.

1. Material condition improved and fair; book-press, additional desks, and repairs to out-offices needed; supply of working materials adequate. 2. Increase in attendance 50 per cent.; several false entries of attendance in class roll; rate of regularity according to the school returns ($\frac{2}{3}$), unreliable; tone, quality, and efficiency of the discipline barely tolerable; school-work moderately regular and vigorous. 3. Instruction elementary and moderately well regulated; no programmes of lessons in use; registration of lessons irregular; teaching empirical and not satisfactorily diligent and painstaking. 4. Average proficiency and progress of pupils unsatisfactory; arithmetic indifferent; grammar and geography small.

WATAGON CREEK (N.-V.) :—Regular inspection, 23rd February.

Numbers enrolled :—Boys, 7; girls, 10; total, 17. Numbers present :—Boys, 7; girls, 10; total, 17.

1. Schoolhouse inferior and unsuitable; out-offices and water-tank needed; supply of furniture tolerable; stock of working materials insufficient. 2. Attendance partial and irregular; government mild and moderately intelligent; pupils docile and tolerably well-behaved, but untidy in appearance and awkward in demeanour; disciplinary condition; present teacher but one day in office. 3. Instruction elementary; classification low in point of age; lesson documents in abeyance; teaching earnest and moderately intelligent. 4. Average proficiency of pupils indifferent.

WAVERLEY (N.-V.) :—Regular inspection, 21st November.

Numbers enrolled :—Boys, 12; girls, 14; total, 26. Numbers present :—Boys, 7; girls, 5; total, 12.

1. Material condition and appointments improved and reasonably satisfactory; out-offices and water-tank needed. 2. Attendance steady and fairly punctual but irregular ($\frac{1}{2}$); discipline healthy and tolerably intelligent. 3. Prescribed subjects taught, except singing, sewing, object lessons, and Scripture lessons; classification twofold and appropriate; lesson documents of fair merit; teaching empirical, but earnest and painstaking; examinations insufficiently regular and effective. 4. Average proficiency of pupils improved and moderate; writing and drawing, fair; arithmetic and grammar, indifferent.

WEBBER'S CREEK (N.-V.) :—Regular inspection, 23rd March.

Numbers enrolled :—Boys, 21 ; girls, 22 ; total, 43. Numbers present :—Boys, 17 ; girls, 17 ; total, 34.

1. Material condition tolerable ; schoolroom fitted up as a chapel ; accommodation insufficient, additional desks needed ; appearances untidy. 2. Attendance partial and irregular ($\frac{3}{4}$) ; discipline fairly intelligent but not sufficiently watchful and exacting ; pupils fairly well-behaved, but not sufficiently clean and tidy in appearance, and well regulated in demeanour ; moral tone tolerable, or one degree in decline. 3. Course of instruction complete for three classes, and fairly well regulated ; lesson documents not strictly observed ; teaching animated and fairly intelligent. 4. Average proficiency of pupils tolerable + ; geography and Scripture lessons moderate ; writing, good.

WINGEN (N.-V.) :—Regular inspection, 20th October.

Numbers enrolled :—Boys, 14 ; girls, 18 ; total, 32. Numbers present :—Boys, 10 ; girls, 14 ; total, 24.

1. Material condition and supply of school appliances improved and fairly satisfactory ; book-press and water-tank needed ; aspect clean and comfortable. 2. Attendance steady, punctual, and tolerably regular ($\frac{2}{3}$) ; government healthy and fairly intelligent ; pupils clean, docile, and well-behaved ; moral tone reasonably fair. 3. Course of instruction complete, except singing, of third class range and tolerably well-regulated ; teaching somewhat spiritless but painstaking and tolerably intelligent. 4. Average proficiency and progress of pupils tolerably satisfactory ; writing very fair ; grammar, geography, and Scripture lessons moderate.

WYBONG (N.-V.) :—Regular inspection, 31st August.

Numbers enrolled :—Boys, 11 ; girls, 15 ; total, 26. Numbers present :—Boys, 6 ; girls, 12 ; total, 18.

1. Material aspect and condition respectable and highly satisfactory ; supply of furniture and other requisites adequate. 2. Attendance very fairly punctual and tolerably regular ($\frac{1}{2}$) but partial, ten children in non-attendance. 3. Prescribed subjects taught except singing and sewing ; classification and lesson documents of fair merit, latter not strictly followed ; teaching zealous, painstaking, and tolerably intelligent. 4. Average proficiency and progress of pupils tolerable ; writing very good.

HALF-TIME SCHOOLS.

JUNCTION CREEK (N.-V.) SPARKES' CREEK (N.-V.)

WHEN visited for inspection these schools were not in operation in consequence of the unceremonious departure of the teacher from office.

1. Material condition and appointments tolerably satisfactory. 2. Attendance of Junction Creek H.-T. reduced by removals from the district ; gross attendance for both schools twenty-one (21) ; numbers insufficient to maintain the prescribed minimum average of twenty.

MERANNIE (N.-V.) :—Regular inspection, 22nd June.

Numbers enrolled :—Boys, 9 ; girls, 11 ; total, 20. Numbers present :—Boys, 6 ; girls, 10 ; total, 16.

1. Material condition and appointments tolerable ; schoolroom drafty ; book-press and hat-pegs needed. 2. Discipline healthy, fair, and improved ; pupils too inanimate and awkward in demeanour. 3. Instruction appropriate and fairly well regulated ; teaching fairly intelligent and vigorous, but not sufficiently stimulating and catachetical. 4. Average proficiency of pupils, tolerable + ; writing fair ; geography moderate.

WOODBURN (N.-V.) :—Regular inspection, 21st June.

Numbers enrolled :—Boys, 10 ; girls, 13 ; total 23. Numbers present :—Boys, 9 ; girls, 11 ; total, 20.

1. Schoolroom drafty, and book-press needed ; material condition and supply of appointments tolerable. 3. Discipline healthy, fair, and improved. 3. Instruction appropriate, fairly well-regulated, earnest, and fairly intelligent, but not sufficiently impressive and effective. 4. Average proficiency of pupils tolerable ; geography moderate.

RAVENSWORTH, CHILCOT PLAIN (N.-V.) :—Incidental inspection, 13th December.

Numbers enrolled :—Boys, 16 ; girls, 12 ; total, 28.

1. Material condition reasonably tolerable, and supply of school requisites tolerably sufficient. 2. Attendance not satisfactorily regular. 3. No examination of the pupils for want of opportunity.

STONY CREEK (N.-V.) :—Regular inspection, 14th December.

Numbers enrolled :—Boys, 5 ; girls, 4 ; total, 9. Numbers present :—Boys, 5 ; girls, 4 ; total, 9.

1. Schoolhouse tolerably suitable, but inadequately furnished. 2. Attendance reasonably punctual and regular, but below the required minimum ; government empirical, but mild and firm ; disciplinary condition healthy, moderate, and promising. 3. Instruction elementary and desultory, but promising. 4. Average proficiency of pupils small ; school requisites not yet received ; school recently established.

TANILBAH (N.-V.) :—Regular inspection, 14th December.

Numbers enrolled :—Boys, 3 ; girls, 6 ; total, 9. Numbers present :—Boys, 3 ; girls, 6 ; total, 9.

1. Schoolhouse tolerably suitable, supply of furniture tolerable, school requisites not yet received. 2. Attendance reasonably punctual, but below the minimum of ten ; government mild and firm, but only moderately intelligent ; disciplinary condition moderate and promising. 3. Instruction earnest and painstaking, but elementary, mechanical, and desultory ; lesson documents about to be framed. 4. Average proficiency of pupils small. School but very recently established.

MUDGEES DISTRICT.

INSPECTOR'S General Report on the condition of the Schools for the year 1876.

I HAVE the honor to submit for the information of the Council of Education my Report on the condition of the primary schools in the Mudgee District during the year 1876.

Seventy-four schools were in operation during the whole or part of the year. Of these forty-one were Public, twenty-four Provisional, two Half-Time, two Church of England, and four Roman Catholic Schools.

The following new Provisional Schools were opened, viz., Belarbagill, Belarah, Eurunderee, Denison Town, Upper Pipeclay, and Mount Morris. These, of course, were not in operation during the entire year. The schools at Coonamble, Lawson's Creek, Ponto, Goolma, and Merrendee were vacant for short periods, owing to the resignation of the teachers. The schools at Sally's Flat and Dick's Camp were permanently closed for want of sufficient attendance. It will thus appear, that of the seventy-four schools, sixty-three were at work throughout the year, and that eleven, through various causes, did not do the whole year's work.

Five schools, although visited, were not examined. Three of these were temporarily closed at the time of my visit, and the other two were only opened in November. Besides the regular inspections, the majority of the schools were incidentally visited, three and four times in the year. These incidental visits, though hurried, and paid without notice, are very useful in revealing the manner in which the school is ordinarily conducted. By a glance at what each class is doing, and observing the demeanour of the children thus suddenly visited, and noting how far the work accords with the routine entered on the Time Table, an Inspector can arrive at a tolerably accurate judgment of efficiency of the discipline and the usefulness of the school.

New Public School premises are nearly finished at Cooyal and Round Swamp. Schools have been provided by private effort at Michell's Creek, Baker's Swamp, Shepherd's Creek, and Gum Flat. I expect all these will be in operation by 1st February.

Application for a certificate for a R. C. Denominational School at Dubbo was received and declined. Application for aid to a Provisional School at Wollamin was declined on account of the wretched hut proposed for a schoolhouse. However, aid has been promised when a suitable building is provided.

It will be seen from the foregoing remarks that considerable activity in establishing schools was shown during the year. In every place where fifteen or twenty children can be mustered a school is now in existence, or steps have been taken to open one, so that the present and immediate wants of the district may be regarded as very fairly met. However, it must not be understood that the number of schools already established, with those about to be opened, approach the permanent limit necessary for supplying the educational wants of this part of the Colony. Through the operation of "free selection" there are many localities where there are ten or twelve children, and where the settlement of another family or two will render a school necessary. In this way, within the limits of the Mudgee District, eight or ten new schools may be necessary every year. There is such a continuous flow of population, and the resources of this part of the country are so great that there is no telling how many schools will be required a few years hence. It will be wise to secure sites for future schools in all localities before the land is alienated.

In several places contracts for new school premises to supersede old and unsightly ones were entered into, and some of these have been completed. At various places extensive repairs and improvements were effected or authorized. Several applications of a similar nature are still under consideration. Since the abolition of local contributions it is interesting to notice how liberal people have become in their views regarding school accommodation and repairs. I venture to say that this matter will soon force itself forward as a great difficulty in the administration of the department.

I regret to have to report a falling off in the regularity of the attendance during the year. This falling off is fully accounted for by the prevalence of measles and scarlatina in the early part of the year, and by the great scarcity of labour towards the end, or harvest time. In the farming localities during the month of December, every child able to raise a hook might be seen in the wheat fields, and only the mere infants were left at school. Ophthalmia was also prevalent during the hot months, and this too had its effect in causing irregularity.

As might be expected from the foregoing remarks, I am unable to report any decided advance in the attainments of the pupils in the district, taken as a whole. It is, however, only fair to say that in nearly all the schools in the more important townships, where the attendance has been tolerably regular, substantial and satisfactory progress has been made.

G. O'BYRNE,
Inspector.

Mudgee, January 15th, 1877.

DETAILED Statement of the condition of Schools in the Mudgee District examined during the year 1876.
I.—PUBLIC SCHOOLS.

BOURKE (N.-V.) :—Regular inspection, 16th November.

Numbers enrolled :—Boys, 31 ; girls, 19 ; total, 50. Numbers present :—Boys, 14 ; girls, 7 ; total, 21.

The school is conducted in an old store which is in every respect unsuitable, it is in a very dirty condition. The furniture and working materials are sufficient. The discipline is fair. The prescribed subjects are taught. The instruction is well regulated, and the methods are good, but the work has not been carried on with much vigour. The average proficiency is nearly tolerable.

BREWARRINA (V.) :—Regular inspection, 14th November.

Numbers enrolled :—Boys, 33 ; girls, 20 ; total, 53. Numbers present :—Boys, 27 ; girls, 18 ; total, 45.

Owing to the growing importance of this town it has been found necessary to increase and otherwise improve the accommodation afforded in this school. So far as the material condition has been provided it is very good. The school is well equipped with all necessary working appliances. Regularity and punctuality are very satisfactory. Cleanliness, order, and attention are good. The prescribed subjects are taught, and the instruction is well regulated. The methods are intelligent and industriously applied. The average proficiency is between fair and very fair.

BURRUNDULLA (N.-V.) :—Regular inspection, 8th May.

Numbers enrolled :—Boys, 14 ; girls, 13 ; total, 27. Numbers present :—Boys, 8 ; girls, 9 ; total, 17.

The school requires repairing, it is fairly supplied with furniture and working materials. The attendance, which is generally regular, was low on the day of examination, in consequence of heavy rain. Cleanliness is satisfactory. The discipline is fair. The full course of instruction prescribed is not taught, nor is the instruction well regulated. The average proficiency is moderate.

CASSILIS (N.-V.) :—Regular inspection, 18th April.

Numbers enrolled :—Boys, 23 ; girls, 21 ; total, 44. Numbers present :—Boys, 21 ; girls, 19 ; total, 40.

The school is conducted in the English Church ; the accommodation afforded is very fair, and it is well supplied with working appliances. A new vested school is in course of erection. Cleanliness is satisfactory, and the pupils attend with commendable regularity and punctuality. The discipline secures very fair order and attention. The instruction is properly regulated, and the teaching is industrious. The average proficiency is scarcely tolerable.

COONABARRABRAN (V.) :—Regular inspection, 2nd November.

Numbers enrolled :—Boys, 25 ; girls, 32 ; total, 57. Numbers present :—Boys, 18 ; girls, 28 ; total, 46.

Some repairs are needed to the premises ; in other respects the material condition and organization are good. The attendance is not so large as it ought to be. The order in the first class is not satisfactory. In the other classes it is fair. The proficiency exceeds moderate.

COOLAH (V.) :—Regular inspection, 20th April.

Numbers enrolled :—Boys, 21 ; girls, 12 ; total, 33. Numbers present :—Boys, 17 ; girls, 6 ; total, 23.

The schoolroom is only divided from the residence by a canvas partition ; the organization is, therefore, unsuitable. A new residence is required. About five-sixths of the pupils attend regularly. The general discipline is fair. The instruction is properly regulated, and the teaching is painstaking. The proficiency ranges from tolerable to fair.

CRUDINE

CRUDINE (V.) :—Regular inspection, 19th May.

Numbers enrolled :—Boys, 15 ; girls, 13 ; total, 28. Numbers present :—Boys, 13 ; girls, 5 ; total, 18.

The school has been repaired, and some important improvements made to the building. The condition and organization are now good. The supply of working materials is sufficient ; cleanliness, order, and attention, are fair. The classification is suitable, and the instruction fairly regulated. When the school was examined, the attendance was low, owing to the prevalence of scarlet fever. The methods are only tolerable in merit, but they are industriously applied. The average proficiency is tolerable.

CUDGEGONG (N.-V.) :—Regular inspection, 16th May.

Numbers enrolled :—Boys, 22 ; girls, 17 ; total, 39. Numbers present :—Boys, 19 ; girls 15 ; total, 34.

The school is still conducted in the church. The material condition and organization are very fair. Cleanliness is satisfactory, and the discipline reasonably effective. The prescribed subjects are taught with average skill and much care. The average proficiency is between tolerable and fair.

CULLENBONE (N.-V.) :—Regular inspection, 20th July.

Numbers enrolled :—Boys, 27 ; girls, 27 ; total, 54. Numbers present :—Boys, 14 ; girls, 13 ; total, 27.

The material condition of this school is bad ; there are no out-offices. The records are not well kept. The prescribed subjects are attempted, but the methods are wanting in skill and effect. The discipline is unsatisfactory, and the attainments are scarcely moderate.

DUBBO (V.) :—Regular inspection, 25th and 26th September.

Numbers enrolled :—Boys, 95 ; girls, 65 ; total, 160. Numbers present :—Boys, 69 ; girls, 37 ; total, 106.

The material condition and organization are very good. The full course of instruction prescribed by the Council is given. About three-fifths of the pupils attend regularly ; they are, as a rule, clean and tidy in appearance. The classification is pretty good, and the instruction is properly regulated. The methods are of very fair merit, and they are industriously applied. The average proficiency exceeds fair.

DUNGAREE (V.) :—Regular inspection, 10th May.

Numbers enrolled :—Boys, 18 ; girls, 19 ; total, 37. Numbers present :—Boys, 15 ; girls, 15 ; total, 30.

The material condition and organization are bad, but a new schoolhouse is now ready for occupation. The supply of working materials is adequate. The discipline secures good order. The instruction is carefully regulated, and the teaching is very painstaking. The average proficiency is very fair.

GOODRICH (N.-V.) :—Regular inspection, 20th June.

Numbers enrolled :—Boys, 21 ; girls, 32 ; total, 53. Numbers present :—Boys, 14 ; girls, 18 ; total, 32.

The schoolroom is suitable, but it requires repairing and whitewashing. There is no residence for the teacher. The supply of furniture is rather scanty. Cleanliness is satisfactory. The government is mild, and tolerably effective. The instruction is well regulated, and the work of the schools is conducted with industry. Owing to the fluctuating population at the mines, the attendance is not regular ; however, both the attendance and the attainments have improved under the teacher now in charge. The proficiency, as measured by the two lower standards, ranges between moderate and tolerable.

GULGONG (Primary—V.) :—Regular inspection, 7th and 8th September.

Numbers enrolled :—Boys, 74 ; girls, 50 ; total, 124. Numbers present :—Boys, 57 ; girls, 37 ; total, 94.

Owing to the falling off in the population, it was found desirable to merge the boys' and girls' department into one primary school. The organization is very good, and the school is well equipped with working materials. The pupils are fairly regular and punctual. The discipline is effective. All the prescribed subjects are very fairly taught. The average proficiency is fair.

GULGONG (Infants—V.) :—Regular inspection, 6th September.

Numbers enrolled :—Boys, 35 ; girls, 33 ; total, 68. Numbers present :—Boys, 17 ; girls, 21 ; total, 38.

The organization of the school is good. Cleanliness is satisfactory. The order is not good, and the mistress now in charge does not appear well fitted for an infant school. The classification is appropriate, and the prescribed subjects are taught. The average proficiency is about tolerable.

GUNTAWANG (V.) :—Regular inspection, 21st March.

Numbers enrolled :—Boys, 21 ; girls, 36 ; total, 57. Numbers present :—Boys, 17 ; girls, 24 ; total, 41.

Excepting that a few minor repairs are needed, the condition and organization may be regarded as good. The personal cleanliness of the pupils should be more strictly enforced. The discipline secures fair order and attention. The pupils, however, do not show much self reliance. The attendance has improved, but still it is not as large as it ought to be. The instruction is carefully regulated, and the teaching appears industrious. The average proficiency is barely tolerable.

HARGREAVES (V.) :—Regular inspection, 17th March.

Numbers enrolled :—Boys, 16 ; girls, 30 ; total, 46. Numbers present :—Boys, 11 ; girls, 6 ; total, 17.

Lavatories and a better supply of water are needed ; in other respects the organization is good. Nearly three-fourths of the pupils attend regularly, but on the day of examination the attendance was small, on account of races in the neighbourhood. The classification is appropriate, and the instruction well regulated. The discipline is very fair. The average proficiency is nearly fair.

HILL END (Boys—V.) :—Regular inspection, 16th and 19th August.

Number enrolled :—112. Number present :—81.

The organization and equipment of the school are very good. Cleanliness is satisfactory, and the whole discipline is vigorous and thoroughly effective. The full range of subjects on the standards are taught. The methods are good, and are applied with vigour and effect. The proficiency ranges from very fair to good.

HILL END (Girls—V.) :—Regular inspection, 17th August.

Number enrolled :—93. Number present :—70.

This school is well organized, and well supplied with working materials. The pupils present a neat and tidy appearance. The discipline is mild, firm, and effective, and the tone of the school is very pleasing. The prescribed subjects are taught, and the instruction is well regulated. The methods are intelligent, and industriously applied. The proficiency ranges from fair to very fair.

HILL

HILL END (Infants-V.) :—Regular inspection, 18th August.

Numbers enrolled :—Boys, 70 ; girls, 62 ; total, 132. Numbers present :—Boys, 56 ; girls, 42 ; total, 98.

The accommodation afforded is too limited for the number of children in attendance. Cleanliness is fairly satisfactory, but the order is not good. The over-crowding of the school renders good discipline difficult. The subjects prescribed for infant schools are taught. The methods are of fair merit, and the average proficiency is tolerable.

ILFORD (N.-V.) :—Regular inspection, 17th May.

Numbers enrolled :—Boys, 12 ; girls, 10 ; total, 22. Numbers present :—Boys, 9 ; girls, 9 ; total, 18.

The schoolhouse is a bad one, and badly situated. The organization is very indifferent. A contract for the erection of a new school has been entered into. The teacher has become unpopular, and a marked falling off in the attendance has taken place. Except singing the prescribed subjects are taught, and the school routine is fairly regulated. The teaching is painstaking but not skilful. The average proficiency is only moderate.

IRONBARKS (V.) :—Regular inspection, 23rd June.

Numbers enrolled :—Boys, 29 ; girls, 24 ; total, 53. Numbers present :—Boys, 22 ; girls, 17 ; total, 39.

The defects in the material condition mentioned last year still exist. The whole discipline is satisfactory. The prescribed subjects are taught, and the school routine is judiciously regulated. The teaching is industrious and effective. The average proficiency approaches very fair.

LAWSON'S CREEK (V.) :—Regular inspection, 19th July.

Numbers enrolled :—Boys, 18 ; girls, 11 ; total, 29. Numbers present :—Boys, 16 ; girls, 8 ; total, 24.

The material condition of the premises is very unsatisfactory. The supply of working materials is sufficient. The discipline is good. The methods are very fair in skill and effect. The school has improved very much under the present teacher. The average proficiency ranges from fair to very fair on the two lower standards.

MERRIWA (V.) :—Regular inspection, 14th September.

Numbers enrolled :—Boys, 32 ; girls, 28 ; total, 60. Numbers present :—Boys, 25 ; girls, 19 ; total, 44.

The material condition and organization of this school are as bad as they can be. A contract for the erection of a new school has been entered into. The supply of working materials is sufficient. The discipline secures very fair order, excepting in the first class where too much talking is allowed. The instruction is sensibly regulated, and the teaching is industrious. The average proficiency ranges from tolerable to fair.

MOBELLAH (N.-V.) :—Regular inspection, 2nd June.

Numbers enrolled :—Boys, 55 ; girls, 47 ; total, 102. Numbers present :—Boys, 31 ; girls, 28 ; total, 59.

The material condition and organization of this school are indifferent. The supply of furniture and working materials is sufficient. The personal cleanliness of the pupils should be more strictly enforced. Order and attention are very fair. The prescribed subjects are taught with intelligence and industry. The attendance is not regular, and hence it is difficult to produce good results. The average proficiency approaches fair.

MOLONG (V.) :—Regular inspection, 24th March.

Numbers enrolled :—Boys, 53 ; girls, 32 ; total, 85. Numbers present :—Boys, 37 ; girls, 22 ; total, 59

The material condition of the school is passable ; it is well furnished and properly supplied with working materials. The pupils attend regularly and punctually, and nearly all are clean and tidy. The discipline secures good order. The prescribed subjects are taught with very fair intelligence and much zeal and industry. Good progress has been made during the year. The proficiency ranges from very fair to good.

MUDGE (Boys—V.) :—Regular inspection, 27th July.

Number enrolled :—Boys, 69. Number present :—Boys, 61.

The material condition and organization of this department is reasonably good ; it is well equipped with working appliances. The whole discipline is good. The work of the school is conducted with energy and zeal. The average proficiency exceeds very fair.

MUDGE (Girls—V.) :—Regular inspection, 3rd and 4th August.

Number enrolled :—78. Number present :—58.

No alteration has taken place in the material condition of the school ; it is very unsuitable. It is well furnished and properly supplied with working materials. The attendance is regular and punctual. The pupils are clean, orderly, and attentive. The prescribed subjects are taught, and the methods are intelligent and carefully applied. The average proficiency is very fair.

MUDGE (Infants—V.) :—Regular inspection, 1st August.

Numbers enrolled :—Boys, 96 ; girls, 78 ; total, 174. Numbers present :—Boys, 81 ; girls, 70 ; total, 150.

The rooms used for the infant department are over-crowded, and in other respects unsuitable. The pupils are clean, orderly, regular, and punctual. The classification is appropriate and the instruction well regulated. The methods are intelligent, and vigorously applied. The average proficiency exceeds very fair.

PIPECLAY CREEK (V.) :—Regular inspection, 11th August.

Numbers enrolled :—Boys, 19 ; girls, 24 ; total, 43. Numbers present :—Boys, 15 ; girls, 12 ; total, 27.

The material condition and organization are good. The pupils are somewhat irregular and unpunctual. The government secures very fair order and attention. Cleanliness is satisfactory. The instruction is properly regulated, and the methods evince fair skill. The proficiency ranges from tolerable to fair.

PONTO (V.) :—Regular inspection, 29th March.

Numbers enrolled :—Boys, 13 ; girls, 13 ; total, 26. Numbers present :—Boys, 5 ; girls, 7 ; total, 12.

The material condition and organization of this school are not satisfactory ; the whole premises need thoroughly repairing. The attendance has diminished greatly of late, and the few who do attend are neither regular nor punctual. Cleanliness, order, and attention are fairly satisfactory. The methods are not skilful, nor are they industriously applied. The proficiency on the two lower standards is very little better than indifferent.

PYRAMUL (V.) :—Regular inspection, 4th March.

Numbers enrolled :—Boys, 21 ; girls, 26 ; total, 47. Numbers present :—Boys, 10 ; girls, 14 ; total, 24.

The material organization is very bad. A new school is about to be erected. The work of the school has been conducted very irregularly, and no progress has been made during the year. The proficiency ranges from indifferent to moderate.

RYLSTONE (V.) :—Regular inspection, 12th May.

Numbers enrolled :—Boys, 28 ; girls, 29 ; total, 57. Numbers present :—Boys, 24 ; girls, 20 ; total, 44.

The objectionable features in the material organization were pointed out in previous reports, and they are now about to be remedied. The attendance is small considering the number of children in the locality. Cleanliness is fairly satisfactory. The methods are of average merit, and the results have improved since last inspection. The average proficiency exceeds fair.

SPRING FLAT (V.) :—Regular inspection, 19th December.

Numbers enrolled :—Boys, 18 ; girls, 21 ; total, 39. Numbers present :—Boys, 3 ; girls, 7 ; total, 10.

Since last inspection the grounds have been securely fenced and a neat residence built. The schoolhouse is in need of some repairs. The furniture is scarcely sufficient. The usual attendance is about twenty-five, but owing to harvesting only a few of the younger children were present. Cleanliness is satisfactory. The government is weak and the order not good. Singing is not taught. The teaching is spiritless and very much wanting in thoroughness. The proficiency is barely moderate.

TAMBAROORA (V.) :—Regular inspection, 1st and 2nd March.

Numbers enrolled :—Boys, 40 ; girls, 42 ; total, 82. Numbers present :—Boys, 29 ; girls, 30 ; total, 59.

Excepting that the accommodation is not sufficiently large for the attendance, the school is fairly organized. A better supply of working materials is needed. The prescribed subjects, singing excepted, are taught. The instruction is fairly regulated. The methods are of average merit, but the results are not satisfactory. The average proficiency approaches tolerable.

TURON, UPPER (V.) :—Regular inspection, 23rd August.

Numbers enrolled :—

Numbers present :—Boys, 11 ; girls, 12 ; total, 23.

The material organization of this school is fair. The premises are well kept. Owing to the prevalence of scarlet fever great irregularity had existed up to the time of examination. This lowered the results considerably. Except singing the prescribed subjects are taught. The work is industriously done, but it wants spirit and thoroughness. The average proficiency is only moderate.

UARBRY (N.-V.) :—Regular inspection, 21st April.

Numbers enrolled :—Boys, 19 ; girls, 15 ; total, 34. Numbers present :—Boys, 8 ; girls, 9 ; total, 17.

The present site of the school is damp and unsuitable. A new school on drier ground has since been built. The attendance is low and irregular. The discipline secures fair order and attention. Cleanliness is reasonably good. The course of instruction is properly regulated, and the teaching is industrious, but it lacks vigour and thoroughness. The proficiency on the two lower standards is tolerable.

WARREN (V.) :—Regular inspection, 22nd and 23rd November.

Numbers enrolled :—Boys, 25 ; girls, 22 ; total, 47. Numbers present :—Boys, 21 ; girls, 16 ; total, 37.

The schoolroom is too narrow, but in other respects the material condition is good. The supply of working materials is sufficient. Cleanliness is satisfactory, and the government secures very fair order and attention. The instruction is tolerably well regulated, and the teaching is painstaking, but not very thorough. The average proficiency exceeds tolerable.

WELLINGTON (V.) :—Regular inspection, 16th and 17th June.

Numbers enrolled :—Boys, 98 ; girls, 60 ; total, 158. Numbers present :—Boys, 82 ; girls, 41 ; total, 123.

The principal defect in the organization is the want of lavatories ; some repairs are also needed to the fences. In other respects the material condition is very good. The discipline is thoroughly effective, and the tone of the school pleasing. The teaching is skilful, well sustained, and effective. The standards for four classes were fully met. The proficiency ranges from very fair to good.

WILBERTREE (V.) :—Regular inspection, 12th April.

Numbers enrolled :—Boys, 18 ; girls, 16 ; total, 34. Numbers present :—Boys, 15 ; girls, 12 ; total, 27.

The material condition remained unaltered during the year ; it is very fair. Not quite three-fourths of the pupils attend regularly. Cleanliness requires more attention. The classification is not judicious. The instruction is regulated by the usual documents. Singing, drawing, and sewing are not taught. The methods are intelligent, but they need to be applied with more care and industry. The average proficiency is barely moderate.

WINDEYER (V.) :—Regular inspection, 29th February.

Numbers enrolled :—Boys, 18 ; girls, 18 ; total, 36. Numbers present :—Boys, 13 ; girls, 10 ; total, 23.

The school has been repaired, and a supply of water provided, since last inspection ; the material condition and organization are now very fair. Except singing, the prescribed subjects are attempted. The instruction is poorly regulated, and the methods are of an inferior type. Only the two lower standards were applied, and the proficiency on these were barely moderate.

II.—PROVISIONAL SCHOOLS.

BARADINE (N.-V.) :—General inspection, 3rd November.

Numbers enrolled :—Boys, 10 ; girls, 11 ; total, 21. Numbers present :—Boys, 8 ; girls, 10 ; total, 18.

The schoolhouse is an old slab hut, unsuitable in every respect. The furniture is very short in supply, and badly constructed. A supply of working materials is very much wanted. The pupils are clean, orderly, and attentive. Although the teaching does not strictly accord with the prescribed course, yet the results produced are reasonably satisfactory. The proficiency is tolerable.

BELARBAGILL (N.-V.) :—General inspection.

Numbers enrolled :—Boys, 15 ; girls, 20 ; total, 35. Numbers present :—Boys, 8 ; girls, 9 ; total, 17.

Excepting that there are no out-offices, this school (which is a new one) is well suited to meet the requirements of the locality ; it is very fairly furnished, and well supplied with working materials. About two-thirds of the pupils attend regularly. Punctuality and cleanliness are pretty good. The discipline is fair. The instructional documents are not well compiled, and the methods do not evince much skill. The proficiency on the two lower standards is about moderate.

CAMBOON (N.-V.) :—Regular inspection, 13th October.

Numbers enrolled :—Boys, 14 ; girls, 11 ; total, 25. Numbers present :—Boys, 9 ; girls, 9 ; total, 18.

The material condition and organization are bad. A new school is promised. The pupils attend pretty regularly, excepting in harvest time. The records and instructional documents are not well understood, and some important mistakes had to be corrected. The discipline is effective, and the children conduct themselves nicely. The classificational is too individual. The teaching is carried on with earnestness and care. The average proficiency is tolerable.

COOMBER (N.-V.) :—Regular inspection, 11th May.

Numbers enrolled :—Boys, 15 ; girls, 13 ; total, 28. Numbers present :—Boys, 11 ; girls, 9 ; total, 20.

The schoolhouse is a slab one, roofed with bark ; it affords tolerable accommodation for the children in the locality. The supply of furniture and working materials is short. Except singing, the prescribed subjects for two classes are taught. The instruction is fairly regulated, and the teaching is painstaking, though not skilful. The discipline is fair. The proficiency exceeds tolerable on the two lower standards.

CANNONBAR (N.-V.) :—General inspection, 10th November.

Numbers enrolled :—Boys, 12 ; girls, 9 ; total, 21. Numbers present :—Boys, 7 ; girls, 7 ; total, 14.

The schoolhouse is a dilapidated old store ; it is neither clean nor suitable, and it is only poorly furnished. A new school is badly wanted in this township. The supply of working materials is sufficient. The pupils are not regular, and the ordinary attendance ought to be larger. The records are not well kept. The discipline secures fair order. The classification is objectionable. The teaching is neither systematic nor effective. The proficiency is between indifferent and moderate.

EURUNDEREE (V.) :—General inspection, 19th December.

Numbers enrolled :—Boys, 32 ; girls, 21 ; total, 53. Numbers present :—Boys, 11 ; girls, 4 ; total, 15.

The schoolhouse is a new one—walls and roof of bark, but it is pretty substantial of the kind. It is roomy, and well ventilated ; it affords fair accommodation for present requirements. It is well supplied with furniture and working materials. Owing to a very busy harvest time, the attendance had suddenly fallen off, but the ordinary number under instruction is about thirty. The discipline is very fair, and the routine of work is properly regulated. The teaching is carefully conducted, and the methods are of tolerable merit. The proficiency exceeds moderate. The school was only a few months in operation.

GONGOLGON (N.-V.) :—Regular inspection, 13th November.

Numbers enrolled :—Boys, 13 ; girls, 13 ; total, 26. Numbers present :—Boys, 13 ; girls, 13 ; total, 26.

The school is still conducted in an old stable at the rear of a public-house. It is dirty, and wholly unsuitable. The supply of working appliances is not sufficient. The pupils are very regular. The discipline is fair. The classification is more judicious than it was last year, and the teaching is more systematic. The average proficiency is tolerable.

GUNDY (N.-V.) :—Regular inspection, 22nd September.

Numbers enrolled :—Boys, 15 ; girls, 13 ; total, 28. Numbers present :—Boys, 12 ; girls, 11 ; total, 23.

The material condition and organization are satisfactory in nearly every respect. Cleanliness is very fair, and the discipline is pretty good. The programmes do not well define the course of work, and the methods, though intelligent, partake too much of lecturing. The school has, however, improved since last inspection. The average proficiency is nearly tolerable.

GOOLMA (N.-V.) :—General inspection, 8th March.

Numbers enrolled :—Boys, 17 ; girls, 9 ; total, 26. Numbers present :—Boys, 13 ; girls, 8 ; total, 21.

This is a new school ; the building is roomy and well adapted for the purpose ; it is occasionally used as a church. The furniture is sufficient in quantity, but indifferent in construction. The pupils are fairly regular and punctual ; they are clean and orderly. Singing and drawing are not taught. The teaching is industrious and tolerably skilful. The proficiency on the two lower standards is moderate.

LIMESTONE FLAT (N.-V.) :—Regular inspection, 15th May.

Numbers enrolled :—Boys, 9 ; girls, 10 ; total, 19. Numbers present :—Boys, 6 ; girls, 4 ; total, 10.

The school building is an inferior one, much in want of repairs. The furniture and working appliances are insufficient. The teacher is very noisy when at work, and he lacks governing power. Several of the children have recently been withdrawn from school. The classification is not judicious, and the teaching is not skilful. The average proficiency is indifferent.

MERRENDEE (V.) :—Regular inspection, 22nd and 23rd December.

Numbers enrolled :—Boys, 21 ; girls, 10 ; total, 31. Numbers present :—Boys, 16 ; girls, 10 ; total, 26.

The material condition and organization of this school has been improved ; it is now very fair. The supply of furniture is sufficient. Regularity and punctuality is satisfactory. The discipline is fair, and the work of the school is industriously done. The average proficiency is between tolerable and fair.

MOUNT MORRIS (V.) :—General inspection, 11th October.

Numbers enrolled :—Boys, 9 ; girls, 5 ; total, 14. Numbers present :—Boys, 9 ; girls, 4 ; total, 13.

This is a new school. The building is an humble one, but it is fairly suited to the wants of the locality. More furniture is required ; the supply of working materials is sufficient. The attendance is pretty regular, but the number of children in the locality is small, and it is doubtful if the school can be kept in operation for any lengthened time. The discipline is very fair. The instruction is properly regulated, and the teaching is marked by fair intelligence. The proficiency is about tolerable.

NARRANGO (N.-V.) :—Regular inspection, 12th October.

Numbers enrolled :—Boys, 11 ; girls, 9 ; total, 20. Numbers present :—Boys, 8 ; girls, 8 ; total, 16.

The material condition and organization of this school are fairly satisfactory. The attendance is pretty regular and punctual. The instruction is tolerably regulated, and the methods are of fair merit. The average proficiency is between tolerable and fair. There are only two classes.

NEWREA (N.-V.) :—Regular inspection, 27th March.

Numbers enrolled :—Boys, 17 ; girls, 16 ; total, 33. Numbers present :—Boys, 11 ; girls, 7 ; total, 18.

This is a new schoolhouse recently built by the inhabitants. Excepting that there are no out-offices, the material condition and organization are good. The pupils attend with fair regularity ; punctuality needs to be more strictly enforced. The government is fairly effective. The teaching reasonably intelligent. The average proficiency is between tolerable and fair.

OBLEY (N.-V.) :—Regular inspection, 21st June.

Numbers enrolled :—Boys, 16 ; girls, 7 ; total, 23. Numbers present :—

The school is conducted in a good roomy building used as a church ; it is poorly furnished, but the supply of other school requisites is sufficient. There are no out-offices. The whole discipline is fair, and the work is energetically done. The proficiency on the two lower standards is tolerable.

PIPECLAY, UPPER (N.-V.) :—General inspection, 5th September.

Numbers enrolled :—Boys, 19 ; girls, 7 ; total, 26. Numbers present :—Boys, 15 ; girls, 7 ; total, 22.

The school is a slab building roofed with bark, the floor is not boarded. The school is tolerably well furnished. The accommodation is reasonably suitable. The instruction is not well regulated, nor is the teaching skilful. The proficiency is small, but the school was only opened a few months before the examination.

SALLY'S FLAT (N.-V.) :—Regular inspection, 2nd March.

Numbers enrolled :—Boys, 11 ; girls, 15 ; total, 26. Numbers present :—Boys, 4 ; girls, 4 ; total, 8.

Some of the families have removed from the locality, and hence the attendance fell so low. The school has since been closed. The proficiency exceeds tolerable on the lower standard.

SPRINGFIELD (V.) :—Regular inspection, 20th October.

Numbers enrolled :—Boys, 13 ; girls, 18 ; total, 31. Numbers present :—Boys, 7 ; girls, 12 ; total, 19.

The building is too small. The schoolroom is suitable and in fair repair. The supply of working materials is insufficient. About two-thirds of the pupils attend regularly and punctually ; cleanliness, order, and attention, are fair. The course of instruction does not embrace singing and drawing. The teaching is painstaking but spiritless. The average proficiency is moderate.

TARA (V.) :—Regular inspection, 10th October.

Numbers enrolled :—Boys, 15 ; girls, 14 ; total, 29. Numbers present :—Boys, 9 ; girls, 12 ; total, 21.

The material organization of this school is fair. The discipline has greatly improved, and the teaching is now conducted with system and industry. The attendance is somewhat irregular. The prescribed subjects are taught, and the instruction is properly regulated. The proficiency is moderate.

TREE CREEK (N.-V.) :—Regular inspection, 19th April.

Numbers enrolled :—Boys, 10 ; girls, 15 ; total, 25. Numbers present :—Boys, 10 ; girls, 11 ; total, 21.

The schoolhouse is in need of some repairs. The furniture is getting old and rickety. The supply of working materials is sufficient. The pupils attend with fair regularity ; cleanliness is reasonably good, and the discipline secures fair order and attention. The teaching is vigorous and painstaking, but not skilful. The average proficiency is nearly tolerable ; only the two lower standards were applied.

WOLLAR (N.-V.) :—Regular inspection, 13th September.

Numbers enrolled :—Boys, 20 ; girls, 17 ; total, 37. Numbers present :—Boys, 12 ; girls, 12 ; total, 24.

The school is conducted in the R.C. church ; the building is fairly suitable in all respects. The furniture is short in supply and of indifferent construction. The school is supplied adequately with working appliances. The instruction is well regulated ; the methods are fair, and industriously applied. The average proficiency is tolerable.

III.—HALF-TIME SCHOOLS.

BERI CREEK (V.) :—Regular inspection, 5th December.

Numbers enrolled :—Boys, 7 ; girls, 12 ; total, 19. Numbers present :—Boys, 6 ; girls, 10 ; total, 16.

The condition and organization of the school are very fair. The premises are kept with neatness and care. The attendance is regular and punctual. The instruction is properly regulated, and the methods are fair, and very industriously applied. The proficiency on the two lower standards ranges between fair and very fair.

NUBBYGLYN (N.-V.) :—Regular inspection, 22nd June.

Numbers enrolled :—Boys, 4 ; girls, 8 ; total, 12. Numbers present :—Boys, 4 ; girls, 6 ; total, 10.

The material condition of this school is unchanged. The school is fairly furnished, and well supplied with working appliances. The discipline is very fair ; the methods are intelligent and vigorously applied. The general proficiency exceeds tolerable.

G. O'BYRNE,

Mudgee, 6th January, 1876.

Inspector of Schools, Mudgee District.

NEWCASTLE DISTRICT.

GENERAL Report for the year 1876.

Conformably with the instructions contained in your memo. No. 76-19,019, dated 1st December, ultimo, I beg to submit for the information of the Council of Education my general Report upon the schools inspected during the year 1876.

At the close of 1875, 104 schools of all kinds were in operation in the district ; at the end of 1876 the number was 110 ; they are classed as follows :—

Public	61
Provisional	18
Half-time	13
Church of England.....	9
Roman Catholic	9

This table shows an increase of 5 Public, 2 Provisional, and 2 Roman Catholic Schools, and a decrease of 3 Half-time Schools, of which one was closed by the conversion of that with which it was conjoined into a Public School, another through the removal of families from the locality, and a third on account of the unsuitableness of the accommodation provided.

Two or three applications are still under consideration for schools in places not yet adequately supplied ; and from a few others, similarly circumstanced, applications may soon be expected ; but in general, it may be safely asserted, that there are few villages or settlements throughout the length and breadth of the district, having in each case nine or ten children of school age, without their respective schools ; and so, both the amount and distribution of the means of instruction, as administered by the Council, may be regarded as reasonably, if not fully, satisfactory. The Kincumber Roman Catholic School, from which the certificate was withdrawn, from the 31st ultimo, on account of small attendance, is included in the table given above.

The

The demand for building aid during the year kept pace pretty well with my anticipations. Material improvements were effected in numerous instances, and entirely new buildings authorized in others. These provide much more liberally for the convenience and comfort of children and teachers than could have been done formerly, when local contributions were required. At the same rate of progress, a few years will bring about a marked change for the better, in the appearance and material of vested schools.

In the ninety schools examined, 7,026 children were enrolled, and 5,186, or nearly 74 per cent. were present on the days of inspection. Of the twenty schools not visited, three were closed in March, three were opened only in November; and time did not permit me to reach upon fourteen.

With regard to the condition of the schools inspected, a brief notice of the state of each, in point of material organization, discipline, instruction, and general efficiency, will be found appended to this report. The character of all, under these several aspects, may be summarized as follows:—The material condition and moral tone are very fair; the instruction is, in general, careful, passably intelligent, impressive, and beneficial; and the results may be set down as from tolerable to fair. These average estimates are satisfactory, and serve to show that primary education is making reasonable progress, and exercising, it is to be hoped, a steady, salutary, and elevating influence upon the characters of all subject to its operation.

Before concluding, a few remarks respecting children who are believed to attend no school may not be out of place. I find from inquiries made during inspection that a total of 787 such children is furnished from forty-one different localities; but by far the greater portion (587) of them belong to Newcastle, Wallsend, Hamilton, and Stockton. In these places while, as a rule, the parents are not absolutely negligent of their children's welfare, still, owing partly to a variety of circumstances, but chiefly to the ease with which good wages can be earned, and I dare say, also, to the natural desire of securing as soon as possible some eligible and remunerative employment, the children are withdrawn from school at a comparatively early age. I find that in several cases in which the teacher is really efficient, and the school popular, there are no permanent absentees; but, on the other hand, when teachers give way to laxity and remissness in the performance of their duties, the children are withdrawn soonest, and kept longest away. In these cases cause and effect appear to maintain their natural relations. There are others in which certain inhabitants conceive or contract a dislike to a teacher from some cause entirely separable from his or her character as such; in these too the children are frequently withdrawn, and the obnoxious teacher is compelled to seek a more congenial atmosphere. The inferences which I draw from these facts are:—

1. That the numbers of children of school age reported as permanently absent from school are not in all cases to be regarded as thoroughly *bonâ fide*, nor likely to swell the ranks of juvenile criminality solely through ignorance.

2. That as the schools become really efficient, the number of permanent absentees will be reduced to a minimum.

3. That so desirable a consummation is to be effected mainly through the instrumentality of the teachers, who should be not only competent to instruct, but capable of thoroughly understanding and appreciating their positions with regard to the society and circumstances in which they live.

It is satisfactory to be able to state that these conditions obtain in the majority of the schools of the district, and that in consequence their future prospects inspire every confidence in their reasonable progress and efficiency.

WM. DWYER,
Inspector.

Newcastle, 24 January, 1877.

DETAILED statement showing the condition of the Public, Provisional, and Half-Time Schools inspected in 1876, as regards—

1. Their material condition.
2. Their moral character.
3. The subjects and methods of instruction.
4. The proficiency of the pupils.

PUBLIC SCHOOLS.

BANDON GROVE:—Regular inspection, 31st August.

Present at examination:—Boys, 16; girls, 16; total, 32.

1. The condition of the premises is only moderate, but the general organization of the school is fair. 2. The moral tone of the school is good. 3. The occupation is suitable and arranged with fair skill; the instruction fairly intelligent, judicious, and effective. 4. The average proficiency exceeds fair.

BARRINGTON:—Regular inspection, 14th September.

Present at examination:—Boys, 16; girls, 12; total, 28.

1. The ground is unfenced and unprovided with out-offices; and the building is old and unsuitable, but tolerably well organized. 2. The moral tone of the school is very fair. 3. The occupation is fairly appropriate and passably arranged; the instruction reasonably intelligent and effective. 4. The average proficiency exceeds tolerable.

BOORAL:—Regular inspection, 26th September.

Present at examination:—Boys, 19; girls, 14; total, 33.

1. The premises are suitable, in good condition, and well appointed; and the general organization of the school is effective. 2. The moral tone of the school is good. 3. The occupation is suitable and properly regulated; the instruction careful, fairly judicious, and effective. 4. The average proficiency varies from tolerable to fair, but the general character of the school is nearly very fair.

CLARENCE TOWN:—Regular inspection, 21st and 22nd August.

Present at examination:—Boys, 49; girls, 46; total, 95.

1. The buildings are very old, dilapidated, and unsuitable, but new premises are in course of erection; under the circumstances, the organization is fairly effective. 2. The moral tone of the school is very fair. 3. The classification is, in some instances, injudicious, but the occupation is appropriate and suitably arranged; the instruction is intelligent, but not satisfactorily impressive. 4. The average proficiency is fair.

CUNDLETON:—Regular inspection, 26th October.

Present at examination:—Boys, 20; girls, 31; total, 51.

1. Since last inspection extensive improvements have been effected in the premises, which are now in good condition, and the school is effectively organized. 2. The moral tone of the school is very fair. 3. The subjects are appropriate, and suitably arranged; the methods earnest and fairly effective. 4. The average proficiency is fair.

CROFT:—

CROKI :—Regular inspection, 31st October.

Present at examination :—Boys, 44 ; girls, 32 ; total, 76.

1. The premises are in very fair condition, sufficient, and suitable ; the school is fairly equipped, and its general organization effective. 2. The moral tone of the school is good. 3. The occupation is suitable, and skilfully conducted ; the instruction earnest, intelligent, and effective. 4. The average proficiency varies from fair to very fair, but the general character of the school exceeds very fair.

CROOM PARK :—Regular inspection, 6th September.

Present at examination :—Boys, 11 ; girls, 10 : total, 21.

1. The premises are in tolerable condition, and reasonably suitable, and the school is fairly organized. 2. The moral tone of the school is very fair. 3. The occupation is correct, and regulated with fair care and skill ; the instruction is careful, earnest, and passably effective. 4. The average proficiency exceeds tolerable, and the general character of the school is fair.

CAFE HAWKE :—Regular inspection, 29th November.

Present at examination :—Boys, 10 ; girls, 16 ; total, 26.

1. The schoolroom is suitable and fairly organized, but the teacher's dwelling is very temporary and uncomfortable, and there are no proper out-offices. 2. The moral tone of the school is very fair. 3. The occupation is fairly appropriate, and suitably arranged ; the instruction careful, intelligent, and effective. 4. The average proficiency is nearly fair.

DINGO CREEK :—General inspection, 9th November.

Present at examination :—Boys, 12 ; girls, 16 ; total, 28.

1. The premises are fairly suitable and effective, and the schoolroom is reasonably well provided with furniture and other requisites. 2. The moral tone of the school is good. 3. The subjects are appropriate and skilfully arranged ; the methods intelligent, earnest, and effective. 4. The average proficiency of the pupils and general character of the school are fair.

DUMABESQ ISLAND :—General inspection, 15th November.

Present at examination :—Boys, 24 ; girls, 17 ; total, 41.

1. The fences are old, but otherwise the premises are in good condition and suitable, and the school is very fairly organized. 2. The moral tone of the school is fair. 3. The instruction is appropriate, and suitably regulated ; imparted with fair intelligence and judgment. 4. The average proficiency is tolerable. The school was only a week in operation, after a suspension of duties for about two months.

DUNGOG :—General inspection, 25th August.

Present at examination :—Boys, 31 ; girls, 17 ; total, 48.

1. The premises are in good condition, and the schoolroom is fairly provided with furniture and appliances, and, in general, effectively organized. 2. The moral tone of the school is good. 3. The instruction is appropriate, judiciously arranged, and fairly effective. 4. The average proficiency of the pupils and the general character of the school are very fair.

EAGLETON :—Regular inspection, 4th August.

Present at examination :—Boys, 14 ; girls, 12 ; total, 26.

1. Repairs and improvements are needed, but the premises are essentially in fair condition, and the schoolroom is adequately provided with furniture and other requisites. 2. The moral tone of the school is fair. 3. Only the ordinary subjects are taught ; the lesson guides are suitable, but the methods, though intelligent, are wanting in energy. 4. The average proficiency is nearly tolerable.

GHINNI GHINNI :—Regular inspection, 27th October.

Present at examination :—Boys, 15 ; girls, 9 ; total, 24.

1. The condition of the premises and the organization of the school are satisfactory. 2. The moral tone of the school is fair. 3. The subjects are suitable, and arranged with passable care and skill ; the methods tolerably intelligent and judicious. 4. The average proficiency is moderate, and the general character of the school tolerable.

GLENWILLIAM :—Regular inspection, 23rd August.

Present at examination :—Boys, 10 ; girls, 7 ; total, 17.

1. The premises are in fair condition, and reasonably suitable ; the schoolroom is sufficiently provided with furniture, apparatus, and books. 2. The moral tone of the school is fair. 3. The occupation is appropriate and fairly arranged ; the instruction reasonably intelligent and skilful. 4. The average proficiency varies from tolerable to fair.

HEXHAM :—Regular inspection, 14th March.

Present at examination :—Boys, 19 ; girls, 15 ; total, 34.

1. The premises are in passable condition, but not, as a whole, well adapted to school purposes. The general organization is fair. 2. The moral tone of the school is very fair. 3. The subjects are fairly appropriate, and suitably arranged ; the methods reasonably intelligent and effective. 4. The average proficiency exceeds tolerable, and the general character of the school is fair.

HAMILTON (Primary) :—Regular inspection, 25th and 26th May.

Present at examination :—Boys, 64 ; girls, 37 ; total, 101.

1. The general condition of the premises and the organization of the school are very good. 2. The moral tone of the school is very good. 3. The occupation is appropriate, and suitably regulated ; the instruction intelligent, earnest, and skilful. 4. The average proficiency of the pupils exceeds fair, and the general character of the school may be estimated as from very fair to good.

HAMILTON (Infant) :—Regular inspection, 30th May.

Present at examination :—Boys, 61 ; girls, 54 ; total, 115.

1. The accommodation is inadequate, but the organization, as far as practicable, is effective. A new school since erected. 2. The moral tone of the school is very fair. 3. The occupation is suitable, and regulated with reasonable skill and care ; the instruction is intelligent and fairly effective. 4. The average proficiency varies from tolerable to fair, and the general character of the school is fair.

HANBURY (Primary) :—General inspection, 17th and 18th May.

Present at examination :—Boys, 42 ; girls, 28 ; total, 70.

1. The out-offices have been neglected in point of cleanliness, otherwise the premises are in good condition ; the accommodation is reasonably adequate and suitable, and the general organization effective. 2. The discipline is very lax, and the moral tone of the school only tolerable. 3. The subjects, which include algebra, accord with the standard ; they are fairly arranged, but not effectively taught. 4. The average proficiency of the pupils and the general character of the school are only tolerable.

HANBURY

HANBURY (Infant) :—Regular inspection, 19th May.

Present at examination :—Boys, 45 ; girls, 33 ; total, 78.

1. The room is too small for the numbers, and otherwise unsuitable, but fairly organized. 2. The moral tone of the school is good. 3. The subjects are appropriate and suitably arranged ; the methods intelligent, fairly skilful, and effective. 4. The average proficiency of the pupils is nearly very fair, and the general character of the school good.

KIMBRIKI :—Regular inspection, 24th October.

Present at examination :—Boys, 10 ; girls, 15 ; total, 25.

1. The building is indifferently suitable and poorly furnished, but moderate as regards condition and organization. 2. The moral tone of the school is tolerable. 3. The occupation is fairly appropriate, but clumsily arranged ; the instruction is moderately intelligent and effective. 4. The average proficiency is nearly moderate.

LAMBTON (Primary) :—Regular inspection, 6th, 8th, 9th, and 13th June.

Present at examination :—Boys, 107 ; girls, 81 ; total, 188.

1. The accommodation is insufficient, but the premises are in very fair condition, and the organization of the school is suitable and effective. 2. The moral tone of the school is very good. 3. Latin and algebra are added to the prescribed subjects, and all are suitably regulated ; the instruction is appropriate, fairly impressive, and effectual. 4. The average proficiency exceeds very fair, and the general character of the school is good.

LAMBTON (Infants) :—Regular inspection, 9th June.

Present at examination :—Boys, 101 ; girls, 72 ; total, 173.

1. The accommodation and stock of furniture are insufficient, and the site is low and damp, but the organization of the school is, as a whole, fairly effective. 2. The moral tone of the school is good. 3. The subjects are suitable and properly arranged ; the methods intelligent, vigorous, and effective. 4. The average proficiency is nearly fair, and the general character of the school good.

MARLEE :—General inspection, 10th November.

Present at examination :—Boys, 13 ; girls, 8 ; total, 21.

1. The premises are suitable, in good condition, and the school is fairly organized. 2. The moral tone of the school is fair. 3. The ordinary subjects only are taught ; they are fairly arranged, and taught with care and moderate skill. 4. The average proficiency is tolerable.

MARKWELL :—Regular inspection, 19th September.

Present at examination :—Boys, 9 ; girls, 25 ; total, 34.

1. The building is unsuitable, and in bad repair, but a new schoolroom is in course of completion. Under the circumstances the organization is tolerable. 2. The moral tone of the school is fair. 3. Only the ordinary subjects are taught ; they are fairly arranged, and tolerably well taught. 4. The average proficiency is nearly fair.

MINIMBAH :—Regular inspection, 1st December.

Present at examination :—Boys, 19 ; girls, 15 ; total, 34.

1. The premises are in very fair condition, and the schoolroom is reasonably sufficient and well organized. 2. The moral tone of the school is good. 3. Except as to singing, the subjects accord with the standard, and are properly arranged ; the methods are fairly intelligent, careful, and effective. 4. The average proficiency is nearly fair.

MINMI :—Regular inspection, 7th and 8th March.

Present at examination :—Boys, 50 ; girls, 59 ; total, 109.

1. The building is insufficient, unsuitable, and in bad repair, but, under the circumstances, tolerably well organized. Other premises since provided. 2. The moral tone of the school is good. 3. The instruction accords with the standard, and is fairly intelligent, earnest, and effective. 4. The average proficiency exceeds fair, and the general character of the school is very fair.

MITCHELL'S ISLAND :—Regular inspection, 1st November.

Present at examination :—Boys, 21 ; girls, 23 ; total, 44.

1. The premises as a whole, are suitable and in good condition, and the school is effectively organised. 2. The moral tone of the school is fair. 3. The occupation is fairly appropriate and well arranged, but the methods, though of tolerable value, want experience. 4. The average proficiency is from moderate to tolerable.

MOSQUITO ISLAND :—Regular inspection, 23rd May.

Present at examination :—Boys, 14 ; girls, 11 ; total, 25.

1. The premises are fairly suitable and in good condition, and the general organization of the school is fair. 2. The moral tone of the school is fair. 3. The occupation is suitable, and in general properly arranged ; the methods are fairly intelligent, and passably effective. 4. The average proficiency is tolerable, and the general character of the school fair.

MONKERAI :—Regular inspection, 7th September.

Present at examination :—Boys, 13 ; girls, 16 ; total, 29.

1. The schoolroom and its organization are tolerable. 2. The moral tone of the school is fair. 3. The subjects are suitable and fairly arranged ; the methods passably intelligent and effective. 4. The average proficiency varies from tolerable to fair.

NELSON'S PLAINS :—General inspection, 11th August.

Present at examination :—Boys, 18 ; girls, 11 ; total, 29.

1. The building is unsuitable, the furniture old and clumsy, and the general organization only moderate. 2. The moral tone of the school is fair. 3. The subjects are suitable and properly arranged ; the methods tolerably earnest, skilful, and effective. 4. The average proficiency and general character of the school are tolerable.

NEWCASTLE (Primary) :—General inspection, 10th, 11th, 12th, and 25th April.

Present at examination :—Boys, 143 ; girls, 88 ; total, 231.

1. The ground is too small, and the school accommodation inadequate to the requirements of the place, but the organization is appropriate and effective. 2. The moral tone of the school is very good. 3. Mensuration and algebra are added to the prescribed subjects, and all are properly regulated ; the instruction varies in merit from tolerable to very good ; as a whole, it is effective. 4. The average proficiency is below fair, but as far as the teacher is responsible, the general character of the school may be considered good.

NEWCASTLE

NEWCASTLE (Infant) :—Regular inspection, 26th April.

Present at examination :—Boys, 119 ; girls, 72 ; total, 191.

1. The schoolroom is fairly suitable, though inadequate to present requirements ; it is reasonably well provided with furniture and requisites. 2. The moral tone of the school is very good. 3. The subjects are appropriate and well arranged ; the methods skilful, well applied, and effective. 4. The average proficiency is very fair, and the general character of the school good.

NEWCASTLE SOUTH :—General inspection, 3rd to 5th May.

Present at examination :—Boys, 175 ; girls, 118 ; total, 293.

1. The premises are new, suitable, in excellent condition, and well found in all essential requisites. 2. The moral tone of the school is very good. 3. The subjects accord with the standard and include besides elementary Latin ; they are suitably arranged and skilfully taught. 4. The average proficiency varies from fair to very fair, and the general character of the school is good.

ONYBIGAMBAH :—Regular inspection, 11th May.

Present at examination :—Boys, 30 ; girls, 17 ; total, 47.

1. The buildings are in very fair condition, reasonably suitable, and the general organization of the school is fair. 2. The moral tone of the school is very fair. 3. The prescribed subjects are taught and arranged with considerable care and skill ; the methods are intelligent but wanting in energy of application. 4. The average proficiency is tolerable, and the general character of the school, fair.

OXLEY ISLAND :—Regular inspection, 3rd November.

Present at examination :—Boys, 20 ; girls, 26 ; total, 46.

1. The schoolroom is old and in bad condition, but clean and well kept, and tolerably organized. 2. The moral tone of the school is very fair. 3. The occupation is suitable and properly arranged ; the instruction intelligent and skilful. 4. The average proficiency is nearly very fair.

PLATSBURG (Primary) :—Regular inspection, 21st and 22nd June.

Present at examination :—Boys, 67 ; girls, 44 ; total, 111.

1. The fencing is incomplete, and there is no playshed ; otherwise the premises are in excellent condition, and the school is effectively organized. 2. The moral tone of the school is good. 3. The occupation is suitable, and properly regulated ; the instruction fairly intelligent and effective. 4. The average proficiency is nearly very fair ; and the general character of the school, good.

PLATSBURG (Infant) :—Regular inspection, 22nd June.

Present at examination :—Boys, 48 ; girls, 44 ; total, 92.

1. The accommodation is inadequate and the organization defective in consequence. 2. The moral tone of the school is good. 3. The occupation is appropriate and suitably arranged ; the instruction judicious and effective. 4. The average proficiency is nearly very fair, and the general character of the school good.

PARADING GROUND :—General inspection, 29th February.

Present at examination :—Boys, 8 ; girls, 6 ; total, 14.

1. The building is old, in bad condition, and unworthy of expense ; nor is there any real necessity for a school in the place. Sufficient furniture and appliances are available for present wants. 2. The moral tone of the school is fair. 3. The subjects are suitable without arrangement ; the methods are careful but mechanical. 4. The average proficiency slightly exceeds tolerable.

RAYMOND TERRACE :—General inspection, 1st August.

Present at examination :—Boys, 19 ; girls, 17 ; total, 36.

1. The building is new and fairly suitable ; but the premises are not yet out of the hands of the contractor. Under the circumstances the organization is fair. 2. The moral tone of the school is fair. 3. The subjects are suitable and fairly arranged ; the methods tolerably skilful and effective. 4. The average proficiency of the pupils and the general character of the school are fair.

REDBANK :—Regular inspection, 24th November.

Present at examination :—Boys, 30 ; girls, 25 ; total, 55.

1. The schoolroom is old and in bad repair, generally unsuitable, and inconveniently situated, but as well organized as practicable under the circumstances. 2. The moral tone of the school is very fair. 3. The prescribed subjects are taught and arranged with passable care and skill ; the methods are fairly intelligent and effective. 4. The average proficiency varies from tolerable to fair.

SEAHAM :—Regular inspection, 17th August.

Present at examination :—Boys, 13 ; girls, 11 ; total, 24.

1. The condition of the premises and the organization of the school are tolerable. 2. The moral tone of the school is fair. 3. The occupation is passably appropriate and well arranged ; the instruction is earnest, but deficient in skill and effect. 4. The average proficiency is slightly above indifferent.

STOCKTON :—Regular inspection, 18th July.

Present at examination :—Boys, 45 ; girls, 47 ; total, 92.

1. The building is fairly suitable and commodious, adequately furnished, and pretty effectively organized. 2. The moral tone of the school is good. 3. The occupation is suitable, and fairly arranged ; the instruction intelligent, vigorous, and effective. 4. The average proficiency exceeds fair, and the general character of the school is very fair.

TABEE :—General inspection, 20th November.

Present at examination :—Boys, 67 ; girls, 41 ; total, 108.

1. The fences are insecure, and in places unsightly ; the out-offices are unsatisfactory, and the teacher's accommodation is inadequate ; otherwise, the premises are in good condition, and the general organization of the school is fair. 2. The moral tone of the school is fair. 3. The subjects are appropriate, and arranged with reasonable care and skill ; the methods intelligent and fairly judicious. 4. The average proficiency is tolerable, and the general character of the school fair. The teacher was but a short time in charge.

TELEGHERRY :—Regular inspection, 8th September.

Present at examination :—Boys, 25 ; girls, 27 ; total, 52.

1. The condition of the premises and the organization of the school are fair. 2. The moral tone of the school is very fair. 3. The subjects are fairly suitable, and passably regulated ; the instruction is careful and painstaking, but not satisfactorily effective. 4. The average proficiency exceeds tolerable, and the general character of the school is fair.

TINONEE :—General inspection, 22nd November.

Present at examination :—Boys, 29 ; girls, 21 ; total, 50.

1. The premises are in good condition, and the school is very fairly organized. 2. The moral tone of the school is very fair. 3. Except singing all the prescribed subjects are taught and properly regulated ; the instruction is skilful and intelligent. 4. The average proficiency exceeds fair, and the general character of the school is very fair.

THALABA :—Regular inspection, 5th September.

Present at examination :—Boys, 14 ; girls, 17 ; total, 31.

1. The building is old and unsuitable, but in tolerable repair, and the school is passably organized. 2. The moral tone of the school is fair. 3. The occupation is fairly appropriate, and arranged in the requisite guides ; the instruction is intelligent, but wanting in energy. 4. The average proficiency exceeds moderate, and the general character of the school is tolerable.

TERALBA :—General inspection, 8th March.

Present at examination :—Boys, 12 ; girls, 12 ; total, 24.

1. The ground is not enclosed, but the premises are suitable, in good condition, and fairly found in furniture and appliances. 2. The moral tone of the school is tolerable. 3. The instruction is fairly appropriate, suitably arranged, and imparted with tolerable care and skill. 4. The average proficiency is about moderate.

TOMAGO :—General inspection, 28th February.

Present at examination :—Boys, 14 ; girls, 9 ; total, 23.

1. The material condition and general organization of the school are tolerable. 2. The moral tone of the school is tolerable. 3. The instruction is fairly appropriate, and moderately effective. 4. The average proficiency slightly exceeds moderate.

WALLESEND (Primary) :—General inspection, 14th and 19th June.

Present at examination :—Boys, 90 ; girls, 73 ; total, 163.

1. The premises are suitable, and in good condition ; but a weather-shed and new out-offices are needed. The organization of the school is effective. 2. The moral tone of the school is excellent. 3. The subjects are appropriate and skilfully arranged ; the methods intelligent, vigorous, and effective. 4. The average proficiency exceeds fair ; and the general character of the school may be estimated as from good to very good.

WALLESEND (Infant) :—General inspection, 20th June.

Present at examination :—Boys, 75 ; girls, 66 ; total, 141.

1. A new and suitable schoolroom, well furnished, and provided with all essential requisites. 2. The moral tone of the school is very good. 3. The subjects are appropriate and well arranged ; the methods intelligent, skilful, and effective. 4. The average proficiency is very fair, and the general character of the school good.

WARATAH :—Special inspection, 3rd March.

Present at examination :—Boys, 40 ; girls, 27 ; total, 67.

1. The premises are new and suitable, and the school is well found in furniture and appliances. 2. The moral tone of the school is fair. 3. The subjects accord with the standard, and are fairly arranged ; the methods are reasonably intelligent, but feeble in application. 4. The average proficiency is a little above moderate.

WILLIAM TOWN :—General inspection, 1st March.

Present at examination :—Boys, 24 ; girls, 21 ; total, 45.

1. The material condition of the premises and the general organization of the school are fair. 2. The moral tone of the school is fair. 3. The subjects are suitable, and arranged with reasonable care and skill ; the methods are reasonably intelligent, but not effective. 4. The average proficiency is only moderate.

WINGHAM :—Regular inspection, 7th November.

Present at examination :—Boys, 26 ; girls, 13 ; total, 39.

1. The building is unsuitable and inconveniently situated, but the school is tolerably well organized. 2. The moral tone of the school is good. 3. Except as to singing, which is not taught, the occupation agrees with the standard, and is properly arranged ; the instruction is fairly intelligent, earnest, and effective. 4. The average proficiency varies from fair to very fair.

WOOLLA WOOLLA :—Regular inspection, 23rd November.

Present at examination :—Boys, 24 ; girls, 21 ; total, 45.

1. The schoolroom is suitable, in excellent condition, and well found in furniture and appliances ; but the teacher's accommodation is poor and inadequate. 2. The moral tone of the school is good. 3. Except singing the prescribed subjects are taught and suitably arranged ; the methods are intelligent, fairly skilful, and effective. 4. The average proficiency is nearly very fair.

PROVISIONAL SCHOOLS.

ASH ISLAND :—General inspection, 10th March.

Present at examination :—Boys, 10 ; girls, 8 ; total, 18.

1. The condition and organization of the school are moderate. 2. The moral tone of the school is fair. 3. The instruction is reasonably appropriate, but not properly arranged ; the methods are of moderate value. 4. The average proficiency is moderate.

BELMONT :—General inspection, 3rd February.

Present at examination :—Boys, 9 ; girls, 5 ; total, 14.

1. The building is fairly suitable and passably organized. 2. The moral tone of the school is fair. 3. The instruction is tolerably intelligent and effective. 4. The average proficiency slightly exceeds moderate.

BUNGAY :—General inspection, 16th November.

Present at examination :—Boys, 15 ; girls, 17 ; total, 32.

1. The building and its organization are tolerable, but the play-ground accommodation is defective. 2. The moral tone of the school is fair. 3. The ordinary subjects are taught and fairly arranged ; the methods are intelligent, careful, and reasonably effective. 4. The average proficiency is fair.

CRAWFORD

CRAWFORD RIVER :—General inspection, 18th September.

Present at examination :—Boys, 9 ; girls, 10 ; total, 19.

1. The ground is unfenced and unprovided with out-offices, but the condition and organization of the schoolroom are passable. 2. The moral tone of the school is very fair. 3. The subjects are fairly suitable and well arranged ; the methods reasonably skilful and effective. 4. The average proficiency exceeds tolerable.

DINGO CREEK :—Regular inspection, 8th November.

Present at examination :—Boys, 13 ; girls, 9 ; total, 22.

1. The condition of the premises and the general organization of the school are tolerable. 2. The moral tone of the school is fair. 3. The ordinary subjects are professedly taught, but unskilfully arranged ; the instruction is meagre and of small value. 4. The average proficiency is little more than indifferent.

HARRINGTON :—General inspection, 2nd November.

Present at examination :—Boys, 6 ; girls, 9 ; total, 15.

1. The premises are suitable, and the organization of the school is fair. 2. The moral tone of the school is fair. 3. The subjects are appropriate, but not fully arranged ; the methods are careful and fairly effective. 4. The average proficiency exceeds tolerable.

KELVIN GROVE :—Regular inspection, 25th October.

Present at examination :—Boys, 15 ; girls, 7 ; total, 22.

1. There are no out-offices ; otherwise the accommodation is fair, and the organization of the school tolerable. 2. The moral tone of the school is tolerable. 3. The occupation is appropriate and regulated with tolerable care ; the instruction is moderately intelligent and earnest. 4. The average proficiency exceeds moderate.

MOUNT GEORGE :—General inspection, 17th November.

Present at examination :—Boys, 13 ; girls, 9 ; total, 22.

1. The building is fairly suitable, in good condition, and pretty well organized. 2. The moral tone of the school is tolerable. 3. The ordinary subjects are taught and arranged with tolerable care and skill ; the methods are moderately intelligent and skilful. 4. The average proficiency is about moderate.

MYALL RIVER :—Regular inspection, 20th September.

Present at examination :—Boys, 13 ; girls, 20 ; total, 33.

1. The ground is not enclosed ; there are no out-offices ; the building is of a coarse description but passable for the place and tolerably well furnished. 2. The moral tone of the school is good. 3. The ordinary subjects are taught and properly arranged ; the methods are intelligent and skilful. 4. The average proficiency exceeds very fair.

OAKENDALE :—Regular inspection, 18th August.

Present at examination :—Boys, 12 ; girls, 9 ; total, 21.

1. The condition and organization of the school are reasonably effective. 2. The moral tone of the school is very fair. 3. The occupation is fairly suitable and arranged in the requisite guides ; the instruction is reasonably intelligent and effective. 4. The average proficiency is tolerable.

SALISBURY :—Regular inspection, 1st September.

Present at examination :—Boys, 15 ; girls, 11 ; total, 26.

1. The schoolroom is very unsuitable and badly organized, but steps are in progress for the erection of a new one. 2. The moral tone of the school is tolerable. 3. The subjects are suitable and arranged with moderate skill ; the methods are of indifferent merit. 4. The average proficiency is very moderate.

HALF-TIME SCHOOLS.

BULLADELAW :—Regular inspection, 21st September.

Present at examination :—Boys, 8 ; girls, 7 ; total, 15.

1. The premises are moderately suitable, and the organization of the school is tolerable. 2. The moral tone of the school is fair. 3. The occupation is fairly suitable and arranged in the usual guides, but these are not practically observed ; the methods, judged by results, want energy and care. 4. The average proficiency is tolerable.

BOOLAMBAGLE :—Regular inspection, 22nd September.

Present at examination :—Boys, 4 ; girls, 13 ; total, 17.

1. The building is in fair condition, tolerably suitable, and provided with a reasonable stock of furniture and appliances. 2. The moral tone of the school is fair. 3. The occupation is fairly appropriate and passably arranged ; the instruction is feeble and of small value. 4. The average proficiency is moderate.

HANGING ROCK :—Regular inspection, 27th November.

Present at examination :—Boys, 8 ; girls, 9 ; total, 17.

1. The accommodation is fairly sufficient and suitable, and the organization of the school is reasonably effective. 2. The moral tone of the school is very fair. 3. The occupation is appropriate, intelligently regulated, and effectively applied. 4. The average proficiency and general character of the school are fair.

JOHNSON'S CREEK :—Regular inspection, 15th September.

Present at examination :—Boys, 6 ; girls, 2 ; total, 8.

1. The condition of the building and organization of the school are tolerable. 2. The moral tone of the school is fair. 3. The subjects are appropriate and suitably arranged ; the methods fairly intelligent and effective. 4. The average proficiency is about tolerable.

LANDSDOWNE :—Regular inspection, 27th November.

Present at examination :—Boys, 7 ; girls, 2 ; total, 9.

1. The accommodation is reasonably suitable, and the organization tolerably effective. 2. The moral tone of the school is very fair. 3. The instruction, comprising the ordinary subjects only, is suitable and effective. 4. The average proficiency and general character of the school are fair.

McLEAN

MCLEAN RIVER, UPPER :—Regular inspection, 30th November.

Present at examination :—Boys, 8 ; girls, 3 ; total, 11.

1. The schoolroom is fairly suitable and reasonably organized. 2. The moral tone of the school is very fair. 3. The subjects are suitable, fairly arranged, and taught with care and reasonable skill. 4. The average proficiency is nearly fair.

MCLEAN RIVER, LOWER :—Regular inspection, 30th November.

Present at inspection :—Boys, 7 ; girls, 8 ; total, 15.

1. The building is tolerable as regards condition, capacity, suitability, and organization. 2. The moral tone of the school is very fair. 3. The occupation is appropriate and fairly arranged ; the instruction reasonably skilful and intelligent. 4. The average proficiency is nearly fair.

WARD'S RIVER :—Regular inspection, 13th September.

Present at examination :—Boys, 8 ; girls, 7 ; total, 15.

1. The building is in tolerable condition, fairly suitable, and passably organized. 2. The moral tone of the school is fair. 3. The occupation is suitable and properly arranged ; the instruction tolerably intelligent and effective. 4. The average proficiency is tolerable.

SYDNEY DISTRICT.

INSPECTORS' REPORT on the condition of Public, Provisional, and Certified Denominational Schools, for the year 1876.

THE number of schools in operation at the beginning of 1876 was 110. These consisted of 39 Public, 3 Provisional, and 68 Denominational Schools. During the year new Public Schools were opened at Coogee and in Sussex-street, comprising, in all, four departments ; and aid was granted to a Provisional School at Greenwich. During the same period the Provisional School at Clontarf was closed on the ground of small attendance. The number of existing schools or departments is therefore 114. Public Schools are in course of erection at Watson's Bay, North Sydney, Balmain, and Newtown. School sites have been secured in the following localities :—St. Leonard's, Balmain East, Balmain West, Pyrmont, Surry Hills, Woollahra, Waterloo, and Darlington, and plans for the necessary buildings in most of these places have been prepared. Great difficulty is experienced in procuring eligible sites in the city and suburbs, owing to a scarcity of vacant land and to a disposition on the part of owners to ask unreasonably high prices. A good deal of time has been spent by us in this business not it is hoped without a moderate degree of success.

All the schools of the district have been thoroughly inspected during the year ; they have also, with few exceptions, been incidentally visited within the same period. We regret to have to report that from various causes we have not been able to visit the schools as often as we could wish.

The organization of schools continues to improve. In several the ventilation is defective, and in a still greater number the light is bad. The want of reasonably-sized playgrounds is also not an uncommon one. But these are defects which necessarily in this district at least are of slow or uncertain cure. Substantial additions or improvements have been made since last report to the following schools :—Botany, Camperdown, Manly, Marrickville, Paddington, Pyrmont, Tempe, William-street, Chippendale Wes., Darlinghurst, C.E., Newtown Wes., Surry Hills R.C., Waterloo C.E.

With few exceptions the schools are sufficiently found in educational appliances and their external organization is of a fairly satisfactory character. Lavatories are now attached to most schools, and weather-sheds are coming into pretty general use. It were well if a much wider effort were made towards planting trees in the larger sized playgrounds.

The attendance during the first half of the year was seriously interfered with by the prevalence of sickness among children ; in point of regularity it greatly improved during the latter half. Under ordinarily favourable circumstances about 68 per cent. of the pupils attend regularly. The extent of irregularity therefore is not such as to pressingly call for any legislative action. There is a healthy desire on the part of a large majority of parents to give their children a fair chance of receiving such education as is to be got, and if free schools were established in a few centres of population they would doubtless afford the necessary education to large numbers of children at present attending no school.

A good deal of unpunctuality prevails in some of the worst schools, but even in a few of the better conducted there is room for improvement in this feature of school management. In too many instances pupils may be seen dropping into school long after the prescribed time, and taking their places without inquiry being made as to the cause of lateness. It is not too much to say that where such remissness obtains other essentials of good discipline are equally disregarded.

Little fault can be found with the order that distinguishes our schools or with the means by which that order is maintained. The government is usually characterised by mildness, combined with firmness—is based on humane principles—and is discreetly and effectively administered. Instances of harshness are rare, and are almost invariably caused by the defective or vicious home training of the pupils. Military drill is taught less successfully than heretofore, or rather it is not practised to the same extent. The consequence is that the marching is occasionally loose and disorderly, and the school movements somewhat irregularly conducted ; but this state of things is the exception and not the rule.

Speaking generally, it may be affirmed that the discipline of our schools continues to improve, and is decidedly healthy. There are two schools in which the order is below fair, and but one of these could be correctly designated a disorderly school.

Cases of decidedly bad classification are seldom met with. Teachers in general appear to have a fair knowledge of the principles on which a sound classification is based, and make a reasonable effort to give these principles practical effect. Faults in classification usually occur in connection with the lower classes, and in schools to which separate infants' departments are attached. The number of schools having a higher class than a third is comparatively small. We venture to say that no teacher in charge of a school numbering one hundred and twenty pupils, and sustained in part by an infants' department, should be without a fourth class.

The means for systematizing the teaching are for the most part intelligently applied. A few of the time-tables are loosely arranged, and recognize inadequately the importance of one or other of the prescribed subjects of instruction, but the great bulk of these documents are well got up, and are carefully adhered to. The programmes of lessons are rarely compiled with sufficient judgment and neatness ; nor are the lesson registers always reliable guides. Greater care needs to be bestowed on the compilation of both kinds of documents.

The methods of teaching in ordinary use are those usually termed modern. Their use is dictated by a knowledge of the principles of psychology. In character they are at once natural and rational, and as such have been recommended for adoption by the more successful of modern educationists. They are mainly synthetic in the lower classes, and a combination of the synthetic with the analytic in the upper. Where their application is accompanied by appropriate questioning, together with a judicious use of the blackboard, they are found to be most effective. But in the hands of no teacher are they likely to be productive of full or adequate results unless he possess good disciplinary power. This, next after natural aptitude for teaching, is the main essential to a teacher's success.

The

The number of pupils enrolled at the times of inspection was 18,983, and the number actually present at examination was 14,252. Of this number—

All were examined in reading.
 13,952 were examined in writing.
 10,954 were examined in arithmetic.
 7,741 were examined in grammar.
 9,954 were examined in geography.
 All were examined in object lessons.
 4,413 were examined in Scripture.
 13,383 were examined in singing.
 7,755 were examined in drawing.
 232 were examined in mensuration.
 953 were examined in geometry.
 452 were examined in algebra.
 42 were examined in trigonometry.
 596 were examined in Latin.
 3,319 were examined in needlework.

Of the 14,252 examined in reading 1,817 were learning the alphabet, 3,803 were in monosyllables, 5,255 in easy narrative, and 3,377 in ordinary prose. Exclusive of those in the alphabet, the reading of 10,713 ranged from fair to good, and of 1,722 from indifferent to tolerable.

Of the 13,952 examined in writing 6,848 wrote on slates and 7,104 on paper. The writing of 10,830 ranked from fair to good, and of 3,122 from indifferent to tolerable.

Of the 10,954 examined in arithmetic 1,776 were in the higher rules, 1,973 in the compound rules, and 7,205 in the simple rules. The answering of 5,863 ranged from fair to good, and of 5,091 from indifferent to tolerable.

Of the 7,741 examined in grammar, 4,535 were learning elementary, and 3,206 advanced, grammar. The answering of 5,748 was from fair to good, and of 1,993 from indifferent to tolerable.

Of 9,954 examined in geography 6,641 were learning elementary, and 3,313 advanced, geography. The answering of 7,457 ranged from fair to good, and of 2,497 from indifferent to tolerable.

Of 4,413 examined in Scripture the answering of 3,811 ranked from fair to good, and of 602 from indifferent to tolerable.

Of 14,252 examined in object lessons the answering of 12,048 ranged from fair to good, and of 2,204, from indifferent to tolerable.

Of 7,755 examined in drawing the work of 6,316 ranked from fair to good, and of 1,499, from indifferent to tolerable.

Of 13,383 examined in music the singing of 9,696 ranged from fair to good, and of 3,687, from indifferent to tolerable.

Of 953 examined in Euclid the answering of 630 was from fair to good, and of 323 from indifferent to tolerable.

Of 452 examined in algebra the answering of 370 ranked from fair to good, and of eighty-two, from indifferent to tolerable.

Of 232 examined in mensuration the answering was fair to good.

Of 596 examined in Latin the answering of 495 ranged from fair to good, and of 101 from indifferent to tolerable.

Of forty-two examined in trigonometry the answering was fair.

Of 3,319 examined in needlework the sewing of 3,024 ranked from fair to good, and of 295 from indifferent to tolerable.

Reviewing the results obtained in the several subjects of instruction, we are warranted in stating that reading, Scripture, object lessons, mensuration, and needlework are taught well. Writing, grammar, geography, drawing, algebra, Latin, very fairly; and arithmetic, Euclid, music, and trigonometry, fairly. The teaching, therefore, imparted in the schools of the district, is marked by considerable thoroughness.

The examinations were for the most part oral, but written tests were used where such were more likely to subserve the end in view. As during previous years, special attention was directed to dictation and composition, and we are happy in being able to report that marked improvement continues to be made in the teaching of these branches. We have also deemed it desirable to attach more than ordinary importance to mere reading as such. This will be apparent when we state that of the 14,252 examined in reading every child was tested therein individually. We were not induced to adopt this course from any doubt as to the ability of our teachers to handle the subject with reasonable skill, but simply from a conviction that a tendency was growing up to spend too much time in mere explanation, and not sufficient in teaching children to read well. It should be stated too that the tests applied in arithmetic, Euclid, algebra, mensuration, and trigonometry, were more vigorous and exact than those applied to other subjects, and this may be partly the reason why the results in the mathematical branches are usually less satisfactory than in the others.

Viewing the condition of the different kinds of schools inspected, we find six Public Schools below, seventeen up to, and twenty-one above, the standard. Of Provisional Schools, one is below, and two up to the standard; while of Denominational Schools twenty are below, twenty-one up to, and twenty-six above, the standard. Of the six Public Schools below the standard four were established but two or three weeks prior to their inspection, so that, having regard to this fact, this class of schools has made a decided advance in efficiency since last report. Improvement, but to a less extent, has also been made by the Provisional and the Denominational Schools.

The number of teachers employed in the schools of the district is 343. They consist of 114 principal teachers, sixty-four assistant teachers, and 165 pupil teachers. The average number of pupils under each teacher is fifty-one. With few exceptions the teachers have been specially trained for their work, and a very large number of them have graduated from the rank of pupil-teacher. They are persons of more than average intelligence, of respectable attainments, and of good character. Most of those holding the higher certificates have proved themselves to be superior teachers. The large body of pupil teachers employed in the schools of the district is perhaps the most hopeful feature in connection with our educational system. The training they undergo is tolerably complete, although somewhat rigorous. The results thereof have up to the present been very fairly successful. They are invaluable helps in a school, do a large amount of downright hard useful work at a small cost, and become in a large number of cases excellent teachers.

There is nothing new to record under the head of local supervision of schools. In about four Public Schools it is fairly active and beneficial; in the remainder it either nominally exists or not all. In Denominational Schools the local supervision is of a somewhat improved character, but even here it is in almost all cases left to be exercised by the clergyman alone.

Inspectors' Office,
 Sydney, 27th December, 1876.

EDWIN JOHNSON,
 FREDERICK BRIDGES, } Inspectors.

SUMMARIES of Reports on Public and Provisional Schools, Sydney District, 1876.

The remarks under head 1 relate to the material condition of schools; under 2 to their moral character; 3, to the subjects and methods of instruction; 4, to the proficiency of the pupils.

PUBLIC SCHOOLS.

BALMAIN (Primary—V.) :—Regular inspection, 9th, 10th, 11th May.

Numbers present :—Boys, 189; girls, 144; total, 333.

1. The accommodation afforded by the schoolroom is wholly inadequate to existing requirements but measures are in progress to remove all possible complaints on this score. There is a sufficiency of educational appliances. That part of the organization for which the teacher is responsible is very good. 2. A numerous attendance is maintained. The pupils are fairly regular, punctual, neat in appearance, and extremely well conducted. The government is characterised by vigour, intelligence, and tact. Excellent order is secured, and the general discipline is all that could be desired. 3. The instruction is of full range, well regulated, and imparted by good methods. 4. The following is the proficiency of the several classes :—First, good (nearly); second, very fair to good; upper second, good; third, very fair to good; fourth, very fair; fifth, very good to excellent.

BALMAIN (Infants—V.) :—Regular inspection, 9th May.

Numbers present :—Boys, 103; girls, 81; total, 184.

1. The premises in use are small and unsuitable, but it is the Council's intention to erect a proper building shortly. The organization is satisfactory in the circumstances. 2. The attendance during the inspection was slightly below the average; this was attributed to heavy rain on the previous day. The children present were tidy and pleasing in appearance, orderly, and well behaved. 3. The instruction is of full range, methodically treated, and suited to the capacities of young children. 4. The class proficiency is :—First, fair to very fair; second, fair; third, fair +.

BOTANY (V.) :—Regular inspection, 13th July.

Numbers present :—Boys, 22; girls, 18; total, 40.

1. The buildings are commodious, in excellent repair, and well adapted for school purposes. There is a good supply of suitable furniture and apparatus. 2. Wet weather has caused the attendance to be lower than usual, but even under favourable circumstances it is very low for the locality. About three-fourths of the pupils attend regularly, but the punctuality is unsatisfactory. The inspection for cleanliness is not strict enough. The government is mild, the pupils are quiet and obedient, but the marching is loose and disorderly. 3. The course of instruction for a school of three classes is followed. The methods of teaching are of very fair merit, but no earnestness is manifested. The fact that twenty-five out of forty pupils examined were in the lowest class, and only four in the highest, the third cannot but be regarded as unsatisfactory. 4. The average proficiency of the school is fair.

BOTANY ROAD (N.-V.) :—Regular inspection, 17th March.

Numbers present :—Boys, 70; girls, 72; total, 142.

1. In the circumstances the school is properly organized. The supply of material is ample. 2. The day of inspection was a wet one. Ordinarily the attendance exceeds 200. The children are under good control; they are punctual, well-behaved, and very fairly attentive to instruction. 3. The instruction is of full range for the classification. 4. The proficiency is as follows :—First or infants class, fair; upper first, fair; second, fair; third, very fair.

BOURKE-STREET (Boys—N.-V.) :—Regular inspection, 14th and 15th March.

Number present, 133.

1. The site is both limited and unsuitable. The schoolroom is fairly satisfactory, but its appointments are not good. The organization is passable. 2. The enrolment and attendance are of stationary character, the latter being about three-fourths of the former. Whilst the discipline has improved it must be noted that restless and talkative habits are manifest defects in the several classes. 3. The course of instruction covers what is prescribed for a school having a fourth class. 4. The average proficiency lies between fair and very fair.

BOURKE-STREET (Girls—N.-V.) :—Regular inspection, 8th and 9th March.

Number present, 120.

1. This school is fairly organized. 2. A fair attendance is kept up. The pupils are fairly regular, but only moderately punctual; they present a neat and cleanly appearance, are in good order, and under healthy government. 3. The instruction is of full range, very fairly regulated, and imparted by appropriate methods. Earnestness and painstaking characterise the teaching. 4. The attainments of the classes may be described thus :—First, moderate to tolerable; second, fair; third, fair (nearly); fourth, very fair. The pupils are attentive and work well. The comparatively low results are due to class promotions and changes in the teaching staff.

BOURKE-STREET (Infants—N.-V.) :—Regular inspection, 7th March.

Numbers present :—Boys, 123; girls, 95; total, 218.

1. The school accommodation continues very indifferent. The organization is satisfactory in the circumstances. 2. A large attendance is maintained. The pupils are fairly regular and punctual, reasonably neat in appearance, and very well behaved. The government is genial but firm, and effects good order. 3. All the usual subjects are taught. The instruction is well arranged, and the methods of teaching are appropriate and effective. 4. The following is the proficiency of the classes :—First, good; second, good; third, very fair to good; fourth, very fair to good. The pupils are attentive, and answer with spirit, intelligence, and accuracy.

CAMPERDOWN (Primary—V.) :—Regular inspection, 15th February.

Numbers present :—Boys, 39; girls, 31; total, 70.

1. The school is in fair material condition, and is satisfactorily organized. 2. About seven-ninths of the pupils attend regularly. The punctuality is decidedly bad. With few exceptions the pupils are clean, fairly subdued in demeanour, and very fairly behaved. The government is mild to a fault; it needs to be firmer and more vigilant. 3. A few instances of bad classification are to be met with. The instruction is of full range, very fairly regulated, and imparted with considerable earnestness and painstaking. 4. The attainments of the several classes are, second, fair +; third, tolerable to fair; fourth, fair. The pupils are fairly attentive, but need to answer with greater spirit and intelligence.

CAMPERDOWN (Infants—V.) :—Regular inspection, 15th February.

Numbers present :—Boys, 38; girls, 35; total, 73.

1. This department is taught in the same room as is the primary. A proper division-wall, and the necessity for desks, are urgent requirements. The organization is passable in the circumstances. 2. The attendance is generally good as regards regularity, but is marred by marked unpunctuality. The order is fair. 3. The methods of instruction are well suited to the capacities of infants. 4. The proficiency reaches fair.

CLEVELAND-STREET (Boys—V.) :—Regular inspection, 14th, 15th, 16th, 21st, 22nd, November.
Number present, 374.

1. The schoolroom is in excellent condition, and is amply supplied with educational appliances. 2. The pupils are fairly punctual and regular in their attendance. They are clean, tidily dressed, and in excellent order. 3. All the prescribed subjects are taught; the methods pursued are of modern cast, but need to be applied with greater earnestness and energy. Recent indiscriminate promotions have reduced the proficiency. 4. The proficiency of the various classes is first, fair; lower second, fair +; upper second, good +; lower third, very fair to good; upper third, fair; fourth, very fair; fifth, good +.

CLEVELAND-STREET (Girls—V.) :—Regular inspection, 14th, 16th, 20th, 21st, 22nd, 23rd, November.
Number present, 346.

1. This school is in very good material condition, and well organized. 2. A fairly numerous attendance is maintained, and is marked by commendable regularity. The pupils are also punctual, neat, and cheerful in appearance, and extremely well-behaved. The order and discipline may be pronounced excellent. 3. Good judgment is evinced in the classification. The instruction is of full range, ably devised, and skilfully imparted. 4. The proficiency of the several classes stand thus :—First, fair to very fair; second, good to very good; upper second, fair; lower third, good; upper third, good; fourth, good; fifth, very good +. The pupils enter into the work of examination with considerable enthusiasm, and answer with readiness, thoughtfulness, and accuracy.

CLEVELAND-STREET (Infants—V.) :—Regular inspection, 12th and 13th September.
Numbers present :—Boys, 237; girls, 126; total, 363.

1. The schoolroom is commodious, well-ventilated, and in good repair. It is sufficiently provided with suitable furniture and apparatus. The property is well kept. 2. A large attendance is maintained. It was much less than usual on the days of examination, owing to unfavourable weather. The pupils are very fairly regular, punctual, becoming in appearance, and in very good order. The government is judicious and effective. 3. The usual infant's school routine is observed. The methods are appropriate and applied with earnestness and skill. 4. The following is the proficiency of the classes :—First, very fair to good; second, good; upper second, very fair; third, good; upper third, good; fourth, good +; fifth, very good.

COOGEE (V.) :—General inspection, 2nd November.
Numbers present :—Boys, 34; girls, 16; total, 50.

1. The schoolhouse is a fine stone building, but its appearance is spoiled by a shingled roof. It is well and suitably furnished, and provided with a sufficiency of books and apparatus. 2. The school has been in operation barely three weeks, and is rapidly improving in attendance. A large number of the scholars are attending a school for the first time. The teacher is doing his best to induce habits of order among them, and is making good progress in this direction. 3. All the prescribed subjects are taught; the lesson documents are judiciously compiled; the methods of teaching are appropriate, and are painstakingly applied. 4. The proficiency of the classes is as follows :—First, tolerable; second, barely tolerable; third, tolerable +.

DEVONSHIRE-STREET (N.-V.) :—Regular inspection, 2nd February.
Numbers present :—Boys, 62; girls, 31; total, 93.

1. Materially the school is well conditioned and properly equipped. The organization agrees with customary plans. 2. About three-fourths of the pupils attend with regularity; their punctuality is of very fair worth. The government is tolerably effective. 3. The classification recognizes a third class, and for such a school the course is of full range. 4. The average proficiency is as follows :—First class, fair to very fair; second class, fair; third class, fair.

FORT-STREET (Boys—V.) :—General inspection, 9th, 10th, 11th, 12th, 13th, 17th, 18th, 19th October.
Number present :—513.

1. The organization of this school is in its main or leading features unaltered. 2. Little difficulty is experienced in keeping up the maximum attendance allowed. The pupils are regular, punctual, neat in appearance, and well-conducted. The government is suitable, excellent order is maintained, and the moral tone is high. 3. The course of instruction is of a reasonably wide range, is regulated with judgment, and imparted by sound methods. 4. The following is the proficiency of the classes :—First, fair +; second, good; upper second, good +; third, good to very good; fourth, good; upper fourth, very good; fifth, very good.

FORT-STREET (Girls—V.) :—Regular inspection, 11th, 12th, 13th, 17th, 18th, and 19th October.
Number present :—392.

1. The schoolroom is an excellent building, well supplied with suitable furniture and apparatus, and provided with all the necessary out-buildings. As a whole the organization may be pronounced excellent. 2. A very fair attendance is now maintained; the pupils are regular and punctual. The government is mild but effective, excellent order is maintained; the pupils are neatly and becomingly attired; they are modest and respectful. 3. The work of instruction is earnestly and painstakingly prosecuted; every teacher appears to be animated by the earnest desire to discharge her duties efficiently. The classification is judicious, the methods employed are of modern cast and highly educative. The examination covered a wide range, and was very minute and searching; nevertheless the pupils acquitted themselves well and evidenced a thorough knowledge of the subjects taught. 4. The proficiency of the various classes is :—First, very fair; second, good; lower third, very fair +; upper third, good; lower fourth, good; upper fourth, very good +; fifth, very good to excellent. The school is in a thoroughly efficient state.

FORT-STREET (Infants—V.) :—Regular inspection, 9th, 10th, and 11th October.
Numbers present :—Boys, 214; girls, 135; total, 349.

1. The schoolwork is carried on in four rooms; there is a full supply of school requisites; under the circumstances the organization may be regarded as very good. 2. The pupils attend with very fair regularity and punctuality; they are clean and tidy, and as a rule manifest a subdued becoming demeanour. The government is firm and vigorous, and effects very good order. 3. The usual infant school course is followed; all the prescribed subjects are taught. The instruction is marked by vigour and earnestness. Very satisfactory improvement has been made in arithmetic. 4. The proficiency of the classes is :—First, very fair; second, good; third, fair to very fair; fourth, good; fifth, good +.

GLEBE (Primary—V.) :—Regular inspection, 11th and 12th April.
Numbers present :—Boys, 88; girls, 67; total, 155.

1. The school is in excellent material condition, and in point of organization unexceptionally good. 2. Rainy weather reduced the attendance on the days of examination. The prevalence of scarlet fever has also for some time past lessened the number of pupils. Ordinarily as much as four-fifths of the pupils attend with very fair regularity. All other features of the discipline are satisfactory. The pupils are neat

neat in appearance, subdued in demeanour, and well conducted. Very good order is maintained. 3. The instruction is of full range, well devised, and imparted by appropriate methods. 4. The proficiency of the several classes stands thus:—First, fair; second, moderate to tolerable; upper second, fair to very fair; third, very fair; fourth, very fair +.

GLEBE (Infants—V.) :—Regular inspection, 11th April.

Numbers present :—Boys, 63; girls, 47; total, 110.

1. This school is taught in excellent premises. It is well organized, and in healthy tone. 2. The attendance was lower than usual on account of rain; ordinarily the number present reaches 170. The children present were becomingly dressed, attentive, and orderly. 3. The full course of instruction prescribed for infants' schools is treated in an intelligent and efficient manner. 4. The proficiency is as follows :—First class, fair to very fair; second, very fair to good; third, very fair to good.

MANLY (V.) :—Regular inspection, 22nd February.

Numbers present :—Boys, 34; girls, 11; total, 45.

1. The premises are well conditioned; the school is correctly organized. 2. From two causes—prevalent sickness and constant removals from the locality—the attendance has been very fluctuating. The records show that during the past twelve months the attendance of each child enrolled has not exceeded three and a half months. The pupils present are orderly and reasonably attentive to instruction. 3. The teaching, which is earnestly prosecuted, deals with all the prescribed subjects. 4. The general proficiency slightly exceeds tolerable.

MARRICKVILLE (Primary—V.) :—Regular inspection, 2nd August.

Numbers present :—Boys, 62; girls, 39; total, 101.

1. Certain additions and repairs are needed. With this exception the organization of the school is satisfactory. 2. A very respectable attendance is maintained. The pupils are regular, punctual, neat in appearance, and well behaved. The government is mild but firm, and very fairly effective. Good order is maintained, and the prevailing tone of the school is cheerful and healthy. 3. The instruction is of full range up to the requirements of a fourth class, is regulated by carefully prepared lesson documents, and imparted by modern methods. 4. The following is the proficiency of the several classes :—Second, very fair; upper second, fair to very fair; third, good; fourth, good.

MARRICKVILLE (Infants—V.) :—Regular inspection, 2nd August.

Numbers present :—Boys, 53; girls, 40; total, 93.

1. The schoolroom is commodious, well ventilated, and in excellent condition; the organization throughout is good. 2. In fine weather the pupils attend with very fair regularity, but the almost impassable state of the roads in rainy weather largely reduces the attendance; the punctuality also is commendable. The order in all points is good. 3. The prescribed course for an infants' department is followed; the lesson guides are drawn up with very fair skill. The methods are of modern cast, and are earnestly applied. Under examination the pupils are attentive; they answer promptly, and for their age thoughtfully. 4. The proficiency of the various classes is :—First, tolerable to fair; second, fair+; third, good.

NEWTOWN (Primary—N.-V.) :—Regular inspection, 22nd March.

Numbers present :—Boys, 76; girls, 52; total, 128.

1. The school is well organized in the circumstances. 2. A fair attendance is maintained. The pupils are tolerably regular, punctual, neat in appearance, and very fairly behaved; the government is mild and fairly effective. 3. All the subjects prescribed for a school having a fourth class are taught, except that French is substituted for geometry. The instruction is arranged with very fair judgment. The methods are fairly appropriate, but need to be marked by questioning more direct, and searching in character. 4. The attainments of the different classes are :—Second, tolerable; upper second, fair; third, fair; fourth, tolerable to fair.

NEWTOWN (Infants—N.-V.) :—Regular inspection, 22nd March.

Numbers present :—Boys, 54; girls, 36; total, 90.

1. The organization is satisfactory in the circumstances; the school is properly equipped. 2. The attendance is at present low on account of prevalent infantile sickness. The children present were pleasing in appearance, well behaved, and orderly. 3. The full infants' course is taught in a methodical manner, but the frequent breaks in the teaching staff have affected the results. 4. The average proficiency is about fair.

NORTH SYDNEY (N.-V.) :—Regular inspection, 5th October.

Numbers present :—Boys, 30; girls, 21; total, 51.

1. The existing organization is satisfactory in the circumstances. The new buildings in course of erection are expected to be completed by the end of the year. 2. School attendance and school operations have been much interfered with by the long continued prevalence of scarlet fever in the locality. Ordinarily the attendance is marked by fair regularity. The pupils are also punctual, becomingly attired, and well behaved; the government is mild, judicious, and promotive of good order, and a healthy moral tone. 3. The classification is appropriate; the course of instruction that prescribed, and reasonably well arranged. The methods are suitable, and diligently applied. 4. The proficiency of the several classes is as follows :—First, fair to very fair; second, fair; third, fair to very fair.

PADDINGTON (Boys—V.) :—Regular inspection, 16th, 17th, and 22nd February.

Number present :—176.

1. There are no material defects; the school is excellently organized. 2. The prevalence of scarlet fever in the neighbourhood has reduced the attendance. Ordinarily the pupils attend with very fair regularity. They are also punctual, cleanly in appearance, and in very good order. 3. A sound classification obtains. The instruction is well methodised, and imparted with diligence, earnestness, and ability. 4. The following is the proficiency of the several classes :—First, very fair; second, very fair; upper second, good; third, very fair (nearly); fourth, good. For their ages and opportunities the pupils answer with intelligence and accuracy.

PADDINGTON (Girls—V.) :—Regular inspection, 17th and 18th February.

Number present :—107.

1. The premises are thoroughly good and well appointed. The organization is sound. 2. For some considerable time the average attendance has been affected by fever and other forms of sickness among children. The school is well controlled, the pupils being orderly and well behaved. In the several classes the mental effort evinced was very satisfactory. The moral tone of the school is good. 3. The course of instruction includes all subjects prescribed for a school having a fourth class. 4. The proficiency of the several classes is :—First, fair+; second, third, and fourth, each very fair to good.

PADDINGTON

PADDINGTON (Infants—V.) :—Regular inspection, 16th February.

Numbers present :—Boys, 86 ; girls, 83 ; total, 169.

1. This school is provided with excellent premises. There is an ample supply of furniture and working appliances. The organization is sound. 2. The attendance has for some time been low, not exceeding two-thirds of the enrolment. This is caused by prevalent infantile sickness. The children present were clean and fairly orderly. Those in the two upper classes did not make satisfactory mental effort when under test. 3. The full infant's course is observed, and proper provisions are made for its systematic treatment. 4. The average proficiency slightly exceeds fair.

PITT-STREET (Primary—N.-V.) :—Regular inspection, 2nd June.

Numbers present :—Boys, 36 ; girls, 26 ; total, 62.

1. The material condition of the school is reasonably good in the circumstances. The school is very fairly organized. 2. Wet weather has interfered slightly with the attendance. About two-thirds of the pupils attend regularly. They are fairly punctual, tolerable neat in appearance, and fairly behaved. Very fair order is maintained. 3. The instruction includes all the subjects prescribed for a school of three classes, is very fairly arranged and imparted by appropriate methods. 4. The following is the proficiency of the several classes :—first, moderate ; second, very fair ; third, very fair +.

PITT-STREET (Infants—N.-V.) :—Regular inspection, 30th May.

Numbers present :—Boys, 39 ; girls, 28 ; total, 67.

1. The department is taught in a portion of the room devoted to the primary classes. The organization is satisfactory in the circumstances. 2. The ordinary attendance is much below the number of pupils enrolled (100). This is attributed partly to prevalent sickness among children, and in many instances, to the frequent removals to other schools. Fair order is secured, and the general tone of the school is healthy. 3. There are but two classes ; the teaching appears to have been systematic. 4. The proficiency reaches tolerable in the first class, and from fair to very fair in the second.

PYRMONT (Primary—V.) :—Regular inspection, 3rd August.

Numbers present :—Boys, 52 ; girls, 34 ; total, 86.

1. The material condition could scarcely be worse. The building is old and delapidated, and too small for the number of pupils in attendance. The play-ground is unfenced, exceedingly rough and stony, and in very close proximity to a quarry. 2. The pupils are regular and punctual, and well-behaved. The government is judicious, firm, and effective ; the moral tone is high, and the discipline as a whole, very good. 3. The range of lessons embraces all the subjects prescribed for a school of four classes, with the addition of algebra and Latin. The teaching is earnest and painstaking ; the lesson guides are judiciously compiled ; the methods pursued are skilful, and the instruction sound and effective. 4. The proficiency of the classes is—first, very fair ; second, good + ; third, very fair ; fourth, good.

PYRMONT (Infants—N.-V.) :—Regular inspection, 3rd August.

Numbers present :—Boys, 48 ; girls, 39 ; total, 87.

1. The material condition of this school has been fully described in previous Reports and is unaltered. The school is well organized in the circumstances. 2. Recent sickness among children has had a depressing effect on the attendance. Usually the pupils attend with fair regularity. They are also punctual, neat in appearance, and in good order. The government is judicious and effective. 3. The course of instruction is that prescribed for infant schools. It is regulated by the usual documents, and imparted by appropriate methods. 4. The following is the proficiency of the several classes :—First, very fair ; second, very fair to good ; third, very fair to good.

ST. LEONARDS (N.-V.) :—Regular inspection, 6th April.

Numbers present :—Boys, 86 ; girls, 78 ; total, 164.

1. A shed has recently been placed at the disposal of the teacher for teaching purposes. This, together with the schoolhouse, a good substantial building, affords reasonable present accommodation. Suitable furniture and apparatus are provided. 2. The pupils attend with fair regularity. They are also punctual, clean, quietly conducted, and in very fair order. The government is very fairly effective. 3. The instruction is of full range up to the requirements of a third class. It is judiciously arranged, and imparted with energy, intelligence, and ability. 4. The following is the proficiency of the classes :—First, very fair + ; upper first, very fair ; second, good (nearly) ; third, very fair +.

SUSSEX-STREET (Boys—V.) :—General inspection, 28th November.

Number present :—62.

1. The school building is a handsome substantial structure, well lighted and ventilated, and admirably adapted for educational purposes. The furniture and apparatus, as well as the out-buildings, are of a superior character. 2. The pupils are in good order, clean in person and dress, and reasonably punctual and regular in their attendance. 3. All the prescribed subjects are taught ; the methods are suitable and are carefully and earnestly applied. 4. The proficiency is :—First, tolerable ; second, tolerable ; third, tolerable to fair ; fourth, very fair. In all probability this school will secure a large attendance.

SUSSEX-STREET (Girls—V.) :—General inspection, 29th November.

Number present :—61.

1. The schoolroom is commodious, well-ventilated, and excellently furnished. Except that diagrams are needed, the school is fairly provided with apparatus. The playground arrangements are as complete as could be expected in the circumstances. 2. For the time the school has been in operation, the attendance, though small, may be regarded as satisfactory. Very fair order is secured, but restlessness among the pupils, and other symptoms of disorder are occasionally prevalent. The general discipline is, however, healthy, and the teacher is doing reasonable work under this head. 3. Except that object lessons had been temporarily omitted from the curriculum of the second and third classes, the instruction accords with the course laid down. It is judiciously arranged, and taught by appropriate methods. 4. The following is the proficiency of the several classes :—First, moderate ; second, tolerable to fair ; third, fair.

SUSSEX-STREET (Infants—V.) :—General inspection, 29th November.

Numbers present :—Boys, 74 ; girls, 63 ; total, 137.

1. The schoolroom is in all respects very good, but will probably soon be found too small for the number of pupils in attendance. A class-room is urgently required. 2. Many of the pupils are now attending school for the first time ; on this account great difficulty has been experienced in bringing them under control, and in inducing habits of order and cleanliness. The government is genial but firm, and maintains fair order. 3. The ordinary infant school course is followed as far as the meagre attainments and low mental culture of the pupils will admit. The methods of teaching are appropriate, and are prosecuted earnestly and vigorously. 4. The proficiency of the pupils is only moderate, but even this is very satisfactory for the short time the pupils have been under instruction. This school affords the means of education to many young children, who would otherwise grow up in ignorance, and is likely to be numerous attended.

SUSSEX-

SUSSEX-STREET (N.-V.) :—Regular inspection, 28th March.

Numbers present :—Boys, 31 ; girls, 28 ; total, 59.

1. The school premises are unsuitable. New buildings are in course of erection. There is a sufficiency of educational appliances. 2. The attendance is marked by irregularity, but the pupils are fairly punctual ; with few exceptions they are passably neat and clean in person. Very fair order is maintained. The tone of the school is healthy. 3. All the prescribed subjects are taught. The instruction is properly regulated. The methods are appropriate, and applied with zeal and painstaking. 4. The following is the proficiency of the classes :—First, tolerable ; second, very fair ; third, fair. The pupils are attentive, and make a reasonable effort to answer the questions proposed.

SUSSEX-STREET SOUTH (N.-V.) :—Regular inspection, 24th February.

Numbers present :—Boys, 78 ; girls, 46 ; total, 124.

1. Excellent vested premises will be opened shortly. The present school is well organized. 2. Usually the attendance reaches 150. A picnic on the day of inspection will account for the low attendance. The punctuality is reasonably satisfactory. The pupils are well-behaved, attentive, and industrious. The government is effective, and the tone of the school healthy. 3. The course of instruction is that prescribed for a school having a third class. Method and industry characterize the teaching. 4. The positions of the classes as regards efficiency are—First or babies class, fair + ; upper first, tolerable to fair ; second, very fair + ; third, very fair +.

TEMPE (V.) :—Regular inspection, 25th April.

Numbers present :—Boys, 42 ; girls, 26 ; total, 68.

1. The premises are good, and the school is well found in requirements. The organization is effective. 2. A satisfactory attendance is secured, and the pupils are reasonably punctual, well-behaved, and very fairly earnest in their work. 3. The instruction is methodical, reasonably effective, and in accordance with regulation. 4. The class proficiency is—First, tolerable + ; second, very fair ; third, very fair to good.

WATSON'S BAY (N.-V.) :—Regular inspection, 20th March.

Numbers present :—Boys, 33 ; girls, 18 ; total, 51.

1. As a make-shift, the schoolhouse fairly answers the purpose. It is suitably furnished, and orderly kept. 2. A good attendance is secured. The pupils are reasonably regular and punctual, cleanly in person, and quietly behaved. The government is judicious and effective. Good order is maintained. 3. The instruction embraces the usual subjects, is very fairly arranged, and imparted with zeal and painstaking. 4. The following is the proficiency of the classes :—First, fair ; second, fair ; third, fair +.

WILLIAM-STREET (Boys—V.) :—Regular inspection, 16th, 17th, and 18th May.

Number present :—Boys, 270.

1. Materially this school is in very good condition, and is efficiently organized. 2. Rainy weather reduced the attendance on the days of examination. The repeated absence of the teacher (Mr. Coates) through ill-health has also acted as a disturbing influence on the attendance. Ordinarily there would appear to be considerable irregularity. In other respects the discipline is of a vigorous, healthy, and effective character. The punctuality is good, the cleanliness very good, and the order excellent. 3. The instruction is of liberal range, including Latin and algebra, in addition to the branches prescribed for a fourth class. It is regulated by the usual lesson documents which are compiled with judgment. The methods of teaching are appropriate, and applied with energy, intelligence, and skill. 4. The following is the proficiency of the several classes :—First, very fair + ; second, fair to very fair ; upper second, very fair ; third, very fair ; fourth, very good.

WILLIAM-STREET (Girls—V.) ; Regular inspection, 7th, 8th, and 9th June.

Number present :—235.

1. The schoolroom is large, and fully supplied with all necessary materials. There is an excellent class-room attached. The organization as a whole may be pronounced excellent. 2. The pupils are punctual, and attend with fair regularity ; they are neatly and becomingly attired, respectful in demeanour, and in very good order. The government is mild and gentle, but firm and effective. The discipline as a whole is very good. 3. The instruction is of a high range ; the methods are intelligent, and are earnestly and judiciously applied ; the prompt, thoughtful answering of the pupils shows the thoroughness of the teaching. 4. The proficiency of the various classes is—Lower second, very fair ; upper second, very fair to good ; lower third, very fair ; upper third, very fair to good ; fourth, very good (nearly). The school is in a very efficient state.

WILLIAM-STREET (Infants—V.) :—Regular inspection, 5th and 6th June.

Numbers present :—Boys, 227 ; girls, 183 ; total, 410.

1. The material condition of this school is very good ; its organization is not less satisfactory. A book-press is wanted. 2. A large attendance is maintained. The pupils are fairly regulated, clean and tidy in appearance, and well behaved. The government is mild, but firm and effective. 3. The instruction includes all essential branches, is judiciously arranged, and effectively taught. 4. The following is the proficiency of the several classes :—First, very fair ; second, very fair ; third, very fair ; fourth, very fair to good ; fifth, good to very good. The pupils are attentive and intelligent. Their conduct and answering evidence careful training.

BILOELA (Prov.) :—Regular inspection, 24th April.

Numbers present :—Boys, 11 ; girls, 10 ; total, 21.

1. The schoolroom is a good one. It is amply supplied with requisites, and in the circumstances the school is satisfactorily organized. 2. The attendance is good, both as regards regularity and punctuality. The order is fair, and the tone of the school reasonably healthy. 3. There are but two classes ; for these the prescribed course of instruction is followed, and fair methods regulate the teaching. 4. The proficiency of the pupils approaches fair.

BOTANY HEADS (Prov.) :—Regular inspection, 1st March.

Numbers present :—Boys, 13 ; girls, 3 ; total, 16.

1. The schoolroom is too small, but in all other respects fair facilities are afforded for carrying on the work of instruction. 2. The pupils are regular, punctual, neat in appearance, and well behaved. Very fair order is maintained. 3. All the ordinary subjects are taught. The instruction is very fairly regulated, and the methods are characterised by earnestness and painstaking. 4. In point of proficiency the classes rank thus :—First, very fair ; second, very fair to good ; third, very fair.

CLONTARF (Prov.) :—Regular inspection, 28th July.

Numbers present :—Boys, 4 ; girls, 7 ; total, 11.

1. The room in which the school is held is a portion of one of the buildings on the Clontarf pleasure-grounds ; it is fairly suitable for the purpose, and large enough to accommodate a greater number of pupils than attend. There is a sufficient supply of books and furniture. 2. Most of the pupils are regular and punctual ; they are tidily dressed. The government is firm ; the pupils are quiet, orderly and attentive. The discipline may be regarded as good. 3. The teacher is careful and painstaking, and has done good work in the circumstances. 4. The proficiency of the pupils exceeds fair. On account of the small number of pupils attending the school has been closed.

GREENWICH

GREENWICH (Prov.) :—General inspection, 15th November.

Numbers present —Boys, 7 ; girls, 7 ; total, 14.

1. The schoolhouse is uncomfortably small, but in fair repair. It is tolerably provided with the necessary furniture. Suitable out-buildings are provided. 2. The attendance is small, but marked by commendable regularity. It has been reduced by the removal of a large family from the district. The pupils are rather unpunctual, but neat in appearance and quietly behaved. 3. The course of instruction includes the usual subjects, except singing and drawing ; it is regulated with passable judgment. The methods of teaching are partially modern in character, and are earnestly applied. 4. The following is the proficiency :—First, tolerable ; second, fair.

YASS DISTRICT.

INSPECTOR'S Report upon the condition of Public, Provisional, Half-time and Certified Denominational Schools for the year 1876.

During 1876, Public Schools have been established at Smithtown, Wallendbeen, Jindalee, and Bethungra ; and Provisional Schools at Rye Park and Cungegong. Two-Mile Creek has been changed into a Public School. Rossi Provisional was closed for want of attendance, and re-opened as a Half-time School, and Carwoola Half-time School has been changed into a Provisional School.

The number of schools or departments in operation is seventy-eight. These are classed as follows :—

Public	27
Provisional	29
Half-time	12
C. E.	3
R. C.	7

Public School buildings are required at Murrumburrah, Yass, Brawlin, Red Bridge, and Mitten's Creek ; and measures are being taken for the establishment of Provisional Schools at Pearce's Hill, Millong, and Merrill Creek. When these arrangements are completed, this district will be as well supplied with the means of education as the scattered nature of the population will admit.

All the Schools in the district, except one, were fully examined during the year, and the schools at Yass, Young, Bowning, Binalong, Wombat, and Gunning were incidentally inspected twice each. It was impossible to visit any of the others more than once.

The total enrolment of pupils at the time of the examinations was 3,073, and the total number present 2,355. The total ordinary attendance reached 2,340, and from the most careful inquiries, it is estimated that no fewer than 1,708 children are in the district who are receiving no education whatever.

Teachers and Local Boards complain of the indifference manifested by large numbers of the people, in reference to the education of their children. The numbers present at the examination this year, gives a too favorable view of the school attendance. With the intention of increasing the effectiveness of local supervision, the Council has decided that once in each year, the Local Board of each school shall have notice of the Inspector's visit ; and, as a rule, each school can only be visited once. This visit is made the occasion of securing a full attendance. So much is this the case, that, in some schools, all the pupils enrolled were in attendance at inspection.

In but a very small number of schools is arithmetic taught satisfactorily. Theory is generally well taught, but the practice is not. Too few examples are given. Indeed many teachers seem to imagine that having explained a rule to their pupils and having helped them to work a few examples in illustration, they are fit to proceed onwards. That this is a mistake was clearly proved at the examinations held during the year. Many pupils, when thrown upon their own resources, failed to solve questions which their Teachers believed they thoroughly understood.

In the teaching of grammar, accidence and syntax are largely neglected.

In reading, the meaning of words in the lower, and etymology in the higher classes, have not hitherto received sufficient attention.

The scope and purport of object lessons are very generally misunderstood. In the hands of many teachers, the object lesson is simply a lecture, producing unsatisfactory results.

As a body the teachers in this district are anxious to improve the efficiency of their schools. Many of them work under great disadvantages, receiving but little sympathy and encouragement from their Local Boards, while contending against the apathy and indifference of the parents, who keep their children from school for the most trifling causes, and thus hinder the attainment of satisfactory results. Some of the teachers in the Public and Denominational schools are very efficient, and produce good work. A few of the Provisional school teachers have, during the past year, received a course of training, and arrangements are now being made for affording to all untrained teachers a like opportunity. It is thus hoped that all Provisional Schools in the district will shortly be supplied with teachers, competent for the duties they have to perform, and that in future more satisfactory results will be produced in this class of schools.

J. H. MURRAY,
Inspector.

ANNEX A.

SUMMARIES of Reports furnished on Public, Provisional, and Half-time Schools, during the year 1876.

I.—PUBLIC.

BETHUNGRA :—General inspection. Visited, 15th November.

Enrolled :—Boys, 21 ; girls, 22 ; total, 43. Present :—Boys, 16 ; girls, 20 ; total, 36.

Ordinary attendance, 30. In district not enrolled, 60.

The working material supplied by the Council is good, in all other respects the material condition is indifferent. The discipline is lax. The attainments are very low. This is a new school, in operation only a few weeks, and would not now have been examined but in order to determine the teacher's point of commencement.

BINALONG :—Regular inspection. Visited, 27th July.

Enrolled :—Boys, 25 ; girls, 25 ; total, 50. Present :—Boys, 22 ; girls, 20 ; total, 42.

Ordinary attendance, 40. In district not enrolled, 60.

The material condition is very bad ; the discipline is lax. The instruction is distributed with only moderate skill. The attainments are tolerable.

BOWNING :—Regular inspection. Visited, 26th July.

Enrolled :—Boys, 15 ; girls, 13 ; total, 28. Present :—Boys, 15 ; girls, 13 ; total, 28.

Ordinary attendance, 28. In district not enrolled, 50.

The material condition is bad, but tenders are invited for the necessary improvements and extensions. The discipline is weak ; the instruction is unskillfully regulated, and feebly applied ; the attainments are low, and the school is retrograding.

BURROWA :—

BURROWA :—Regular inspection. Visited, 28th July.

Enrolled :—Boys, 31 ; girls, 14 ; total, 45. Present :—Boys, 21 ; girls, 8 ; total, 29.
Ordinary attendance, 38. In district not enrolled, 60.

The material condition is good ; the discipline is sound ; the instruction is carefully distributed ; the attainments are, upon the whole, fairly satisfactory. The local supervision is beneficial, and the school has improved during the year. Several members of the Local Board were present during the inspection.

COOTAMUNDRA :—Regular inspection. Visited, 19th August.

Enrolled :—Boys, 44 ; girls, 31 ; total, 75. Present :—Boys, 15 ; girls, 16 ; total, 31.
Ordinary attendance, 35. In district not enrolled, 70.

The material condition is only moderate. The discipline is unsatisfactory. The instruction is distributed with fair care and skill, but the teaching is perfunctory, and the results are low.

CUNNINGAR :—Regular inspection. Visited, 8th September.

Enrolled :—Boys, 19 ; girls, 14 ; total, 33. Present :—Boys, 16 ; girls, 13 ; total, 29.
Ordinary attendance, 30. In district not enrolled, 12.

The fences and buildings need repairs. The discipline is healthy. The instruction is tolerably well regulated, but the teaching is lacking in life and penetration. The results are nearly fair.

DALTON :—General inspection. Visited, 24th February.

Enrolled :—Boys, 21 ; girls, 24 ; total, 45. Present :—Boys, 15 ; girls, 21 ; total, 36.
Ordinary attendance, 35. In district not enrolled, 40.

The material condition is good. The discipline is sound. The classification is correct. The instruction is judiciously regulated. The attainments are fairly satisfactory.

ELIZABETHFIELD :—Regular inspection. Visited, 12th May.

Enrolled :—Boys, 11 ; girls, 11 ; total, 22. Present :—Boys, 6 ; girls, 11 ; total, 17.
Ordinary attendance, 20. In district not enrolled, 20.

The material condition is bad. The discipline is moderate. The regulation of the instruction is also moderate. The attainments are low.

FROGMOOR :—General inspection. Visited, 18th March.

Enrolled :—Boys, 17 ; girls, 18 ; total, 35. Present :—Boys, 13 ; girls, 10 ; total, 23.
Ordinary attendance, 36. In district not enrolled, 0.

The material condition, as respects all but the buildings, is satisfactory ; the discipline is firm ; the classification is correct ; the instructional documents are carefully compiled. The attainments are nearly tolerable. The local supervision is beneficially exercised.

GRENFELL :—Regular inspection. Visited, 1st and 2nd November.

Enrolled :—Boys, 51 ; girls, 32 ; total, 83. Present :—Boys, 46 ; girls, 28 ; total, 74.
Ordinary attendance, 60. In district not enrolled, 100.

The material condition is good ; the discipline is sound ; the attainments are lower than at last examination, from causes which attribute no blame to the teacher ; the instruction is properly regulated.

GRENFELL (Infants) :—Regular inspection. Visited, 31st October.

Enrolled :—Boys, 24 ; girls, 33 ; total, 57. Present :—Boys, 24 ; girls, 33 ; total, 57.
Ordinary attendance, 48. In district not enrolled, 100.

The material condition is good ; the discipline is sound ; the instruction is carefully distributed. The attainments are fairly satisfactory. The local supervision is earnest, intelligent, and effective. The school as a whole is highly appreciated by the public.

GUNDAROO :—Regular inspection, 15th May.

Enrolled :—Boys, 21 ; girls, 17 ; total, 38. Present :—Boys, 13 ; girls, 12 ; total, 25.
Ordinary attendance, 28. In district not enrolled, 6.

The schoolroom and its appliances are in a fairly satisfactory condition. The discipline is weak. The instruction is unskilfully regulated. The attainments are low ; the classification is faulty ; the moral tone is low.

GUNNING :—General inspection. Visited, 3rd and 4th May.

Enrolled :—Boys, 73 ; girls, 70 ; total, 143. Present :—Boys, 55 ; girls, 54 ; total, 109.
Ordinary attendance, 105. In district not at school, 30.

The material condition is good ; the discipline is sound. The instruction is well regulated ; the attainments are satisfactory ; and the local supervision is active.

HARDEN :—General inspection. Visited, 7th August.

Enrolled :—Boys, 21 ; girls, 15 ; total, 36. Present :—Boys, 19 ; girls, 7 ; total, 26.
Ordinary attendance, 27. In district not enrolled, 26.

The material condition is the worst possible ; the discipline is weak ; the instruction is regulated with tolerable skill and care, and earnestly applied. Methods of a modern cast produce fairly satisfactory results ; all things considered.

JINDALEE :—General inspection. Visited, 28th August.

Enrolled :—Boys, 20 ; girls, 14 ; total, 34. Present :—Boys, 20 ; girls, 14 ; total, 34.
Ordinary attendance, 28. In district not enrolled, 34.

This school is conducted in Mr. Coker's woolshed, which has been fitted up by the proprietor for the purpose. It is very comfortable, and well supplied by the Council with all necessary requisites. The classification is correct. The instruction is properly distributed, and vigorously applied. The methods are modern, and the attainments, for the classification of the pupils, and the time the school has been opened, are satisfactory.

MARENGO :—Regular inspection. Visited 22nd March.

Enrolled :—Boys, 19 ; girls, 14 ; total, 33. Present :—Boys, 14 ; girls, 7 ; total, 21.
Ordinary attendance, 26. In district not enrolled, 20.

The material condition is fair ; the discipline is also fair ; the instruction is carefully regulated ; and the attainments are fair.

MURRUMBATEMAN :—Regular inspection. Visited, 12th and 13th May.

Enrolled :—Boys, 21 ; girls, 24 ; total, 45. Present :—Boys, 15 ; girls, 15 ; total, 30.
Ordinary attendance, 33. In district not enrolled, 12.

The material condition of the school and its appliances are good ; the discipline is fair, and the attainments are nearly fair. The classification is correct, and the moral tone is fairly satisfactory.

PEELWOOD :—

PEELWOOD :—Regular inspection. Visited, 10th and 11th March.

Enrolled :—Boys, 43 ; girls, 37 ; total, 80. Present :—Boys, 30 ; girls, 18 ; total, 48.
Ordinary attendance, 35. In district not enrolled, 70.

The material condition of the schoolroom and play-ground is good ; the classification is defective ; the instruction is regulated with only moderate skill ; the attainments are low.

QUEANBEYAN :—Regular inspection. Visited 15th June.

Enrolled :—Boys, 50 ; girls, 43 ; total, 93. Present :—Boys, 31 ; girls, 29 ; total, 60.
Ordinary attendance, 70. In district not enrolled, 50.

The material condition is unsatisfactory ; the discipline is indifferent ; the classification is injuriously minute ; the instructional documents are too general, and also too minute ; the methods are of modern cast ; the teaching is spiritless, and the attainments are only moderate.

SMITHTOWN :—General inspection. Visited, 10th November.

Enrolled :—Boys, 19 ; girls, 19 ; total, 38. Present :—Boys, 18 ; girls, 18 ; total, 36.
Ordinary attendance, 30. In district not enrolled, 6.

The temporary building employed as a school-room is very unsuitable ; the books and appliances are good and sufficient ; the instruction is well regulated ; the discipline is sound ; the attainments, making due allowance for the short time the school has been in operation, are satisfactory.

TIPPERARY GULLY :—General inspection. Visited, 16th and 19th August.

Enrolled :—Boys, 19 ; girls, 19 ; total, 38. Present :—Boys, 16 ; girls, 17 ; total, 33.
Ordinary attendance, 34. In district not enrolled, 15.

The material condition, except in working appliances, is of the lowest type ; the discipline is fairly effective ; the instruction is regulated carefully ; the attainments are nearly tolerable.

TWO-MILE CREEK :—General inspection. Visited 25th and 26th August.

Enrolled :—Boys, 14 ; girls, 8 ; total, 22. Present :—Boys, 14 ; girls, 7 ; total, 21.
Ordinary attendance, 18. In district not enrolled, 100.

For some time a Provisional School of an unsatisfactory kind existed at Two-mile Creek. A large number of children residing within the school radius did not attend, and their parents asked for a Public School. The Council desired to accede to the request of the people, but many obstacles were in the way. These are now, happily, removed, and the school has been opened with a fair prospect of success. The examination took place at this early date to give a starting point to the teacher. This point is about as low as it is possible to be.

WALLENBEEEN :—General inspection. Visited, 17th November.

Enrolled :—Boys, 17 ; girls, 19 ; total, 36. Present :—Boys, 14 ; girls, 15 ; total 29.
Ordinary attendance, 32. In district not enrolled, 39.

The material condition is reasonably good ; the discipline is sound ; the instruction is regulated with care ; the attainments are low, but as high as could be expected in a new school commenced only a few weeks past.

WOMBAT :—General inspection. Visited 21st August.

Enrolled :—Boys, 24 ; girls, 32 ; total, 56. Present :—Boys, 18 ; girls, 18 ; total, 36.
Ordinary attendance, 40. In district not enrolled, 120.

The material condition is very good ; the discipline is healthy ; the instruction is carefully regulated ; the attainments are nearly fair ; the moral tone is pleasing.

YOUNG :—Regular inspection. Visited, 26th and 27th October.

Enrolled :—Boys, 43 ; girls, 29 ; total, 72. Present :—Boys, 32 ; girls, 21 ; total, 53.
Ordinary attendance, 60. In district not enrolled, 100.

The material condition of the schoolroom is, in the main, good ; the discipline is sound ; the instruction is properly regulated ; the attainments are lower than at last inspection, owing to the deficiency in the teaching staff during the year.

YOUNG (Infants) :—Regular inspection. Visited, 25th October.

Enrolled :—Boys, 41 ; girls, 55 ; total, 96. Present :—Boys, 35 ; girls, 44 ; total 79.
Ordinary attendance, 86. In district not enrolled, 100.

The material condition, as respects the internal arrangements of the school, is very good ; the instruction is judiciously distributed, and applied with zeal and earnestness ; the attainments are fair.

II.—PROVISIONAL.

BARWANG :—Regular inspection. Visited, 4th August.

Enrolled :—Boys, 11 ; girls, 10 ; total, 21. Present :—Boys, 9 ; girls, 8 ; total, 17.
Ordinary attendance, 18. In district not enrolled, 14.

The material condition is bad ; the discipline is lax ; the classification is faulty ; the lesson documents are unsuitable. The methods have a modern cast, but the teaching is perfunctory and heartless, and the attainment are below indifferent.

BINDA :—General inspection. Visited, 3rd March.

Enrolled :—Boys, 12 ; girls, 6 ; total, 18. Present :—Boys, 9 ; girls, 4 ; total, 13.
Ordinary attendance, 11. In district not enrolled, 1.

The material condition is fairly suitable for a small school ; the discipline is lax ; the programmes are tolerably well compiled. The attainments are low, and the school work is spiritless. In a few weeks there will be only eleven children of a school age within the school radius, and the Local Board contemplate asking the Council to sanction the amalgamation of this school and the Walner Provisional, in the formation of a new Public School within two miles of Binda, and to be called the Binda Public School. This school has since been closed.

BEREBANGELO (Prov.) :—General inspection. Visited, 10th February.

Enrolled :—Boys, 16 ; girls, 6 ; total, 22. Present :—Boys, 15 ; girls, 6 ; total, 21.
Ordinary attendance, 20. In district not enrolled, 12.

The material condition is bad ; the discipline is loose ; the instruction is regulated with moderate skill. The attainments are low, but the prospects of improvement are hopeful.

BUNGENDORE :—

BUNGENDORE :—Regular inspection. Visited, 6th June.

Enrolled :—Boys, 17; girls, 11; total, 28. Present :—Boys, 11; girls, 6; total, 17.
Ordinary attendance, 25. In district not enrolled, 50.

The material condition is good; the discipline is effective; the instruction is well regulated and diligently applied; and the attainments, all things considered, are reasonably satisfactory. Judging from the gentlemen who were present at the examination, much interest is felt by the public in this school. The public money is wasted, and the best interests of the children of this little town are injured by sustaining two small and necessarily inefficient schools, instead of one good Public School.

BURROWA FLATS :—Regular inspection. Visited, 3rd August.

Enrolled :—Boys, 12; girls, 16; total, 28. Present :—Boys, 11; girls, 13; total, 24.
Ordinary attendance, 22. In district not enrolled, 18.

Like most Provisional Schools on private lands the material condition is bad. The discipline is fair; the instruction is carefully but unskilfully distributed; it is applied mechanically but with energy and zeal; the attainments are, for two classes, over tolerable. The teacher, if trained, could maintain a third class here.

CHAIN OF PONDS :—General inspection. Visited, 9th and 10th February.

Enrolled :—Boys, 14; girls, 16; total, 30. Present :—Boys, 11; girls, 11; total, 22.
Ordinary attendance, 20. In district not at school, 12.

The material condition is bad. The discipline is sound. The instruction is regulated with moderate skill. The attainments are low.

CUNGEGONG :—General inspection. Visited, 15th November.

Enrolled :—Boys, 19; girls, 13; total, 32. Present :—Boys, 15; girls, 11; total, 26.
Ordinary attendance, 25. In district not enrolled, 20.

The material condition is, as a whole, inferior, but the school is not likely to continue longer than while the railway is being formed. The discipline is sound. The instruction is well regulated. The attainments, considering that the school has been opened but a short time, may be considered satisfactory.

CUTTYCUTTYGANG :—General inspection. Visited, 9th March.

Enrolled :—Boys, 13; girls, 12; total, 25. Present :—Boys, 6; girls, 3; total, 9.
Ordinary attendance, 21. In district not enrolled, 30.

The material condition is bad; the discipline is lax; the instruction is unskilfully regulated; the classification is faulty; and the attainments are very low and unsatisfactory. The authorized scale of fees is not in force and the receipts are only £12 a year.

FISHER'S CREEK :—Regular inspection. Visited, 21st March.

Enrolled :—Boys, 19; girls, 14; total, 33. Present :—Boys, 14; girls, 4; total, 18.
Ordinary attendance, 18. In district not enrolled, 15.

Except in appliances furnished by the Council, the material condition is bad; the discipline is lax; the instruction is improperly regulated; the attainments are very low, and the condition of the school is in every prospect unpromising. A new teacher has been appointed since the examination.

FULLERTON :—Regular inspection. Visited, 10th March.

Enrolled :—Boys, 10; girls, 18; total, 28. Present :—Boys, 4; girls, 15; total, 19.
Ordinary attendance, 20. In district not enrolled, 30.

The material condition is good; the discipline is fair; the teaching is moderately skilful; the classification is defective; the attainments are low.

GOOD HOPE :—General inspection. Visited, 8th February.

Enrolled :—Boys, 18; girls, 16; total, 34. Present :—Boys, 15; girls, 13; total, 28.
Ordinary attendance, 23. In district not enrolled, 8.

The material condition is indifferent. The discipline is sound, and the instruction is regulated with moderate skill. The attainments are a little over moderate. The Scripture lessons are not taught.

GRABEN GULLEN :—General inspection. Visited, 29th February.

Enrolled :—Boys, 15; girls, 13; total, 28. Present :—Boys, 14; girls, 11; total, 25.
Ordinary attendance, 21. In district not enrolled, 15.

Excepting the appliances furnished by the Council, the material condition is bad. The discipline is sound; the classification is correct; the instruction is regulated with due care. The attainments are fairly satisfactory. There is, in reality, no local supervision. The authorized scale of fees is introduced, but many of the people disregard it, and send the teacher in reply to her bills for fees little or nothing as they feel inclined. Her receipts from fees are only £5 for the whole year.

HOSKINGTON :—Regular inspection. Visited, 9th June.

Enrolled :—Boys, 14; girls, 17; total, 31. Present :—Boys, 10; girls, 15; total, 25.
Ordinary attendance, 24. In district not at school, 8.

The working material supplied by the Council is suitable and sufficient. The discipline is effective. The instruction is well distributed and energetically applied, and the results are satisfactory.

HOVELL'S CREEK :—General inspection. Visited, 17th March.

Enrolled :—Boys, 8; girls, 14; total, 22. Present :—Boys, 7; girls, 14; total, 21.
Ordinary attendance, 18. In district not enrolled, 12.

The material condition is bad; the discipline is weak; the instruction is not yet properly regulated; the classification is fairly correct; the attainments are low. A new teacher has just entered on duty.

KOHAN :—Regular inspection. Visited, 5th June.

Enrolled :—Boys, 11; girls, 13; total, 24. Present :—Boys, 6; girls, 13; total, 19.
Ordinary attendance, 22. In district not enrolled, 10.

The material organization is bad; the discipline is fairly effective; the attainments are moderate; the methods are unsuitable, but earnestly applied.

MAJURA :—Regular inspection. Visited, 24th May.

Enrolled :—Boys, 10; girls, 15; total, 25. Present :—Boys, 8; girls, 14; total, 22.
Ordinary attendance, 18. In district not enrolled, 10.

The material condition of the schoolroom is tolerable; the discipline is fair; the instruction is unskilfully regulated; the attainments are low; the local supervision is nominal only, but there is in this respect, hope of improvement.

MANTON'S

MANTON'S CREEK :—General inspection. Visited, 4th February.

Enrolled :—Boys, 18 ; girls, 25 ; total, 43. Present :—Boys, 11 ; girls, 12 ; total, 23.
Ordinary attendance, 20. In district not at school, 7.

The material condition is under the circumstances, reasonably good ; the instruction is regulated with only moderate skill. The teaching is wanting in penetration and energy ; the attainments are indifferent. The local supervision, except in relation to material organisation, is of little or no benefit, but in this respect, it is commendable and creditable to Mr. Mackay.

MARKDALE :—General inspection. Visited, 15th March.

Enrolled :—Boys, 10 ; girls, 12 ; total, 22. Present :—Boys, 10 ; girls, 12 ; total, 22.
Ordinary attendance, 18. In district not at school, 11.

The material condition is bad ; the discipline is the same ; the classification is fairly correct ; the instruction is faulty in regulation, and without the usual guides ; the attainments are very low. The inspector's suggestions at former examinations are unheeded.

MICHELAGO :—Regular inspection. Visited, 14th June.

Enrolled :—Boys, 19 ; girls, 13 ; total, 32. Present :—Boys, 15 ; girls, 8 ; total, 23.
Ordinary attendance, 25. In district not enrolled, 20.

The material condition is fair ; the discipline is indifferent ; the instruction is unskilfully distributed, and the methods are mechanical ; the teaching is ineffective. The attainments are low, and so also is the moral tone of the school. Steps are in progress for placing this school in a satisfactory condition.

MUGWILL :—General inspection. Visited, 16th May.

Enrolled :—Boys, 16 ; girls, 9 ; total, 25. Present :—Boys, 12 ; girls, 9 ; total, 21.
Ordinary attendance, 20. In district not enrolled, 10.

The working material supplied by the Council is good and sufficient ; the discipline is bad ; the instruction is unskilfully regulated ; the attainments are low ; the classification is bad.

NEW LINE :—Regular inspection. Visited, 8th June.

Enrolled :—Boys, 13 ; girls, 11 ; total, 24. Present :—Boys, 12 ; girls, 11 ; total, 23.
Ordinary attendance, 21. In district not enrolled, 22.

Except in teaching appliances, the material organization is of a very low type ; the discipline produces fair order ; the instruction is regulated without skill, and applied with feeble effort. The results are low.

ROSSI :—Regular inspection. Visited, 9th June.

Enrolled :—Boys, 7 ; girls, 17 ; total, 24. Present :—Boys, 3 ; girls, 13 ; total, 16.
Ordinary attendance, 17. In district not enrolled, 10.

The material condition is wretched ; the discipline is lax ; the instruction is distributed without care or skill, and applied without heart or energy, and the results are very low. The attendance is very irregular and very unpunctual.

RYE PARK :—General inspection. Visited, 29th and 31st July.

Enrolled :—Boys, 19 ; girls, 11 ; total, 30. Present :—Boys, 18 ; girls, 10 ; total, 28.
Ordinary attendance, 27. In district not enrolled, 22.

The schoolroom is a very fine building of its kind ; the discipline is mild ; the instruction is properly distributed ; the attainments, for the time the school has been in operation, may be considered fairly satisfactory.

SPRING CREEK :—General inspection. Visited, 7th February.

Enrolled :—Boys, 11 ; girls, 16 ; total, 27. Present :—Boys, 11 ; girls, 16 ; total, 27.
Ordinary attendance, 24. In district not at school, 6.

The material condition is the worst possible. The discipline is mild. The instruction is unskilfully regulated. The attainments are very low.

STONE HUT :—Regular inspection. Visited, 23rd May.

Enrolled :—Boys, 14 ; girls, 11 ; total, 25. Present :—Boys, 14 ; girls, 9 ; total, 23.
Ordinary attendance, 16. In district not a school, 0.

The material condition is bad ; the discipline is fair ; the classification is faulty. The instruction is unskilfully regulated. The attainments, in the branches taught, are tolerable. The local supervision is beneficial, and exercised exclusively by Mr. W. Davis. The people benefited by the school take little or no interest in it.

TALLAGANDRA :—General inspection. Visited, 16th and 17th May.

Enrolled :—Boys, 16 ; girls, 9 ; total, 25. Present :—Boys, 12 ; girls, 9 ; total, 21.
Ordinary attendance, 19. In district not enrolled, 10.

The schoolroom is fairly supplied with all necessary school appliances ; the discipline is mild ; the instruction is unskilfully regulated ; the attainments are low ; and the classification is faulty.

TUGGRANONG :—General inspection. Visited, 26th May.

Enrolled :—Boys, 21 ; girls, 15 ; total, 36. Present :—Boys, 21 ; girls, 6 ; total, 27.
Ordinary attendance, 25. In district not enrolled, 9.

This school is one of a large number in this district that have been built by public subscription upon private land. The promoters, finding they have no claim upon the school, refuse to contribute to its repair or extension, and the owner of the site, a member of the Local Board, has given the teacher a month's notice to deliver up possession to him. The discipline is ineffective, and the range and results are small. A Public School will be opened at Tuggranong as soon as the necessary buildings can be erected.

WALNER :—Regular inspection. Visited, 6th March.

Enrolled :—Boys, 13 ; girls, 13 ; total, 26. Present :—Boys, 11 ; girls, 12 ; total, 23.
Ordinary attendance, 20. In district not enrolled, 8.

The material condition is good ; the discipline is mild and effective ; the classification is correct ; and the instruction is regulated with moderate skill. The attainments are not high, but under the circumstances of the school, tolerably reasonable.

WETANGERRA :—General inspection. Visited, 22nd May.

Enrolled :—Boys, 22 ; girls, 15 ; total, 37. Present :—Boys, 15 ; girls, 14 ; total, 29.
Ordinary attendance, 25. In district not at school, 8.

The discipline is lax ; the instruction is improperly regulated. The classification is faulty, and the attainments are low. The local supervision is confined to the visits of the Rev. G. P. Smith of Canberra, who manifests a deep interest in the cause of education in this district.

III.—HALF-TIME.

BURRA :—Regular inspection. Visited, 13th June.

Enrolled :—Boys, 7 ; girls, 9 ; total, 16. Present :—Boys, 6 ; girls, 7 ; total, 13.
Ordinary attendance, 13. In district not enrolled, 8.

The material condition is, as a whole, indifferent ; the discipline is effective ; the classification is correct. The lesson documents are suitable, and the methods chiefly so. The teaching is honest, patient, and penetrating, and produces satisfactory results.

MCDONALD'S FLAT :—Regular inspection. Visited, 13th June.

Enrolled :—Boys, 8 ; girls, 6 ; total, 14. Present :—Boys, 7 ; girls, 6 ; total, 13.
Ordinary attendance, 13. In district not enrolled, 5.

The material condition is fair ; the attainments are between fair and very fair. In all else the condition of this school is the same as that of the other Half-Time school at Burra, in conjunction with which it is worked.

CARWOOLA :—Regular inspection. Visited, 10th June.

Enrolled :—Boys, 13 ; girls, 15 ; total, 28. Present :—Boys, 8 ; girls, 12 ; total, 20.
Ordinary attendance, 20. In district not enrolled, 5.

The material condition is indifferent ; the discipline is fair ; the instruction is regulated with some care, and applied with fair energy and perseverance ; the methods have a modern cast, and the results are moderate.

FOXLOWE :—Regular inspection. Visited, 10th June.

Enrolled :—Boys, 6 ; girls, 3 ; total, 9. Present :—Boys, 5 ; girls, 2 ; total, 7.
Ordinary attendance, 7. In district not enrolled, 0.

The material condition is good ; the discipline is fair ; the lesson documents are constructed with reasonable care ; the classification is correct ; the attainments are nearly moderate.

CURRAN'S CREEK :—General Inspection. Visited, 2nd March.

Enrolled :—Boys, 5 ; girls, 8 ; total, 13. Present :—Boys, 5 ; girls, 8 ; total, 13.
Ordinary attendance, 12. In district not enrolled, 7.

This school is taught by the same teacher as the Lost River H.-T. School, and is in the same condition.

LOST RIVER :—General inspection. Visited, 1st March.

Enrolled :—Boys, 6 ; girls, 8 ; total, 14. Present :—Boys, 5 ; girls, 7 ; total, 12.
Ordinary attendance, 12. In district not enrolled, 8.

The material condition is reasonably satisfactory ; the discipline is sound ; the classification is correct ; the instruction is well regulated. The attainments, considering the circumstances of the school, are fairly satisfactory.

GUNDAROO, UPPER :—Regular inspection. Visited, 19th May.

Enrolled :—Boys, 6 ; girls, 5 ; total, 11. Present :—Boys, 6 ; girls, 5 ; total, 11.
Ordinary attendance, 7. In district not enrolled, 0.

The working material is good ; the discipline is lax ; the instruction is unskilfully regulated. The attendance is very bad, and the attainments are very low.

SUTTON :—Regular inspection. Visited, 19th May.

Enrolled :—Boys, 6 ; girls, 13 ; total, 19. Present :—Boys, 5 ; girls, 11 ; total, 16.
Ordinary attendance, 17. In district not enrolled, 7.

The attendance is good, and there is ground for believing that a Provisional School could be maintained here. In all other respects what was said in the report of the Upper Gundaroo H.-T. School, applies equally to Sutton.

INGLEWOOD FOREST :—Regular inspection. Visited, 7th June.

Enrolled :—Boys, 16 ; girls, 12 ; total, 28. Present :—Boys, 6 ; girls, 6 ; total, 12.
Ordinary attendance, 18. In district not enrolled, 10.

The material condition may be regarded as fair ; the classification is unsuitable ; the instruction is inappropriate and applied without energy or spirit, and the results are small.

MULLOON :—Regular inspection, Visited, 7th June.

Enrolled :—Boys, 8 ; girls, 6 ; total, 14. Present :—Boys, 5 ; girls, 6 ; total, 11.
Ordinary attendance, 10. In district not enrolled, 3.

The condition of this school is in every respect the same as that of the Half-time School at Inglewood Forest.

WHEEO :—General inspection. Visited, 28th February.

Enrolled :—Boys, 8 ; girls, 6 ; total, 14. Present :—Boys, 7 ; girls, 5 ; total, 12.
Ordinary attendance, 10. In district not enrolled, 13.

The material condition is bad ; the discipline is satisfactory ; the classification is fairly appropriate ; the lesson documents are executed with moderate skill ; the methods have an intelligent hue, but the teaching is lacking in spirit and penetration, and the results are small.

WINDUELLA :—General inspection. Visited, 28th February.

Enrolled :—Boys, 9 ; girls, 7 ; total, 16. Present :—Boys, 1 ; girls, 2 ; total, 3.
Ordinary attendance, 10. In district not enrolled, 2.

As far as I could judge from the examination of the small number of pupils present, and all other circumstances, this school is in much the same condition as the Half-time School at Wheeo, which is worked in conjunction with it. I think nearly everything said in the report of the Wheeo school will also apply to the Half-time School at Winduella.

APPENDIX I.

RECEIPTS and DISBURSEMENTS of the Council of Education, from 1st January to 31st December, 1876.

RECEIPTS		DISBURSEMENTS.	
	£ s. d.		£ s. d.
To Balance from 1875.....	27,092 8 5	GENERAL MANAGEMENT.	
„ Amount received from Treasury on account of Vote for 1876.....	250,000 0 0	By Salaries and allowances.....	5,974 8 1
„ Church and School Estates Revenue.....	1,739 6 11	„ Repairs, rent, and furniture.....	418 13 2
„ Interest.....	344 10 4	„ Books, binding, printing, and stationery.....	359 1 11
„ Refund from the Treasury.....	10 0 0	„ Miscellaneous expenses :—	
		Census.....	£200 0 0
		Advertising and insurance.....	6 13 3
		Clerical aid and labour.....	263 3 9
		Furniture, fuel, and light.....	41 19 3
		Travelling expenses.....	25 13 10
		Sundry small expenses.....	32 12 11
			570 8 0
			7,822 11 2
		INSPECTION.	
		„ Salaries and allowances.....	8,173 10 2
		„ Rent and furniture.....	363 1 3
		„ Books, printing, and stationery.....	92 6 11
		„ Travelling expenses.....	2,207 12 8
		„ Forage allowances.....	263 6 8
		„ Miscellaneous expenses :—	
		Sundry small expenses.....	40 10 6
			11,140 8 2
		TRAINING DEPARTMENT.	
		„ Salaries and allowances.....	4,368 16 6
		„ Repairs and furniture.....	62 10 0
		„ Books, printing, and stationery.....	69 1 5
			4,500 7 11
		PUBLIC SCHOOLS.	
		„ Salaries and allowances.....	65,969 19 7
		„ Buildings, repairs, rent, and furniture.....	95,359 15 1
		„ Books, printing, and stationery.....	2,401 14 10
		„ Travelling expenses.....	675 12 2
		„ Miscellaneous expenses :—	
		Advertising.....	£250 8 3
		Architect's commission.....	1,540 1 10
		Forage allowance.....	10 0 0
		Solicitor's costs.....	298 8 8
		Sundry small expenses.....	31 2 5
			2,130 1 2
			166,537 2 4
		PROVISIONAL SCHOOLS.	
		„ Salaries and allowances.....	15,103 13 0
		„ Repairs and furniture.....	239 18 11
		„ Books, printing, and stationery.....	525 1 8
		„ Travelling expenses.....	20 16 2
		„ Miscellaneous expenses :—	
		Sundry small expenses.....	10 3 0
			15,904 12 9
		HALF-TIME SCHOOLS.	
		„ Salaries and allowances.....	4,160 12 9
		„ Repairs and furniture.....	32 10 0
		„ Books, printing, and stationery.....	114 14 11
		„ Travelling expenses.....	26 7 8
		„ Forage allowances.....	421 17 9
			4,756 3 1
		CERTIFIED DENOMINATIONAL CHURCH OF ENGLAND SCHOOLS.	
		„ Salaries and allowances.....	13,336 1 6
		„ Repairs and furniture.....	569 12 9
		„ Books, printing, and stationery.....	322 18 0
		„ Travelling expenses.....	47 12 5
			14,276 4 8
		CERTIFIED DENOMINATIONAL ROMAN CATHOLIC SCHOOLS.	
		„ Salaries and allowances.....	12,026 16 9
		„ Repairs and furniture.....	224 9 1
		„ Books, printing, and stationery.....	381 9 7
		„ Travelling expenses.....	61 8 7
			12,694 4 0
		CERTIFIED DENOMINATIONAL PRESBYTERIAN SCHOOLS.	
		„ Salaries and allowances.....	886 14 9
		„ Repairs and furniture.....	123 11 0
		„ Books, printing, and stationery.....	16 15 11
			1,027 1 8
		CERTIFIED DENOMINATIONAL WESLEYAN SCHOOLS.	
		„ Salaries and allowances.....	1,404 11 10
		„ Repairs and furniture.....	27 8 0
		„ Books, printing, and stationery.....	25 8 9
		„ Travelling expenses.....	0 18 0
			1,458 6 7
		CERTIFIED DENOMINATIONAL HEBREW SCHOOL.	
		„ Salaries and allowances.....	162 0 0
		„ Books, printing, and stationery.....	3 15 8
			165 15 8
			240,282 18 0
		„ Balance.....	38,903 7 8
			£ 279,186 5 8
			£ 279,186 5 8

Council of Education Office,
22nd March, 1877.JOHN M. GIBSON,
Accountant.

APPENDIX J.

TABLE showing the number of children in the Eight Wards of the City of Sydney from the age of 4 to 14 years (inclusive); what schools attending; and the educational status of those not attending school.

Ward.	House-holders.	Males. 4 to 14.	Females 4 to 14.	Total.	Attending School.			Not attending School.			
					Public or Denom.	Private.	Total.	Read and Write.	Read only.	Illiterate.	Total.
Bourke	1,079	436	451	887	567	146	713	45	1	128	174
Brisbane	1,453	798	811	1,609	1,029	245	1,274	124	11	200	335
Gipps	1,870	1,261	1,222	2,483	1,828	129	1,957	236	8	282	526
Macquarie	1,682	846	858	1,704	1,024	363	1,387	109	2	206	317
Phillip	1,824	1,117	1,133	2,250	1,165	483	1,648	193	19	390	602
Denison	2,164	1,523	1,473	2,996	1,610	481	2,091	273	23	609	905
Fitzroy	2,535	1,741	1,623	3,364	1,706	919	2,625	198	16	525	739
Cook	3,820	2,702	2,738	5,440	2,532	1,353	3,885	557	39	959	1,555
Total.....	16,427	10,424	10,309	20,733	11,461	4,119	15,580	1,735	119	3,299	5,153

TABLE showing the number of children in the following Municipalities from the age of 4 to 14 years (inclusive); what school attending; and the educational status of those not attending school.

	House-holders.	Males.	Females	Total.	Attending School.			Not attending School.			
					Public or Denom.	Private.	Total.	Read and Write.	Read only.	Illiterate.	Total.
Paddington	1,109	815	761	1,576	915	259	1,174	122	...	280	402
Woollahra	890	580	589	1,169	476	395	871	81	1	216	298
Waverley	251	245	202	447	310	42	352	16	5	74	95
Randwick	129	142	116	258	149	50	199	12	...	47	59
Redfern	1,647	1,237	1,190	2,427	1,152	657	1,809	231	3	384	618
Waterloo	853	588	608	1,196	551	253	804	102	5	285	392
Alexandria	511	371	362	733	301	156	457	78	2	196	276
Darlington	339	246	239	485	201	183	384	36	...	65	101
Newtown	1,161	776	764	1,540	813	312	1,125	117	12	286	415
Camperdown	495	331	350	681	313	179	492	59	1	129	189
Glebe	1,451	1,073	1,064	2,137	1,120	521	1,641	147	2	347	496
Balmain	1,689	1,306	1,348	2,654	1,482	508	1,990	164	8	492	664
St. Leonards	210	157	163	320	172	62	234	18	...	68	86
St. Leonards East ...	258	161	174	335	110	134	244	15	2	74	91
Macdonaldtown	177	149	150	299	161	62	223	25	1	50	76
Total.....	11,170	8,177	8,080	16,257	8,226	3,773	11,999	1,223	42	2,993	4,258

APPENDIX K.

LIST OF APPLICATIONS to the Government for School Sites.

Name of Place.	Date upon which Land was applied for.	Name of Place.	Date upon which Land was applied for.
Adaminiby	7th April, 1876.	Lake Albert	23rd November, 1876.
Adelong	14th September, 1876.	Lawrence	3rd June, 1876.
Adelong Grove	1st November, 1876.	Lincoln	30th March, 1876.
Amosfield	10th April, 1876.	Majura	13th December, 1876.
Apsley	1st December, 1876.	Manchester Square	12th February, 1876.
Argyle East	21st June, 1876.	Mandelong	18th June, 1875.
Ashfield	1st May, 1876.	Marangulla	17th August, 1876.
Baker's Swamp	29th September, 1876.	Markdale	2nd August, 1876.
Baradine	10th March, 1876.	Meringlo	7th December, 1876.
Barrington	31st October, 1876.	Milburn	10th November, 1876.
Barwang	6th September, 1876.	Millong	23rd November, 1876.
Ben Bullen	17th August, 1876.	Mimosa Dell	26th October, 1876.
Benerece	25th August, 1876.	Mitchell's Island	10th October, 1871.
Berebangalo	9th April, 1874.	Moor Creek	10th November, 1876.
Binni	14th November, 1876.	Morree	22nd January, 1876.
Bowan	23rd November, 1876.	Morongla	28th December, 1876.
Box Ridge	16th August, 1876.	Mount Adrah	30th April, 1873.
Brawlin	6th March, 1875.	Mount Morris	8th August, 1876.
Brisbane Valley	6th April, 1876.	Mount Murray	5th April, 1875.
Brocklesby West	1st November, 1876.	Mount View	6th April, 1876.
Broke	3rd February, 1876.	Murrumbateman	8th March, 1876.
Broken Bridge	23rd May, 1876.	Murrumburrah	29th October, 1875.
Brolgar	28th September, 1876.	Muscle Creek	22nd February, 1876.
Brucedale	10th September, 1875.	Mutton's Falls	1st August, 1876.
Brundah	3rd February, 1876.	Nambucca River	6th April, 1875.
Budgerabong	5th June, 1876.	Nangus	18th June, 1875.
Bulladelah	18th May, 1876.	Nelson	26th October, 1876.
Bulli Mountain	12th October, 1874.	Nerriga	15th May, 1874.
Burrawang East	1st March, 1876.	Numby	11th April, 1876.
Campbell's River	6th October, 1876.	Owen's Gap	3rd November, 1876.
Cannonba	29th December, 1875.	Peat's Ferry	21st July, 1875.
Canowindra	1st May, 1875.	Peelwood	29th March, 1876.
Carangara	24th August, 1876.	Port Macquarie	11th October, 1876.
Cargo	18th August, 1875.	Power's Corner	22nd March, 1876.
Carrick	27th March, 1876.	Rainbow Creek	29th October, 1873.
Congola	4th September, 1874.	Redlands	28th September, 1876.
Coomber	9th March, 1876.	Riverstone	21st May, 1875.
Coopernook	10th January, 1876.	Rob Roy	28th September, 1876.
Cudal	7th September, 1876.	Sackville Reach	4th September, 1875.
Cudgegong	5th February, 1876.	Sallisbury	1st March, 1876.
Cullenbone	9th March, 1876.	Sandy Creek, Musclebrook	8th April, 1874.
Dalton	9th October, 1876.	Sandy Creek, Armidale	29th December, 1876.
Darlington	4th August, 1876.	Shaw	31st October, 1876.
Deep Creek	21st November, 1876.	Shaw's Creek	11th August, 1874.
Delegate	20th November, 1873.	Smithtown	4th February, 1876.
Delegate	16th September, 1874.	Springwood	2nd October, 1876.
Derrigullen	3rd December, 1874.	Stewartfield	10th October, 1876.
Dirt Hole Creek	3rd November, 1876.	Terramah	6th November, 1876.
Doughboy Hollow	24th July, 1875.	Timbriungie	11th November, 1875.
Eunonyhareenyah	8th July, 1875.	Toll Bar Creek	27th March, 1876.
Eurunderee	5th September, 1876.	Tuggranong	26th August, 1876.
Everton	14th October, 1875.	Turi	4th February, 1876.
Forest Hill	25th November, 1875.	Tweed River	25th August, 1875.
Frogmore	12th April, 1876.	Underbank	24th September, 1874.
Fullerton	14th October, 1875.	Urana	13th December, 1876.
Goodrich	10th March, 1874.	Waggallallah	3rd December, 1875.
Goolma	18th March, 1876.	Walang	11th August, 1876.
Goorangoola	20th September, 1875.	Wallabadah	1st November, 1875.
Green Gully	8th June, 1876.	Wallenbeen	21st September, 1875.
Greenwich Park	6th July, 1876.	Wandella	22nd August, 1874.
Gundy	30th January, 1875.	Wangoola	11th November, 1876.
Harden	12th April, 1875.	Werombi	24th July, 1876.
Hillas Creek	12th December, 1874.	Windellama	16th March, 1874.
Hillston	27th June, 1876.	Wingham	14th January, 1876.
Hopefield	12th September, 1874.	Wollar	21st September, 1876.
Iford	3rd June, 1875.	Woodhouselee	26th October, 1875.
Jellat Jellat	27th June, 1876.	Wondalga	4th March, 1872.
Jindalee	20th March, 1875.	Yarra	14th November, 1876.
Jindera	19th May, 1876.	Yarralaw	23rd February, 1876.
Kangyangy	22nd July, 1876.	Yarrunga	11th March, 1876.
Killawarra	7th December, 1876.		

APPENDIX L.

SITES FOR SCHOOLS ACT.

Section.	Page.	Section.	Page.
Preamble		10. Delivery or publication of notices and effect thereof	
1. Taking of Crown Lands		11. Mode of valuation and fixing compensation..	
2. Notice to Minister for Lands		12. Parties may suggest a valuator	
3. Church and School Lands and lands under lease		13. As to lands under mortgage	
4. Restrictions on selection and effect of valid selection		14. Investment of moneys payable to absentees, &c.	
5. Conveyance of land other than Crown Land		15. Proceeding in case of refusal to deliver possession of lands	
6. Effect of such conveyances		16. When Council entitled to enter	
7. To protect the interests of reversioners		17. Conveyance may be demanded	
8. Meaning of the word person and as to equitable estates		18. Conveyances by trustees of Schools	
9. As to taking private lands		19. Title and application of Act	

A BILL

Intituled an Act to facilitate the acquisition by the Council of Education of sites for Schools.

Preamble.	<p>WHEREAS it is expedient that greater facilities should be given by law for the acquisition by the Council of Education of sites for Public Schools and school buildings:</p> <p>Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—</p>
Taking of Crown Lands.	<p>1. In respect of all land which, at the time of selection as herein mention, shall be vested in Her Majesty, and not dedicated to any other public purpose, nor contracted to be granted absolutely or conditionally in fee simple, nor being under lease for mining purposes, it shall be lawful for the Council of Education to select, and after the expiration of sixty days' written notice to the Minister for Lands as hereinafter provided, to enter upon and hold to them and their successors for the purposes of public education, so much of such land (not exceeding the quantities next mentioned) as the said Council shall think necessary for those purposes; that is to say—in respect of town lands one acre, of suburban lands five acres, and in respect of lands situated elsewhere twenty acres: Provided that if, within the said period of sixty days, the Minister for Lands shall signify to the Council his disapproval of such selection, either in the whole or in part, the same (so far as such disapproval shall extend) shall become void.</p>
Notice to Minister for Lands.	<p>2. Every such notice shall be under the hand of the President, countersigned by the Secretary of the Council, and shall specify the quantity of land proposed by the Council to be taken, and its position, dimensions, and boundaries, so far as the same can without actual survey and admeasurement be ascertained, but in each case with reasonably sufficient accuracy so that the land intended to be indicated, although inartificially described, may be identified.</p>
Church and School Lands and lands under lease.	<p>3. The land commonly called the Church and School Lands shall, for the purposes of this Act, be deemed not dedicated to any public purpose, and shall be open to selection by the Council of Education accordingly. Provided that where any portion of such land selected by the Council, or any other land lawfully selected under the first section of this Act, shall at the time be under lease from the Crown or contract for such lease, the parties interested therein shall have the like written notice <i>mutatis mutandis</i> as is hereinbefore directed to be given to the Minister for Lands; and, if the selection finally be carried out, shall be entitled to compensation in the manner hereinafter provided in the case of private lands compulsorily taken.</p>
Restrictions on selection and effect of valid selection.	<p>4. It shall not be lawful for the Council to select or take compulsorily under this Act any enclosed land forming part of a homestead, or garden, shrubbery, or pleasure-ground, or on which there shall be any dwelling erected. But, where land shall have been lawfully selected or taken under this Act, and the Council have become entitled to enter upon and hold the same, such land shall be legally vested in the Council in fee simple in possession without grant or conveyance; and, where the grant of a right-of-way of necessity would by law be implied in the conveyance of such land, the same right shall exist, notwithstanding the absence of such conveyance.</p>
Conveyances of land other than Crown land.	<p>5. In respect of land owned by private persons, or bodies other than the Crown, which may have already been acquired or which shall after the passing of this Act be acquired or sought to be acquired by the Council of Education, by gift or purchase, or which shall be taken compulsorily by the Council under the provisions hereinafter contained, every person seized or possessed of or entitled to any such land, or any estate or interest therein, although as a trustee, committee, or guardian, or tenant in tail or for life or years only, or being a married woman, or if an infant being of the age of eighteen years, may convey such land to the Council.</p>
Effect of such conveyances.	<p>6. Every such conveyance shall operate, to vest effectually in the Council and their successors not only the estate and interest of the parties thereto, and their heirs, executors, and administrators, and in respect of a conveyance by a married woman as if she were sole and of age, in and as to every such infant as if he were of age, and in respect of conveyances by trustees, committees, and guardians, all the estate and interest of the several cestui-que-trusts, persons of unsound mind, or wards, for whom they act respectively, but also in respect of any conveyance by a tenant in tail or for life, or for ninety-nine years where fifty years at the least of that term are unexpired, the estate and interest of every person entitled in reversion, remainder, or expectancy after him, or in defeasance of the estate of such tenant.</p>
To protect the interests of reversionists.	<p>7. Provided always that, with respect to the interest of every person so entitled as last aforesaid, the value of such interest shall be ascertained in the manner hereinafter directed in the case of lands compulsorily taken under this Act, and the amount when so ascertained shall be paid by the Council of Education to the party entitled thereto, if known and accessible; but, if he be not known or not accessible, the amount shall forthwith be deposited in the Government Savings Bank in Sydney for his use; and the fact of such deposit shall thereupon be advertised by the Council in the <i>Government Gazette</i>, under the hand of the President, countersigned by the Secretary, with a statement of the cause thereof.</p>
Meaning of the word person, and as to equitable estates.	<p>8. The word "person" in the fifth section shall be taken to include corporations, whether sole or aggregate. And where any person is equitably entitled as tenant in tail or for life to any land, but the legal estate therein is vested in some trustee, such person shall be deemed a tenant in tail or for life within the meaning of that section, and may effectually convey all the estate and interest in such land under the same section, although such trustee be no party to the conveyance.</p>
As to taking private lands.	<p>9. Whenever any land, owned or claimed by private persons, or by any corporate body, shall be required by the Council of Education under this Act, and the parties entitled thereto or interested therein will not consent to part with such land, or shall not be willing to accept the sum offered for the same, the Council may give notice in writing to the person in possession of the land, if any, and to the parties entitled to or interested in the same, or the parties who by this Act are enabled to convey the same, or to such of them as can by diligent inquiry be discovered, that the land (not exceeding in area according</p>

according to its position the quantities specified in the first section) is required under this Act for the purposes of Public Education; which notice shall be under the hand of the President, countersigned by the Secretary, and shall contain the particulars required by the second section, and shall demand from the parties (who are hereby required within thirty days next following to deliver to the Council) the particulars of their estate and interest in the land indicated, and of their claims severally in respect thereof.

10. Every such notice shall be delivered to the party addressed or left at his usual place of abode; or if any of the parties interested be absent from the colony, or cannot be found, or be unknown, the notice to him or them shall be advertised not less than twice in the *Gazette*, and three times in some newspaper circulating in or nearest to the district in which the land is situated. And if, within the period of sixty days after such delivery or publication (whichever shall be the later in date), the parties entitled to or interested in or by this Act enabled to convey the land do not agree as to its value, or as to the amount to be paid to them respectively, or if there be any of such parties absent from the colony, or unknown or incapable of assent, or who, being entitled to compensation under this Act as a lessee for years, or as a reversioner or person entitled in remainder, shall not agree with the Council as to its amount, the land shall be appraised, and the due proportion of its value payable to each person interested be estimated, in the manner hereinafter mentioned; together with the amount of compensation, if any, over and above that value, which may be thought just to any such lessee, reversioner, or remainder man, or to the owner or other parties interested, by reason of the severance of the land intended to be taken from other lands of the same owner.

11. On the application in a summary way of the Council of Education (acting in that behalf by their President or Secretary or by an Inspector of Schools) to the Master in Equity of the Supreme Court, or to any District Court Judge, such Master or Judge shall appoint a Valuator for the purposes aforesaid; who shall before entering on his duty make before the Master or Judge, or before some Justice of the Peace, a solemn declaration in the form contained in the schedule hereto, and shall, on the completion of his valuation, be paid by the Council for his trouble such sum as shall at the time of his appointment have been fixed by such Master or Judge. And such Valuator shall have power to require the several parties to attend before him, and to produce all documents in their power respectively, touching the matter in question, and may examine the parties and their witnesses by solemn declaration or on oath; but the Council of Education shall be sufficiently represented by their Secretary or by a School Inspector. And the valuation and decision of such Valuator, which shall be in writing and signed by him, shall be conclusive and binding on all the parties.

12. Before appointing any person as Valuator, the Master in Equity or District Court Judge shall require notice to be given (or proof that notice has been given) to the parties interested in the land to be valued, or such as are known and accessible, of the application made to him; and shall permit them or any of them to propose to him the name of a person as Valuator, but the Master or Judge may, at his discretion, decline to appoint any such person.

13. For the purposes of this Act, where the land acquired or taken or sought so to be is under Mortgage, but the Mortgagee is not in possession, the Mortgagor shall, as between him and his Mortgagee, be deemed the owner of such land; and may alone effectually convey it to the Council. Provided that the Mortgagee shall have had due notice under the ninth and twelfth sections, and that the value of the land (either as agreed upon between the parties interested and the Council, or as the same shall have been estimated in manner aforesaid) shall be paid exclusively to such Mortgagee, unless the Mortgagor and himself shall otherwise agree respecting its appropriation. But where the Mortgagee is in possession of the land, he shall for the purposes of this Act be deemed its sole owner, in equity as well as at law.

14. In every case where the person entitled to receive the estimated value of land acquired or taken and valued under this Act, or any person entitled to a portion only of such value, shall be under disability not removed by this Act, or shall be unknown or not accessible, the amount payable to such person shall be forthwith deposited in the Government Savings Bank in Sydney for his use; and the fact of such deposit shall thereupon be advertised by the Council in the *Government Gazette*, under the hand of the President, countersigned by the Secretary, with a statement of the cause thereof.

15. If, in any case in which under the provisions of this Act the Council of Education shall be entitled to enter upon and take possession of certain land, the owner or occupier or any other person shall refuse to give up the possession thereof, or shall hinder the Council or their duly appointed agent from taking possession of the same, it shall be lawful for any Police Magistrate to issue a warrant to the Sheriff, or to the Bailiff of the nearest District Court, to deliver such possession to the person appointed by such warrant to receive the same; by virtue of which warrant the Sheriff or Bailiff shall deliver possession of such land accordingly. The cost accruing in respect of the issuing and execution of such warrant shall be paid by the person so refusing or hindering as aforesaid, and may be recovered by the Council by action against him in any District Court.

16. The Council of Education shall within the meaning of this Act be entitled to enter upon and take and hold possession of any land, which they may under this Act have selected or taken or otherwise acquired, so soon as the provisions of this Act affecting the same land and imposing any duty upon the Council in respect thereof shall have been satisfied. And where any money shall be payable by the Council to any person, in respect of his title to or interest in such land, a valid tender thereof if refused shall be equivalent to payment.

17. Every person having such title or interest as aforesaid, and being paid or having had tendered to him the amount at which the land or his interest therein was valued under this Act, shall on demand execute a conveyance thereof to the Council of Education and their successors; such conveyance to be prepared at the Council's expense, and tendered to him for such execution.

18. Whenever any land shall at any time have been conveyed in trust to any person, or otherwise dedicated and set apart in his hands, as the site of a school or buildings for the purposes of education, and the trustee or person holding the same shall desire to convey such land with the buildings thereon to the Council of Education for the purposes of a Public School, it shall be lawful for him so to convey the same; and the conveyance shall be effectual to vest the premises thenceforth in the Council and their successors for those purposes. And the word "person" in this section shall extend to trustees where there are more than one, and be taken to include Corporations, whether sole or aggregate.

19. This Act may be cited as the "Sites for Schools Act;" and its several provisions shall be in force for the purposes of public education, under the Public Schools Act of 1866, as also under any Act hereafter passed for amending the same, unless such amending Act shall otherwise direct.

SCHEDULE.

(Declaration by valuator; to be indorsed on the instrument appointing him.)

I, A.B., do solemnly and sincerely declare, that I have no interest directly or indirectly in the property in question, and that I will faithfully, impartially, and honestly, according to the best of my skill and ability, execute the duty of making the valuation hereby referred to me.

Made and subscribed in the
presence of }

A.B.

1876-7.

NEW SOUTH WALES.

REPORT

OF THE

COUNCIL OF EDUCATION

UPON THE CONDITION

OF THE

CERTIFIED DENOMINATIONAL SCHOOLS

FOR

1876.

Presented to both Houses of Parliament, in pursuance of the Act 30 Vic. No. 22, sec. 27.

SYDNEY : CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

THE COUNCIL OF EDUCATION TO HIS EXCELLENCY THE GOVERNOR,

SUBMITTING

REPORT UPON DENOMINATIONAL SCHOOLS FOR 1876.

To His Excellency SIR HERCULES GEORGE ROBERT ROBINSON, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

May it please your Excellency,

We have the honor, in compliance with the requirements of the Public Schools Act, to submit this our Tenth Annual Report upon the condition of Certified Denominational Schools, being that for the year 1876.

The number of Certified Denominational Schools in operation at the close of the year was 181; Appendix A. two of them (Hamilton and Wagga Wagga) being schools to which certificates were granted since 1875.

On the list for 1875 there were 191 schools; but at the close of that year, as stated in the last Report, seven of such schools had already lost their certificates. In two instances the certificates had been voluntarily surrendered, and in five others they had been withdrawn, as shown in the following list:—

Gosford C.E.	} Certificate withdrawn.
Morpeth C.E.	
Appin R.C.	
Bargo R.C.	
Maitland W. C.E.	
Berrima R.C.	} Certificate surrendered.
Parramatta R.C.	

At the end of 1875 the certificate was also withdrawn from Phoenix Park R.C. School, but such withdrawal did not take effect till last year.

In 1876 six certificates were surrendered, viz. :—

Campbelltown C.E.
 Lord's Forest C.E.
 Pitt Town C.E.
 South Creek C.E.
 Campbelltown Pres.
 Scone C.E.

Of these, the first five were not open during any portion of 1876, and therefore they do not appear on the list for the year. Scone C.E. School was in operation during the first half of the year, but when a Public School was opened in the township this school lost its teacher, and its supporters did not ask for the appointment of another.

Five applications for certificates to Denominational Schools were received by the Council in 1876. Appendix B. Of these, two were granted, two were declined, and one was under consideration at the close of the year. One school, Plattsburg R.C., added to the list in 1876, had its certificate granted at the close of 1875, as mentioned in the Report for that year.

Applications for Certificates received in 1876.		
Name of School.	Denomination.	Result of Application.
Dubbo	R.C.	Declined.
Gundagai	R.C.	Declined.
Hamilton	R.C.	Granted.
Newcastle, South	R.C.	Under consideration.
Wagga Wagga	R.C.	Granted.

The

Appendix C.

The general report upon the condition of Certified Denominational Schools is, according to the usual practice, included in the Report upon Public Schools. Detailed statements showing the condition of the several Denominational Schools inspected are appended; and the usual summary of information as to the enrolment of pupils, the number in average attendance, and the amount of school fees received by the Teachers, will be found in the annexed Returns.

Appendix D.

The undermentioned sums were appropriated from the Church and Schools Estates Revenue, to the several classes of Certified Denominational Schools:—

	£	s.	d.
To Church of England Schools	441	11	3
Roman Catholic	263	12	5
Presbyterian	94	12	4
Wesleyan	69	17	6
Total	£869	13	6

We submit this as our Report upon the Certified Denominational Schools for the year ending 31st December, 1876; and in testimony thereof, we have caused our corporate seal to be affixed hereto, this thirtieth day of April, one thousand eight hundred and seventy-seven.

(L.S.)

W. WILKINS, Secretary.

J. SMITH, President.
W. A. DUNCAN.
ALFRED STEPHEN.
G. WIGRAM ALLEN.

APPENDIX A.

ATTENDANCE of Children at the Denominational Schools, as certified by the Local Boards, for the Quarter ending 31st December, 1876, or for the last Quarter of that year during which the Schools were in operation.

Name of School.	Number of Children on Rolls.							Average Weekly Attendances.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.													
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.	School Fees.														
																			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
CHURCH OF ENGLAND SCHOOLS.																															
Ashfield.....	41	29	70	58	2	4	6	..	..	28.3	13.6	41.9	144	8	11	3	18	3	10	0	0	83	15	1	242	2	3			
Balmain.....	154	142	296	221	1	47	22	5	111.3	104.6	215.9	245	2	9	7	0	11	..	..	..	..	..	..	..	..	..	..	..
Bathurst.....	123	107	230	182	1	12	21	14	85.5	71.2	156.7	272	6	9	5	16	0	17	5	9	34	2	3	238	5	11.5	567	16	8.5		
Bendolba, Upper.....	23	23	46	25	5	16	5	..	13.3	17.2	30.5	106	14	7	2	13	6	..	..	..	..	..	..	..	..	..	..	..	..
Braidwood.....	24	26	50	44	2	2	4	..	15.1	17.2	32.3	112	6	11	4	12	3	..	..	..	..	..	..	..	..	..	..	..	..
Broke.....	23	21	44	28	11	5	4	..	14.8	13.5	28.3	104	1	6	2	16	7	..	..	..	..	..	..	..	..	..	..	..	..
Buchanan.....	28	30	58	23	19	7	9	..	14.7	18.4	33.1	105	0	0	1	18	0	..	10	0	0	..	..	..	..	..	..	..	..
Burrawang.....	24	25	49	22	4	15	2	6	16.5	16.8	33.3	108	0	0	2	10	2	..	..	..	..	..	..	..	..	..	..	..	..
Burwood.....	51	45	96	79	8	..	..	9	30.8	34.7	65.5	111	17	0	2	7	3	..	..	..	..	..	..	..	..	..	..	..	..
Cabramatta.....	14	21	35	22	13	..	..	..	8.4	15.2	23.6	72	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camden.....	56	33	89	78	1	2	5	3	40.7	23.6	63.3	142	18	0	3	7	3	..	10	0	0	..	..	..	..	..	..	..	..
Canberra.....	17	24	41	25	5	9	2	..	12.7	15.1	27.8	105	6	6	1	17	9	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury.....	22	16	38	29	6	1	..	2	14.6	8	22.6	110	19	9	5	4	5	..	..	..	..	..	..	..	..	..	..	..	..
Castle Hill.....	46	38	84	44	7	..	..	33	26	27	53.3	120	0	0	1	8	5	..	..	..	..	..	..	..	..	..	..	..	..
Christ Church.....	316	223	539	373	11	33	56	66	203.9	123.7	332.6	325	8	0	13	17	3	..	..	..	..	..	..	..	..	..	..	..	..
Cobbity.....	24	18	42	42	..	..	..	..	14.4	13.2	27.6	100	3	4	0	16	3	1	4	6	5	0	0	..	..	..	..	..	..	..
Corowa.....	40	30	70	40	10	16	..	4	32.2	20.5	52.7	108	9	6	1	12	0	..	..	..	..	..	..	..	..	..	..	..	..	..
Dapto.....	34	37	71	36	11	5	19	..	19.2	26.4	45.6	111	2	0	1	12	0	..	..	..	..	..	..	..	..	..	..	..	..	..
Darlinghurst.....	158	97	255	208	5	14	17	4	118.1	63.8	181.9	236	0	0	7	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Denman.....	26	39	65	51	14	..	..	..	16.7	26.9	43.6	90	0	0	1	7	4	..	..	..	..	..	..	..	..	..	..	..	..	..
Double Bay.....	145	139	284	196	59	3	3	23	104.3	93.6	196.9	230	16	2	7	3	10	..	..	..	..	..	..	..	..	..	..	..	..	..
Dungog.....	30	36	66	35	9	2	..	..	22.1	25.1	47.2	107	3	6	2	13	8	1	0	0	..	..	..	..	..	..	..	..	..	..
Ennu.....	30	20	50	32	3	6	9	..	16.9	15.7	32.6	102	0	0	1	8	11	..	..	..	..	..	..	..	..	..	..	..	..	..
Enfield.....	43	35	78	49	11	..	..	2	27.6	23.2	49.8	102	0	0	1	14	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Frederickton.....	43	38	81	53	3	12	13	..	32.5	24.7	57.2	110	18	10	3	0	11	..	..	..	..	..	..	..	..	..	..	..	..	..
Fox Ground.....	30	10	40	16	5	8	11	..	22.3	7.8	30.1	70	10	0	1	0	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Glebe.....	51	38	89	51	5	19	14	..	36.3	24.9	61.2	148	12	9	6	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Goulburn.....	37	70	157	115	58.4	43.4	101.8	178	0	0	6	4	4	5	10	0	73	10	9
Goulburn, North.....	28	32	60	28	4	8	5	15	15.9	17.1	33	102	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hexham.....	41	26	67	23	11	3	20	..	30.2	16.3	46.5	94	10	0	3	9	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Jamberoo.....	33	34	67	43	13	11	..	..	20.2	24.3	44.5	108	0	0	1	16	11	..	..	..	..	..	..	..	..	..	..	..	..	..
Jerry's Plains.....	32	29	61	44	17	..	..	..	20.8	17.9	38.4	98	0	0	1	12	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Kempsey.....	32	25	57	28	19	1	9	..	23.6	16.2	39.8	104	14	0	1	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Kurrajong, North.....	26	18	44	36	..	..	..	..	16.1	13.6	29.7	105	5	0	1	11	10	..	..	..	..	..	..	..	..	..	..	..	..	..
Liverpool.....	71	57	128	125	..	..	..	1	45.9	27.4	73.3	143	14	11	5	15	5	..	..	..	..	..	..	..	..	..	..	..	..	..
Macquarie River.....	37	28	65	39	15	11	..	..	22.9	19.7	42.6	108	0	0	3	8	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Maitland, East.....	103	56	159	127	..	..	..	13	73.2	38.4	111.6	159	18	6	1	11	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Maitland, West.....	74	49	123	95	..	..	..	4	47.6	28.5	76.1	139	10	0	0	14	11	..	..	..	..	..	..	..	..	..	..	..	..	..
Miller's Forest.....	21	29	50	26	7	5	12	..	13.6	21.8	35.4	107	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moruya.....	54	52	106	43	14	16	29	4	39	34.8	73.8	154	10	0	7	13	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Mudgee.....	95	90	185	126	..	..	..	34	13	54.8	109.3	212	18	1	8	13	8	12	0	25	0	0	..	..	..	..	..	..	..	..
Musclebrook.....	80	75	155	139	2	15	8	1	56.5	48	104	151	11	11	2	17	1	1	10	0	0	..	..	..	..	..	..	..	..	..
Newcastle (Christchurch).....	128	132	260	159	12	31	10	18	58.5	56.2	174.7	215	3	8	4	1	9	..	..	..	..	..	..	..	..	..	..	..	..	..
Newcastle (St. John's).....	34	31	65	53	..	..	..	2	1	19.1	18.5	37.6	127	4	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newtown.....	103	114	217	175	6	2	15	19	72.8	73.2	146	240	8	5	4	15	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Paddington.....	54	25	79	50	4	6	5	14	33.3	11.5	44.8	99	16	9	2	4	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Parramatta.....	112	75	187	156	3	7	19	2	82.4	49.4	131.8	194	10	3	11	7	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Parramatta, North.....	110	67	177	103	12	40	22	..	79.8	41.7	121.5	192	8	2	1	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..
Parramatta-street.....	309	267	576	507																											

APPENDIX A—continued.

Name of School.	Number of Children on Rolls.						Average Weekly Attendances.			Expenditure from Public Funds.					Expenditure from Local Contributions.		Total.		
	Boys.	Girls.	Total.	Church of England.	Roman Catholic.	Presbyterians.	Wesleyans.	Others.	Boys.	Girls.	Total.	Salaries.	Books and Apparatus.	Travelling Expenses and Forage.	Buildings, Rent, Furniture, &c.	Buildings, Furniture, &c.		School Fees.	
ROMAN CATHOLIC SCHOOLS—continued.																			
Bungendore	28	22	50	8	42			18.7	14.1	32.8	102	0	0	2	3	10		32 15 1	136 18 11
Burrowa	47	54	101	3	96			35.1	35.3	70.9	125	5	9	4	1	1		97 3 9	246 10 7
Cabramatta	17	23	40	2	31			9.4	13.7	23.1	93	0	0	2	15	1		16 7 11	113 17 9
Camden	27	30	57	2	47			16.5	20.3	36.8	83	6	5	2	3	8		31 7 6	116 17 7
Campbelltown	48	50	98	12	81			33.	31.2	64.2	185	6	23	5	3	3		68 18 0	254 4 2
Camperdown	42	30	81	3	73			30.5	21.2	51.7	123	16	8	5	1	5		57 14 2	101 12 3
Charcoal Creek	30	27	57	25	32			19.7	19.4	39.1	105	8	4	4	15	11		36 7 0	147 16 10
Concord	35	25	60	6	60			26	16.8	42.8	101	0	0	3	16	5		20 17 8	118 3 5
Cook's River	24	21	45	5	40			17.3	15.3	32.6	96	0	0	1	3	9		76 8 9	195 11 8
Cooma	39	43	82		82			27.6	31.4	59.	108	0	0	11	2	11		17 9 0	122 5 0
Dapto	24	27	51		51			16.9	16.4	33.3	96	0	0	8	15	2		145 13 2	441 6 5
Goulburn	131	135	266	3	262			88.2	90.7	178.9	257	7	0	9	6	4		89 5 9	199 18 4
Grafton	66	51	117	18	91			46.7	35.3	82.5	108	0	0	2	12	7		52 15 0	187 2 1
Grenfell	38	28	66	2	64			27.3	21.7	49.	123	10	0	5	16	9		156 0 8	296 17 9
Gulgong	92	87	179	23	129			54.1	49.1	108.2	130	10	0	6	4	7		41 6 6	151 9 6
Hamilton	53	45	98	8	90			30.4	25.7	56.1	97	19	11	11	0	7		155 4 8	336 13 2
Haymarket	257	257	514	4	253			147.8	147.8	295.6	176	14	0	4	14	6		69 16 4	177 9 0
Hill End	35	34	69		69			28.4	28.8	57.2	97	12	8					19 0 0	120 7 7
Irishtown	26	11	37	7	30			17.7	8.3	26.	39	10	0	1	17	7		38 0 6	146 11 11
Jamberoo	38	28	61	2	57			20.5	20.6	41.1	102	0	0	1	11	5		40 16 5	138 10 8
Jembaicumbene	30	32	62	2	57			19.4	19.5	38.9	96	0	0	1	12	3		26 19 6	118 8 11
Jugiong	12	19	31	5	26			9.2	15.4	24.6	90	0	0	1	9	5		195 19 11	502 7 4
Kent-street, North	156	137	297	8	279			99.1	93.5	192.6	298	10	3	7	10	9		238 6 5	596 2 6
Kent-street, South	183	171	354	53	299			120.3	100.3	220.6	349	15	3	8	0	10		116 1 1	35 3 7
Kincumber	19	16	35	4	22			9.1	9.4	18.5	73	7	6					43 7 8	140 5 3
Kurragong	29	26	55	25	24			20.5	19.5	40.	96	0	0	0	17	7		72 15 9	243 17 11
Lambton	32	31	63	10	123			61.7	58.	119.7	168	1	5	8	0	9		25 16 9	101 9 9
Lane Cove	24	21	45	9	36			17.2	14.4	31.6	72	0	0	1	18	0		52 6 6	167 8 6
Liverpool	26	32	58		53			19.9	21.6	41.5	112	1	2	3	3	10		24 7 11	117 9 7
Lochinvar	23	31	54	3	51			12.6	22.1	34.7	90	0	0	3	1	8		84 16 6	157 13 6
Maitland, East	73	59	132	7	132			46.4	35.2	81.6	107	3	10	1	13	2		43 16 6	157 13 6
Maitland, West	184	186	380	7	373			117.9	138.3	256.2	359	14	10	11	0	9		138 4 5	609 14 5
Menangle	31	23	54	6	54			17.3	13.8	31.1	102	0	0	2	5	4		28 11 0	132 16 4
Miller's Forest	44	38	82	6	76			26.1	22.8	48.9	90	0	0	5	14	7		44 14 6	140 9 1
Mittagong	26	18	44	15	19			16.6	10.9	27.5	108	0	0	1	3	2		38 15 6	147 15 8
Morphy	71	53	124	12	124			53.3	34.9	88.2	164	1	9	3	1	11		78 6 9	245 9 8
Murrumbidgee	56	57	113	10	103			42.4	36.6	79.	139	2	3	1	18	10		74 14 1	318 6 0
Murrumbidgee	88	19	102	12	83			50.4	36.6	87.	171	15	6					133 11 4	205 6 10
Muswellbrook	62	26	91	17	64			36.9	15.7	52.6	120	9	2	2	3	1		59 3 7	181 15 10
Nelson	21	23	44	4	37			13.7	15.7	29.1	94	10	0	1	14	6		21 9 7	117 14 1
Newcastle	171	198	369	14	353			123.1	143.6	266.7	311	4	10	19	8	8		303 13 5	634 11 11
Newtown	90	87	177	1	177			53.1	53.1	111.2	188	19	8	3	5	7		113 18 3	306 3 6
Oaks	23	19	42	6	36			13.9	13.9	27.8	90	0	0	1	3	3		13 15 4	105 3 7
Orange	131	145	276	67	173			32.8	31.9	64.7	220	0	0	17	11	1		334 10 8	572 1 9
Paddington	59	64	117		117			38.8	46.4	85.2	175	1	9	2	18	7		92 10 11	270 11 3
Parramatta-street	63	220	283		283			49.6	152.1	201.7	247	11	2	4	16	0		203 14 0	456 1 2
Penrith	33	20	53	7	46			22.1	12.	34.1	90	3	6	3	0	4		50 19 6	153 3 6
Petersham	35	30	65	5	60			24.7	16.5	41.2	111	15	3	1	5	2		50 0 6	163 0 11
Plattsburg	67	48	113	13	95			54.8	31.	85.8	163	7	10	9	2	0		68 12 0	242 9 0
Plympton	45	52	97		97			32.8	32.3	65.1	166	2	5	4	0	1		72 0 10	242 3 4
Queenbeyan	32	28	60	1	59			24.4	21.3	45.7	95	10	0	2	2	4		45 7 9	143 0 1
Raymond Terrace	25	22	47		47			10.6	15.8	26.9	105	1	5					29 16 2	134 17 7
Reidsdale	37	29	66	14	52			20.3	14.4	34.7	112	5	0	2	15	7		52 0 10	167 1 5
Richmond	30	34	64	13	46			23.3	24.7	48.	96	0	0	3	9	6		62 11 6	162 1 0
Rocky Point	13	18	36		36			14.9	16.5	31.4	84	0	0	0	19	7		32 18 6	117 18 1
Ryde	39	31	70	20	50			27.6	21.4	49.	120	0	0	2	11	9		52 11 3	175 3 0
Singleton	43	31	74		74			29.2	21.	29.2	80	12	6					27 16 0	108 8 6
Sofala	24	23	52	15	37			14.3	21.1	35.4	112	0	9	3	3	6		66 18 6	182 2 9
Spaniard's Hill	27	16	43	8	33			17.1	12.3	29.4	101	18	7	1	11	1		30 9 0	133 18 8
St. Leonards	74	59	133	5	128			53.6	39.8	93.4	189	0	7	4	3	4		104 3 3	297 7 2
St. Mary's	331	249	680	3	675			249.9	170.3	420.2	497	9	6	17	1	10		396 17 10	964 3 11
Surry Hills	227	155	382		382			140.2	109.4	249.6	266	1	7	14	4	10		248 2 6	528 8 11
Taralga	40	26	66		66			29.7	20.2	49.9	79	0	0	3	4	8		49 7 10	131 12 6
Tamut	39	49	88	2	86			30.3	43.7	74.	111	0	0					86 9 6	229 17 6
Ulladulla	22	20	42	16	26			14.4	14.4	28.8	102	0	0	2	12	2		21 10 9	126 2 11
Victoria-street	70	161	231		231			48.1	104.9	153.	224	0	0	5	8	8		157 6 9	386 15 5
Villa Maria	33	39	77	13	64			26.9	30.5	57.4	96	0	0	3	1	2		70 15 7	169 16 9
Wagga Wagga	75	75	150		150			56.3	56.3	112.6	34	16	0	11	14	4		33 15 3	87 5 7
Waterloo	147	121	268		268			96.2	70.4	166.6	242	5	1	5	9	1		193 12 5	441 6 7
Waverley	75	70	145	5	140			53.4	55.1	108.5	148	0	0	4	3	9			

APPENDIX B.

APPLICATIONS for Certificates to Denominational Schools, received during the year 1876.

Name of Place.	Number of Children residing in the Locality.						Number of Children promised to attend.						Number of Parents or Guardians undertaking to send Children.					Council's Decision.					
	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	C.E.		R.C.	Pres.	Wes.	Others.	Total.
Dubbo (R.C.)	41	48	89	2	82				50	43	93	2	91				1	35				36	Declined.
Gundagai (R.C.)	33	44	77	4	72			1	35	42	77	4	72			1	2	53			1	56	Declined.
Hamilton (R.C.)	43	55	98	1	97				42	47	89		89					34				34	Granted.
Newcastle, South (R.C.)	49	29	78		78				44	29	73		73					40				40	Under consideration.
Wagga Wagga (R.C.)	64		64	9	54				57		57	6	50	1			4	30	1			35	Granted.

APPENDIX C.

ALBURY DISTRICT.

III.—CERTIFIED DENOMINATIONAL SCHOOLS.

COROWA (C.E.) :—Regular inspection, 16th August.

Enrolled :—Boys, 40 ; girls, 30 ; total, 70. Present :—Boys, 28 ; girls, 24 ; total, 52.

Held in a building well adapted for its purpose. The premises present a very neat appearance, and are kept in good condition. The free schools at Wahgunyah entice many of the pupils away, or the attendance would show a larger average. The classification is appropriate. The discipline is mild and tolerably effective ; the pupils are not very regular or punctual. The instruction is earnest and tolerably skilful, and the general results range from tolerable to fair.

ADELONG (R.C.) :—Regular inspection, 14th June.

Enrolled :—Boys, 45 ; girls, 39 ; total, 84. Present :—Boys, 33 ; girls, 27 ; total, 60.

This school is held in the Catholic church ; the building is fairly suitable. The premises are kept neatly. The discipline is weak, but the teaching is zealous. The proficiency of the pupils may be estimated as tolerable nearly. A moderately pleasing tone prevails in the school.

TUMUT (R.C.) :—Regular inspection, 29th November and 1st December.

Enrolled :—Boys, 39 ; girls, 49 ; total, 88. Present :—Boys, 35 ; girls, 45 ; total, 80.

This school, held in the Catholic church, is tolerably well found in working material. Tolerable discipline is maintained, and the average proficiency is nearly fair. Satisfactory progress is being made, and the general aspect of the school fairly answering to the requirements of the standard.

Inspector's Office,
Albury, January 27th, 1877.CHARLES HOOKINS,
Inspector of Schools.

ANNEX B.

ARMIDALE DISTRICT.

SUMMARIES of Reports upon Certified Denominational Schools examined during the year 1876.

I.—CHURCH OF ENGLAND.

TAMWORTH (C.E.) :—General inspection, 2nd, 3rd, and 4th October.

Numbers enrolled :—Boys, 71 ; girls, 56 ; total, 127. Numbers present :—Boys, 70 ; girls, 50 ; total, 120.

Since last inspection the buildings have undergone extensive and very necessary repairs, at a cost of about £150. The premises are now in good order : and, but for the want of a few more desks and forms, the material condition and equipment are all that can reasonably be desired. As far as effected by the Teacher, the organization is fair. Material increase in the attendance has taken place, and the pupils are punctual and very fairly regular in their attendance. In point of discipline the school has retrograded somewhat. The government is too easy and indulgent ; and the pupils readily fall into disorderly attitudes, and are given to whispering during work. The course of instruction is complete and carefully regulated. The teaching is earnest and painstaking, but not attended with satisfactory results, owing mainly to the defective discipline. The pupils yield too passive an attention under instruction and are not called upon to exert themselves. The average proficiency is *tolerable to fair nearly*. The local supervision is confined mainly to the Chairman of the Board, who visits the school regularly and takes an active interest in its welfare.

II.—ROMAN CATHOLIC.

ARMIDALE (R.C.) :—Regular inspection, 21st September.

Numbers enrolled :—Boys, 48 ; girls, 50 ; total, 98. Numbers present :—Boys, 37 ; girls, 43 ; total, 80.

The building is too small, and its position is bad ; but steps have been taken to secure other and, on the whole, more suitable premises. Improvement is noticeable in the general organization, and the condition of the school records is now satisfactory. The attendance of pupils both as regards regularity and punctuality is reasonably satisfactory ; and in its other effects the discipline may be considered

considered good. The marching of the pupils, however, leaves considerable room for improvement. Singing is not taught, but otherwise the prescribed course is followed. The methods employed are of very fair quality, and the teaching is marked by reasonable industry and energy. Under examination the pupils are attentive, and, as a whole, give evidence of very fair mental training. The average proficiency is *fair**. Local supervision is confined to the Chairman of the Board, who visits the school frequently, and otherwise takes an active interest in its welfare.

J. D. BRADLEY,
Inspector of Schools,
Armidale District.

BATHURST DISTRICT.

DETAILED statement of the condition of Certified Denominational Schools examined during the year 1876.

Those marked thus * were inspected by Mr. Huffer.

CHURCH OF ENGLAND SCHOOLS.

* BATHURST (Primary) :—Regular inspection, 12th and 13th June.

Enrolled :—Boys, 56 ; girls, 56 ; total, 112. Present :—Boys, 31 ; girls, 37 ; total, 68.

Playsheds, lavatories, and new closets are much needed, and the schoolroom should be re-coloured and lime-washed. The pupils are very fairly regular and punctual, and the prevailing tone of the school is good. The course of instruction is that prescribed ; the classification is appropriate ; the lesson documents are judiciously drawn up, and the teaching is carried on with industry and skill. The general proficiency in class 2 ranges from tolerable to fair, and in classes 3 and 4 it is very fair.

* BATHURST (Infants) :—Regular inspection, 12th and 13th June.

Enrolled :—Boys, 81 ; girls, 49 ; total, 130. Present :—Boys, 47 ; girls, 36 ; total, 83.

A playshed, a lavatory, and new closets are much needed ; in other respects the material condition is fair. The pupils are fairly regular and punctual, and their order and attention are tolerable. The subjects prescribed for Infant Schools are taught ; the classification is tolerably appropriate, and the teaching is carried on with industry. The assistant is but moderately skilful in her work. The general proficiency is about tolerable.

SOFALA :—Regular inspection, 2nd October.

Enrolled :—Boys, 24 ; girls, 7 ; total, 31. Present :—Boys, 24 ; girls, 7 ; total, 31.

Ordinary attendance, 31.

The building is of very fair character, and the school is amply furnished and satisfactorily organized. A lavatory shed is much required. Most of the pupils attend with regularity and punctuality. The order secured is good, and the tone of the school is healthy. The course of instruction is of the usual kind. The proficiency reached averages fully fair.

ROMAN CATHOLIC SCHOOLS.

BATHURST (Boys) :—Regular inspection, 16th and 17th November.

Enrolled, 120 ; present, 83. Ordinary attendance, 92.

The school premises are good, and the supply of appliances is ample. The out-offices are of excellent character. The school is well organized, and effectively disciplined. The boys are reasonably punctual in attendance ; quite ten were absent through heavy rain. There are four classes, and excepting that singing is not taught, the course of instruction is a full one. The teaching has been prosecuted under marked disadvantage, and considering that the teacher has worked without assistance for quite a year, he has wrought with good effect. The average proficiency reaches very fair, nearly.

BATHURST (Girls) :—Regular inspection, 14th and 15th November.

Enrolled, 148 ; present, 131. Ordinary attendance, 130.

The schoolroom is well adapted to its uses, and is amply found in appliances ; no exception can be taken to the organization. A good attendance of pupils is secured, and unpunctuality is an exceptional state of things. The behaviour of the girls, their general industry and moral tone are noteworthy. The education given accords with the Council's standard. The methods are of modern cast, and they intelligently affect those under instruction. The position of the classes in point of efficiency is as follows :—First, very fair ; second, fair to very fair ; third, very fair to good ; fourth, good.

BATHURST (Infants) :—Regular inspection, 13th November.

Enrolled :—Boys, 71 ; girls, 111 ; total, 182. Present :—Boys, 54 ; girls, 89 ; total, 143.

Ordinary attendance, 140.

The schoolroom is a good and well-appointed one. The routine and general organization are effective. The children attend with satisfactory regularity and punctuality. They are under genial discipline, and are instructed in all the subjects prescribed for Infant Schools. The proficiency was found to be very fair.

ORANGE.—Regular inspection, 1st and 4th September.

Enrolled :—Boys, 103 ; girls, 128 ; total, 231. Present :—Boys, 88 ; girls, 107 ; total, 195.

Ordinary attendance, 170.

The schoolroom is a good one, but it affords insufficient accommodation to the pupils ; it is well furnished, and the necessary out-offices are provided. The records are properly kept, and a sound organization obtains. The personal appearance and behaviour of the pupils and the general tone of the school are good. The discipline is genial, but firm. There are four classes, but a very large proportion of the pupils is in the lowest class. The course of instruction is full, and the methods employed have been of careful cast. The general proficiency exceeds very fair.

SOFALA :—

SOFALA :—Regular inspection, 28th September.

Enrolled :—Boys, 28 ; girls, 29 ; total, 57. Present :—Boys, 18 ; girls, 23 ; total, 41.

Ordinary attendance, 36.

The schoolhouse is a neat building, but it is too small. The interior of the schoolroom is dingy, and the wall plaster is damaged. Of furniture and working appliances there is a good supply. The school is satisfactorily organized. The pupils attend in a very irregular manner, caused, it is stated, by *sickness and home demands*. The punctuality noted is of fair character. The government is effective. The instruction, both as regards subjects and methods, is of passable worth. In results, the classes show a proficiency ranging between tolerable and fair.

2nd January, 1877.

J. W. ALLPASS,
Inspector, Bathurst District.

ANNEX B.

BRAIDWOOD DISTRICT.

SUMMARIES of Reports furnished on Certified Denominational Schools, during the year 1876.

I.—CHURCH OF ENGLAND SCHOOLS.

BRAIDWOOD :—Regular inspection, 29th August, 1876.

Enrolled :—22 boys ; 22 girls ; total, 44. Present :—16 boys ; 17 girls ; total, 33.

1. The material condition is good in all respects. 2. The pupils are attentive and in fair order. 3. All the prescribed subjects are taught except singing and drawing. The general proficiency is between *very fair* and *good*.

MORUYA :—Regular inspection, 1st June, 1876.

Enrolled :—47 boys ; 49 girls ; total, 96. Present :—32 boys ; 40 girls ; total, 72.

1. The material condition is satisfactory. 2. The discipline has improved, but it cannot yet be called good. 3. The mark for dictation, arithmetic, grammar, geography, and drawing is up to the average, and that for reading, writing, object lessons and singing, above. The general proficiency is between *fair* and *very fair*.

II.—ROMAN CATHOLIC SCHOOLS.

ARALUEN :—Regular inspection, 9th and 10th May, 1876.

Enrolled :—95 boys ; 89 girls ; total, 184. Present :—70 boys ; 71 girls ; total, 141.

The building is in a fair state of repair, and there is a sufficient supply of furniture, apparatus, and working stock. 2. The discipline has greatly improved, that of the first class is good, and that of the other classes very fair. 3. The mark for reading, writing, dictation, grammar, and object lessons is above the average. The general proficiency is between *fair* and *very fair*.

BEGA :—Regular inspection, 3rd August, 1876.

Enrolled :—27 boys ; 15 girls ; total, 42. Present :—25 boys ; 14 girls ; total, 39.

1. The school is in a good state of repair, and sufficiently well provided with all requisites. 2. Both in regard to discipline and attainments, the school has greatly fallen off since last inspection. The general proficiency is between *tolerable* and *fair*.

BRAIDWOOD :—Regular inspection, 30th and 31st August, 1876.

Enrolled :—62 boys ; 68 girls ; total, 130. Present :—40 boys ; 54 girls ; total, 94.

1. The building is in a good state of repair, and is well supplied with all requisites. 2. The discipline is satisfactory. 3. All the prescribed subjects are taught except singing and drawing. The mark for every subject is beyond the average. The general proficiency is between *very fair* and *good*.

COOMA :—Regular inspection, 14th March, 1876.

Enrolled :—53 boys ; 47 girls ; total, 100. Present :—43 boys ; 43 girls ; total, 86.

1. The material condition is reasonably good. 2. The children are too inattentive ; and there is a want of system and firmness in the government. 3. The present teacher has had to reorganize this school, in order to remedy to the best of his ability the defects that grew up under his predecessors. 3. The general proficiency is only *tolerable*, but this mark is no fair estimate of what the teacher may produce when he has been longer in charge.

JEMBAICUMBENE :—Regular inspection, 12th April, 1876.

Enrolled :—35 boys ; 34 girls ; total, 69. Present :—30 boys ; 30 girls ; total, 60.

1. No alteration has been made in the material condition since last inspection. 2. The children show a disposition to copy, in other respects the discipline is satisfactory. 3. All the prescribed subjects are taught except singing and drawing. The mark for reading and writing is beyond the average, and that for other subjects up to the average. The general proficiency is between *fair* and *very fair*.

MORUYA :—Regular inspection, 2nd June, 1876.

Enrolled :—59 boys ; 54 girls ; total, 113. Present :—40 boys ; 40 girls ; total, 80.

1. The material condition is satisfactory. 2. There is a want of firmness and activity in the government. The children are noisy, and give but a listless attention to their duties. The elder pupils appear to be loosely controlled. 3. Since last inspection, the two departments have been amalgamated. The girls still retain their superiority over the boys, and to their answers may be ascribed the creditable position taken by the school as a whole. The proficiency of class I is *good*, and that of the other classes *fair*.

REIDSDALE :—Regular inspection, 24th October, 1876.

Enrolled :—29 boys ; 25 girls ; total, 54. Present :—28 boys ; 21 girls ; total, 49.

1. The schoolroom is large, but there is no fireplace. There is a sufficient supply of all requisites. 2. The discipline is good. 3. All the prescribed subjects are taught except singing and drawing. The mark for writing and dictation is above the average, and that for all other subjects up to the average. The general proficiency is *very fair*.

Braidwood, 11 December, 1876.

J. C. MAYNARD,
Inspector, Braidwood District.

CAMDEN DISTRICT.

CERTIFIED DENOMINATIONAL SCHOOLS.

SUMMARY of Reports for 1876.

THE following remarks are abridged statements of my detailed reports upon the condition of the Denominational Schools inspected by me during the year 1876. The remarks chiefly relate to the material condition and organization of the schools, the general discipline and moral training, the subjects and methods of instruction, and the progress of the pupils in learning.

CHURCH OF ENGLAND SCHOOLS.

ASHFIELD :—General inspection, 12th October.

Enrolled :—Boys, 40 ; girls, 24 ; total, 64. Present :—Boys, 31 ; girls, 21 ; total, 52.

A supply of water has been provided since the last inspection ; but playsheds, lavatories, and a residence for the teacher are still wanting. About 55 per cent. of the scholars are regular, and the punctuality has been somewhat improved recently. The schoolroom floor was not quite clean, but there are proper facilities for ventilation, and drill instruction is given to the boys. The pupils are clean and orderly. All the prescribed subjects are taught, and the methods of tuition are intelligent. There are three free scholars ; but it appears no C.E. children of the educable ages in the locality are growing up without education. The Local Board intends to make some of the material improvements required. About 65 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is *fair*.

CAMDEN :—Regular inspection, 5th May.

Enrolled :—Boys, 52 ; girls, 23 ; total, 75. Present :—Boys, 36 ; girls, 16 ; total, 52.

A lavatory and playsheds are still required, and the residence needs some repairs, but otherwise the material condition of the school is good. The classroom and closets have been rebuilt since last inspection. All the prescribed subjects are taught with skill and intelligence, and the general discipline is satisfactory. There are six free scholars ; but the teacher is not aware of any C.E. children in the vicinity not under instruction. About 67 per cent. of the scholars are regular, and nearly all punctual. The schoolroom is clean and well ventilated. About 75 per cent. of the questions asked at the examination were answered, and the proficiency of the pupils is *above fair*.

CANTERBURY :—Regular inspection, 1st August.

Enrolled :—Boys, 23 ; girls, 13 ; total, 36. Present :—Boys, 21 ; girls, 13 ; total, 34.

The walls of the schoolroom have been cemented, the woodwork painted, and other improvements made since last inspection. The material condition of the school is good ; but there is no residence for the teacher. The average attendance of the scholars is about 65 days per cent., and the general discipline is passable. All the prescribed subjects are taught. There is only one free scholar ; but twenty children of the school ages in the locality are not under instruction. The proficiency of the pupils is *fair*.

DAPTO :—Regular inspection, 26th October.

Enrolled :—Boys, 32 ; girls, 37 ; total, 69. Present :—Boys, 30 ; girls, 36 ; total, 66.

A kitchen, a lavatory, a playshed, and the painting of the buildings are much needed ; but the supply of apparatus and books is sufficient. About 66 per cent. of the scholars are regular, and nearly all punctual. The general discipline is fairly effective. All the prescribed subjects are taught. There are twelve free scholars, and nine children of the educable ages in the locality not attending school. The attainments of the pupils are *very fair nearly*.

ENFIELD :—Regular inspection, 2nd August.

Enrolled :—Boys, 38 ; girls, 32 ; total, 70. Present :—Boys, 33 ; girls, 29 ; total, 62.

The buildings will shortly require re-shingling, but otherwise the material condition of the school is good. The average attendance of the scholars is only 56 days per cent., and they are still unpunctual. All the prescribed subjects are taught ; but the first and second classes are backward at arithmetic and writing from dictation. There are four free scholars, and about twenty children of the school ages not under instruction. The average attainments of the pupils are *tolerable*.

FOXGROUND :—Regular inspection, 23rd February.

Enrolled :—Boys, 28 ; girls, 12 ; total, 40. Present :—Boys, 27 ; girls, 10 ; total, 37.

A lavatory is wanting, but otherwise the material condition of the school is passable. About 70 per cent. of the scholars are regular, and nearly all punctual. They are clean, orderly, and attentive to their lessons. Singing and drawing are not taught, but the instruction in the other branches is properly regulated. There are no free scholars ; but seven children of the school ages in the locality are not under instruction. The proficiency of the pupils is *tolerable*.

JAMBEROO :—General inspection, 11th February.

Enrolled :—Boys, 34 ; girls, 33 ; total, 67. Present :—Boys, 28 ; girls, 25 ; total, 53.

The buildings need painting and other improvements, and a lavatory and playshed are required. The general discipline is satisfactory. All the prescribed subjects are taught, and the methods of tuition are intelligent and effective. The average attendance of the scholars enrolled is 65 days per cent. There are nine free scholars ; but the teacher is not aware of any C.E. children of the school ages in the locality not under instruction. The proficiency of the pupils is *very fair*. This school will be closed when the Public School in course of erection has been completed.

LIVERPOOL :—Regular inspection, 15th June.

Enrolled :—Boys, 66 ; girls, 50 ; total, 116. Present :—Boys, 44 ; girls, 27 ; total, 71.

A playshed, a bell, a lavatory, and a hatroom are required ; but arrangements are in progress for the erection of a residence for the teacher. The supply of apparatus and books is sufficient, but the records are not quite complete. The average attendance of the scholars is about 66 days per cent., and they are nearly all punctual. They are orderly, clean, and attentive, and the boys are well advanced in squad drill. All the subjects of instruction prescribed by the Council are taught. There are eight free scholars, and about fifteen C.E. children of the educable ages in the town and vicinity not under instruction. The methods of tuition are intelligent, and the attainments of the pupils are *very fair*.

MACQUARIE RIVER :—Regular inspection, 26th September.

Enrolled :—Boys, 36 ; girls, 30 ; total, 66. Present :—Boys, 29 ; girls, 25 ; total, 54.

The buildings need painting and some repairs. A bell, a lavatory, another closet, and playsheds are required ; but the supply of furniture, apparatus, and books is sufficient. About 70 per cent. of the scholars are regular and nearly all punctual. They are clean, orderly, and industrious, and the schoolroom

room is well ventilated. All the usual subjects are taught. There are six free scholars, and ten children of the school ages in the neighbourhood not under instruction. The proficiency of the pupils is *above fair*.

WOLLONGONG :—General inspection, 14th August.

Enrolled :—Boys, 59 ; girls, 42 ; total, 101. Present :—Boys, 49 ; girls, 37 ; total, 86.

A lavatory, a playshed, and a bell are still required, but the supply of furniture, apparatus, and books is sufficient. About 68 per cent. of the scholars enrolled are regular and nearly all punctual. They are clean, orderly, and attentive. All the prescribed subjects are taught, and the instruction is properly regulated. The schoolroom is clean and well ventilated. There are eight free scholars, but it appears there are no C.E. children of the school ages in the locality not under instruction. The attainments of the pupils are *very fair*.

WOONONA :—Regular inspection, 22nd August.

Enrolled :—Boys, 34 ; girls, 27 ; total, 61. Present :—Boys, 23 ; girls, 20 ; total, 43.

A lavatory, a playshed, and a bell are required, and the buildings need repairs, but the supply of furniture, apparatus, and books is sufficient. About 75 per cent. of the scholars enrolled are regular, but they are not punctual. The discipline is passable in other respects. All the prescribed subjects are taught, except singing. There are eight free scholars and about sixteen children of the school ages in the locality not under instruction. The Local Board has promised to make some of the material improvements required. The proficiency of the pupils is *fair*.

ROMAN CATHOLIC SCHOOLS.

CAMDEN :—Regular inspection, 3rd May.

Enrolled :—Boys, 12 ; girls, 22 ; total, 34. Present :—Boys, 12 ; girls, 17 ; total, 29.

The windows and ceiling of the schoolroom and the foundations of the closets need some repairs. There is no residence for the teacher, and a lavatory is required, but the furniture, apparatus, and books are sufficient. The average attendance of the pupils is about 66 days per cent. They are unpunctual, tolerably clean, but wanting in industry and attention. All the prescribed subjects are attempted to be taught, but the instruction is very defective, and the progress of the younger children is unsatisfactory. There are five free scholars and ten R.C. children of the educable ages in the town and vicinity not under instruction. The attainments of the scholars are barely *tolerable*.

CAMPBELLTOWN :—Regular inspection, 25th July.

Enrolled :—Boys, 41 ; girls, 49 ; total, 90. Present :—Boys, 40 ; girls, 46 ; total, 86.

The material condition of this school is reasonably good. Two rooms have been recently added to the residence, and the front of the schoolroom painted. The stock of apparatus and books is sufficient, but the furniture is not of modern construction. All the prescribed subjects are taught except singing, and the methods of tuition are intelligent and effective. The average attendance of the children enrolled is about 64 days per cent., and they are nearly all punctual. The boys are well advanced in squad drill, and the general discipline is satisfactory. There are no free scholars, and it appears no R.C. children of the educable ages in the town and vicinity are growing up without education. The proficiency of the pupils is *good*.

CHARCOAL CREEK :—General inspection, 31st October.

Enrolled :—Boys, 27 ; girls, 27 ; total, 54. Present :—Boys, 24 ; girls, 24 ; total, 48.

A residence for the teacher, a lavatory, a bell, and a playshed are still wanted, but otherwise the material condition of the school is reasonably good. The average attendance of the scholars is about 64 days per cent., but they are not sufficiently punctual, and the general discipline is lax. Singing is not taught. The classification is too high. There are no programmes of lessons, and the time-table makes no provision for teaching object lessons nor drawing. The instruction of the younger children is much neglected. There are three free scholars, and about ten R.C. children of the school ages in the neighbourhood not under instruction. The proficiency of the pupils is *tolerable*.

DAPTO :—Regular inspection, 25th October.

Enrolled :—Boys, 19 ; girls, 22 ; total, 41. Present :—Boys, 16 ; girls, 20 ; total, 36.

A small kitchen has been erected since the last inspection, but a supply of water is much needed. The stock of furniture, apparatus, and books is sufficient, and the general discipline is satisfactory. Singing is not taught, but the instruction is well regulated, and the methods of tuition are intelligent and effective. The average attendance of the scholars is about 68 days per cent., and they are nearly all punctual. There are seven free scholars, and about ten R.C. children of the educable ages in the locality not attending school. The proficiency of the pupils is *above very fair*.

IRISHTOWN :—Regular inspection, 27th April.

Enrolled :—Boys, 27 ; girls, 15 ; total, 42. Present :—Boys, 24 ; girls, 14 ; total, 38.

This school is held in the R.C. chapel, and the material condition is passable. About 66 per cent. of the scholars enrolled are regular and nearly all punctual. They are clean, and tolerably orderly and attentive. Singing is not taught. There are fourteen free scholars, and seven R.C. children of the educable ages in the locality not under instruction. The proficiency of the pupils is about *tolerable*.

JAMBEROO :—General inspection, 10th February.

Enrolled :—Boys, 23 ; girls, 17 ; total, 40. Present :—Boys, 8 ; girls, 6 ; total, 14.

A lavatory, a playshed, and hat-pegs are required, but otherwise the material condition of the school is passable. The records are incomplete. The small attendance was caused by the heavy rain during the morning. The children are unpunctual, and the discipline is lax. The average attendance of the scholars enrolled is about 67 days per cent., and the classification is very low for their ages. There are no free scholars, but it appears there are about fifteen R.C. children of the educable ages in the neighbourhood not under instruction. The attainments of the pupils, which may be chiefly attributed to the labours of the late teacher, are *fair*.

LIVERPOOL :—Regular inspection, 14th June.

Enrolled :—Boys, 29 ; girls, 31 ; total, 60. Present :—Boys, 25 ; girls, 28 ; total, 53.

The buildings need painting, but otherwise the material condition of the school is reasonably good. The pupils are clean, orderly, and tolerably attentive, and the boys are well advanced in squad drill. The average attendance of the pupils enrolled is about 75 days per cent. All the prescribed subjects are taught except singing. The writing is careless, and the third class is backward in the meanings of words. There are eleven free scholars, and seven R.C. children of the educable ages in the town and vicinity not under instruction. The average attainments of the pupils are *fair*.

MENANGLE :—

MENANGLE :—Regular inspection, 11th April.

Enrolled :—Boys, 28; girls, 20; total, 48. Present :—Boys, 25; girls, 19; total, 44.

This school is held in the Roman Catholic chapel. The building needs painting, but otherwise the material condition of the school is passable. About 70 per cent. of the scholars are regular, and nearly all punctual. They are clean, orderly, and tolerably attentive to their lessons. Singing and drawing are not taught. There are no free pupils, and it appears there are no R.C. children of the educable ages in the neighbourhood not attending school. The attainments of the pupils are fair.

OAKS :—Regular inspection, 11th May.

Enrolled :—Boys, 21; girls, 21; total, 42. Present :—Boys, 14; girls, 18; total, 32.

The school is held in a small wooden building, but the erection of the new schoolroom is nearly finished. The average attendance of the scholars is about 55 days per cent., but they are not sufficiently punctual. They are clean and orderly, and tolerably attentive to their studies. All the prescribed subjects are taught. There are twelve free scholars, and fourteen children of the school ages in the place not under instruction. The attainments of the pupils are *tolerable*. The first class is backward at reading, and the second in writing.

ROCKY POINT :—Regular inspection, 3rd February.

Enrolled :—Boys, 17; girls, 18; total, 35. Present :—Boys, 16; girls, 16; total, 32.

A residence for the teacher, a lavatory, and a playshed are required; but the supply of furniture, apparatus, and books is sufficient. About 88 per cent. of the children enrolled appear from the records to attend regularly, but they are not all punctual, and the discipline is lax. All the prescribed subjects are taught. There are two free scholars, and seven children of the educable ages in the neighbourhood not at school. The proficiency of the pupils is *barely tolerable*.

SPANIARD'S HILL :—Regular inspection, 9th May.

Enrolled :—Boys, 24; girls, 13; total, 37. Present :—Boys, 18; girls, 10; total, 28.

Fencing and a verandah to the schoolroom have been recently erected, and arrangements are in progress for building a playshed and lavatory. The pupils are tolerably clean and orderly, but they are not sufficiently punctual. Singing is not taught. The average attendance of the pupils enrolled is about 60 days per cent. There are no free scholars, but eight children of the school ages in the neighbourhood are not attending school. The writing is careless, and the elder children are backward at composition; but the average attainments of the classes are *tolerable*.

WOLLONGONG :—Regular inspection, 16th August.

Enrolled :—Boys, 28; girls, 9; total, 37. Present :—Boys, 19; girls, 8; total, 27.

A weathershed has been supplied since the last inspection, but the residence needs repairs and the schoolroom is in much need of painting. The supply of furniture, apparatus, and books, is sufficient. The children are clean, orderly and attentive, and all the prescribed subjects are taught except singing. The average attendance of the pupils enrolled is 66 days per cent. There are four free scholars, and five R.C. children in the town and vicinity not under instruction. The proficiency of the pupils is *very fair*.

PRESBYTERIAN SCHOOLS.

CHARCOAL CREEK :—Regular inspection, 1st November.

Enrolled :—Boys, 19; girls, 21; total, 40. Present :—Boys, 18; girls, 18; total, 36.

A playshed and lavatory have been supplied since last inspection; but a bell is wanting, and the schoolroom needs reshingling. The furniture and working materials are sufficient. All the prescribed subjects are taught except singing. The pupils are clean and orderly, but not sufficiently punctual. The average attendance of the scholars is 65 days per cent. Although this school is Presbyterian in name, there are only five children of that denomination attending it. There are no free scholars nor children of the educable ages growing up without education. The proficiency is *fair*.

WESLEYAN SCHOOLS.

ROCKY POINT :—Regular inspection, 4th February.

Enrolled :—Boys, 25; girls, 28; total, 53. Present :—Boys, 20; girls, 23; total, 43.

There is no residence for the teacher, and a bell, a playshed, and a lavatory are required. The working materials are sufficient. The average attendance of the scholars enrolled is 67 days per cent., but they are not all punctual. The cleanliness, order, and attention are passable. Singing is not taught. There are six free scholars; but the teacher is not aware of any Wesleyan children of the educable ages in the neighbourhood not at school. The proficiency of the pupils may be estimated as *tolerable*.

Inspector's Office, Sydney,
30th December, 1876.

W. M'INTYRE,
Inspector, Camden District.

CUMBERLAND DISTRICT.

CHURCH OF ENGLAND SCHOOLS.

BURWOOD :—Regular inspection, 12th October.

Enrolled :—Boys, 47; girls, 37; total, 84. Present :—Boys, 35; girls, 23; total, 58.

The school building has been painted, and the residence has undergone repair since last inspection. The school is fairly furnished, and provided with necessary teaching appliances. The discipline is mild, but firm, and the prevailing tone is healthy. The teaching is earnest and careful, and reasonable self-reliance and accuracy mark the examination of the pupils, who yield an average proficiency of about fair.

CABRAMATTA :—Regular inspection, 10th and 13th March.

Enrolled :—Boys, 17; girls, 24; total, 41. Present :—Boys, 14; girls, 18; total, 32.

The buildings are old, and the site is not central. The teacher's residence is small and uncomfortable; otherwise the school is fairly organized and supplied with requisite materials. The government is mild, and the order and attention are tolerable. Singing is not included in the list of subjects. The instruction is moderately guided; the teaching seems industrious, but is wanting in point, and the results are from moderate to tolerable.

CASTLE

CASTLE HILL :—Regular inspection, 11th August.

Enrolled :—Boys, 37 ; girls, 33 ; total, 70. Present :—Boys, 30 ; girls, 28 ; total, 58.

The schoolroom has been painted since last inspection, and the general material condition of the premises is fairly satisfactory. Steps taken to lease the buildings temporarily for a Public School, decided to be established in the locality, failed to secure them. The attendance as well as the proficiency has been much injured by sickness. The government is mild, but very fairly effective in producing order and attention. The instruction is carefully regulated, the teaching is industrious and painstaking, and the average proficiency is about fair.

CASTLEREAGH (West) :—Regular inspection, 11th April.

Enrolled :—Boys, 44 ; girls, 27 ; total, 71. Present :—Boys, 29 ; girls, 23 ; total, 52.

There is no teacher's residence, but the school is commodious and fairly supplied with needful working stock. The discipline is tolerably effective, and the pupils are clean and fairly attentive. The classification is tolerably suitable. The teaching is industrious, but wanting in thoroughness and penetrative force. The average proficiency slightly exceeds tolerable. Steps have now been taken by the supporters of this school to supersede it by a public one.

COBBITTY :—Regular inspection, 13th March.

Enrolled :—Boys, 28 ; girls, 18 ; total, 46. Present :—Boys, 21 ; girls, 15 ; total, 36.

The material condition of the schoolroom is satisfactory, but the teacher's residence is too small, and the proper playground is scanty. The pupils are fairly punctual, and the regularity is above the average of country schools. The discipline is mild, and the order and attention are tolerable. The arrangement of the instruction, the actual teaching, and the average results may be ranked as tolerable.

EMU :—Regular inspection, 24th March.

Enrolled :—Boys, 29 ; girls, 17 ; total, 46. Present :—Boys, 22 ; girls, 15 ; total, 37.

The premises are constructed of weatherboard, partially lined with pine. Some repairs were being effected on the premises at the time of inspection. The discipline produces tolerable order and attention, and the pupils are fairly clean. The teaching is marked by industry rather than by point and force, while the pupils are weak in power of application to work, and manifest but little anxiety to answer. The average proficiency is from moderate to tolerable.

KURRAJONG (North) :—Regular inspection, 19th April.

Enrolled :—Boys, 27 ; girls, 22 ; total, 49. Present :—Boys, 15 ; girls, 16 ; total, 31.

The schoolroom is suitable, but the residence is still of a poor kind. The discipline is mild, but wanting in promptness and energy, and the pupils are tolerably orderly and attentive. The teaching is careful and industrious, but needs vigour and point. The average proficiency is somewhat beyond moderate.

PARRAMATTA :—Regular inspection, 21st and 22nd November.

Enrolled :—Boys, 111 ; girls, 72 ; total, 183. Present :—Boys, 86 ; girls, 38 ; total, 124.

The material condition of the school is satisfactory, and it is provided with the usual needful educational appliances. The pupils are clean, and very fairly attentive. The government is firm, and the general spirit of the school is fairly pleasing. The lesson guides are suitable, the methods are appropriate, and the teaching is careful and industrious. The following are the results of the several classes :—First and second, fair ; third, slightly beyond fair ; fourth, fair to very fair ; the average proficiency being thus fully fair.

PARRAMATTA (North) :—Regular inspection, 23rd and 24th November.

Enrolled :—Boys, 109 ; girls, 67 ; total, 176. Present :—Boys, 88 ; girls, 43 ; total, 131.

The school is fairly furnished and provided with necessary teaching appliances. The pupils are clean, and, on the whole, very fairly orderly and attentive. The government is firm, and the prevailing spirit of the school is pleasing. The instruction is properly regulated, the teaching is marked by care and industry, and the average results in the several classes are :—First class, tolerable to fair ; second, fair+ ; third and fourth, fair ; average proficiency fair.

PENNANT HILLS :—Regular inspection, 17th August.

Enrolled :—Boys, 30 ; girls, 30 ; total, 60. Present :—Boys, 24 ; girls, 18 ; total, 42.

The material condition is reasonably satisfactory, and the records are correctly kept. The attendance has been irregular from sickness. The pupils are clean and tolerably orderly and attentive. The government is mild, but needs vigilance and promptness. The teaching is industrious, but fails to produce satisfactory results, the average proficiency being only slightly beyond moderate.

PETERSHAM :—Regular inspection, 12th December.

Enrolled :—Boys, 68 ; girls, 61 ; total, 129. Present :—Boys, 49 ; girls, 42 ; total, 91.

The material condition of the school is reasonably satisfactory. Only about sixty per cent. of the pupils are regular ; they are clean and pleasing in their demeanour. The discipline is mild, but wanting in vigour. The classification is low. The work is guided by the usual documents. The quality of the teaching varies from tolerable to very fair, and the following is the average proficiency of the several classes :—First, fair to very fair ; second, fair ; third, tolerable.

RICHMOND :—Regular inspection, 15th June.

Enrolled :—Boys, 51 ; girls, 44 ; total, 95. Present :—Boys, 44 ; girls, 35 ; total, 79.

The schoolroom is suitable and capacious, and the general material organization is reasonably satisfactory. The discipline is fairly effective in producing orderly and attentive habits. The instruction is regulated by the necessary documents, and the subjects are those prescribed. The teaching is industrious and careful, and the average results are from tolerable to fair.

RYDE :—Regular inspection, 30th November.

Enrolled :—Boys, 46 ; girls, 35 ; total, 81. Present :—Boys, 32 ; girls, 23 ; total, 55.

The material condition is satisfactory, and the records are correctly kept. The pupils are clean, orderly, and fairly attentive. The government is quiet, but firm and vigilant, and the prevailing spirit of the school is pleasing, but vigorous working habits do not prevail. The teaching is intelligent, and the average proficiency is from tolerable to fair.

SEVEN HILLS :—Regular inspection, 27th July.

Enrolled :—Boys, 25 ; girls, 16 ; total, 41. Present :—Boys, 23 ; girls, 14 ; total, 37.

The general material organization is on the whole reasonably satisfactory, and the records are correctly

correctly kept. The government secures tolerable order and attention, but muttering and talking prevail among some of the pupils. Singing is not included in the subjects of instruction. The teaching does not foster self-reliance and thoughtful work, and is only productive of an average proficiency of moderate to tolerable.

WILBERFORCE :—Regular inspection, 3rd August.

Enrolled :—Boys, 38 ; girls, 30 ; total, 68. Present :—Boys, 34 ; girls, 21 ; total, 55.

The schoolroom is tolerably suitable, but, from its position, the discipline is interfered with in passing in and out of school ; it is provided with a fair quantity of necessary teaching appliances. The children are clean, but only tolerably orderly and attentive. The government is too slack, and fails to produce steady working habits among the pupils. Object lessons are only partially taught, but otherwise the subjects accord with prescribed requirements. The lesson guides and the registration of work need more care. The teaching is discursive, and wanting in point and penetrative force. The results are from moderate to tolerable.

WINDSOR :—Regular inspection, 8th and 9th June.

Enrolled :—Boys, 52 ; girls, 58 ; total, 110. Present :—Boys, 31 ; girls, 31 ; total, 62.

The schoolroom has been cleaned, and improvements made as regards painting and fencing since last inspection. The general material condition is fairly satisfactory. Sickness has affected the regularity and progress. The scholars are fairly punctual, orderly, and attentive. The government is mild, the teaching is industrious, and the average proficiency somewhat exceeds tolerable.

ROMAN CATHOLIC SCHOOLS.

CABRAMATTA :—General inspection, 9th March.

Enrolled :—Boys, 18 ; girls, 22 ; total, 40. Present :—Boys, 16 ; girls, 15 ; total, 31.

The building is constructed of slab and bark. The roof of the schoolroom and of the closet is in urgent need of repair. There is but a scanty supply of school materials, and the furniture is of a clumsy description. A high average of attendance is maintained, but the punctuality is bad. The pupils are fairly clean, and tolerably orderly and attentive. Singing is omitted from the subjects of instruction. The teaching seems industrious, but wanting in animation and energy, and the average results slightly exceed moderate.

CONCORD :—Regular inspection, 13th October.

Enrolled :—Boys, 30 ; girls, 20 ; total, 50. Present :—Boys, 27 ; girls, 16 ; total, 43.

Another group of desks is necessary, as well as a book-press. A new closet has been erected since last inspection. The teacher's residence is not suitable, but there is some prospect of the erection of a new one. The discipline is mild, but lacks vigour and promptness. The pupils are tolerably orderly and attentive. The classification is low, and the teaching is industrious, but wants energy and point. The average proficiency is nearly tolerable.

KURRAJONG :—Regular inspection, 20th April.

Enrolled :—Boys, 28 ; girls, 26 ; total, 54. Present :—Boys, 12 ; girls, 14 ; total, 26.

The material organization may be pronounced tolerable. The pupils are fairly clean, and moderately orderly and attentive. The discipline is only moderately effective. Singing is not included in the subjects of instruction ; the work is only partially registered ; and the teaching is of a mechanical type. The results are from indifferent to moderate. The attendance was smaller than usual on the day of examination.

LANE COVE :—Regular inspection, 24th and 25th August.

Enrolled :—Boys, 24 ; girls, 23 ; total, 47. Present :—Boys, 17 ; girls, 19 ; total, 36.

The school is poorly furnished, and very scanty provision is made for the teacher. The records continue to be badly kept. The regularity is high, but the pupils are only tolerably punctual or clean, and they are neither orderly nor attentive. The government is very slack. The classification is injudicious ; the teaching is vague and desultory ; and the average proficiency only reaches from small to indifferent. In no respect is this school in a satisfactory condition.

NELSON :—Regular inspection, 12th May.

Enrolled :—Boys, 20 ; girls, 21 ; total, 41. Present :—Boys, 16 ; girls, 17 ; total, 33.

The school is tolerably furnished and supplied with necessary teaching requisites. The government produces only moderate order and attention. Singing is omitted from the prescribed subjects ; the lesson guides are indifferent ; and the methods lack intelligence. The pupils show little self-reliance or promptness ; the teaching is of a mechanical character ; and, considering the ages and enrolments of many of the pupils, the average proficiency is very unsatisfactory.

PENRITH :—General inspection, 23rd March.

Enrolled :—Boys, 37 ; girls, 27 ; total, 64. Present :—Boys, 28 ; girls, 16 ; total, 44.

There is no residence, and the windows and floor are in need of repair, as well as the closets, one of which should be replaced by a new one. Another group of desks should be provided to improve the organization. The discipline is slack, and the pupils are consequently only moderately orderly, and they are far from attentive. The teaching lacks intelligence, force, and thoroughness, and the average proficiency is nearly moderate.

PETERSHAM :—Regular inspection, 19th October.

Enrolled :—Boys, 31 ; girls, 26 ; total, 57. Present :—Boys, 28 ; girls, 16 ; total, 44.

The schoolroom is suitable, but the residence is a poor slab building of three rooms. There is a fair supply of needful materials, and the furniture is of tolerable quality. The government is mild, but too slack ; and the pupils are tolerably orderly and attentive. The subjects do not embrace singing. The teaching is industrious, but wanting in energy and point ; and the average proficiency is nearly tolerable.

RICHMOND :—Regular inspection, 14th June.

Enrolled :—Boys, 32 ; girls, 35 ; total, 67. Present :—Boys, 18 ; girls, 23 ; total, 41.

The residence is small, damp, and unsuitable, but tenders have been called for its improvement. The material organization of the school building is fairly satisfactory. The government is mild, but firm, and produces fair order and attention. The classification is judicious, and the teaching is industrious and fairly intelligent. The average proficiency is from tolerable to fair.

RYDE :—Regular inspection, 27th November.

Enrolled :—Boys, 38 ; girls, 31 ; total, 69. Present :—Boys, 27 ; girls, 16 ; total, 43.

The material condition is only tolerable. The schoolroom is too small, and the furniture is clumsy. The discipline is firm and vigilant, and secures orderly and attentive habits among the pupils. The teaching is industrious and energetic ; and the average proficiency is about very fair.

VILLA

VILLA MARIA :—Regular inspection, 26th October.

Enrolled :—Boys, 36 ; girls, 38 ; total, 74. Present :—Boys, 34 ; girls, 35 ; total, 69.

The material condition is on the whole fair, and the records are properly kept. The pupils are orderly and attentive, and the discipline is prompt and firm. The classification is suitable. The teaching is intelligent and vigorous ; and the pupils answer with spirit, and apply themselves with energy to their work. The average proficiency is very fair.

WINDSOR :—Regular inspection, 7th and 8th June.

Enrolled :—Boys, 77 ; girls, 49 ; total, 126. Present :—Boys, 49 ; girls, 33 ; total, 82.

The teacher's residence continues to be too small, but otherwise the material condition is reasonably satisfactory. The discipline is mild, but firm and vigilant, and the pupils are clean, respectful in demeanour, and very fairly attentive. The instruction is marked by energy and fair intelligence ; and the average proficiency is from tolerable to fair.

GOULBURN DISTRICT.

SUMMARIES of Reports on Denominational Schools inspected during the year 1876.

I.—CHURCH OF ENGLAND SCHOOLS.

BURRAWANG :—Regular inspection, 8th February.

Enrolled :—Boys, 23 ; girls, 29 ; total, 52. Present :—Boys, 23 ; girls, 27 ; total, 50.

In view of the prospects of the school the material provisions may be regarded as tolerable. The internal organization is correct in the main. The general discipline is about *tolerable*. Results of instruction *tolerable*. General efficiency *tolerable*.

GOULBURN :—Regular inspection, 6th, 7th, and 8th March.

Enrolled :—Boys, 67 ; girls, 44 ; total, 111. Present :—Boys, 50 ; girls, 39 ; total, 89.

Some improvements to the premises have been effected, but others are necessary. Owing to recent interruptions the internal organization is at present imperfect, but this is no fault of the teacher's. The general discipline is from *fair* to *very fair*. The results of the instruction, and the general efficiency, may both be rated from *tolerable* to *fair*. The state of the school is no measure of the skill or qualifications of the present master, who has only just entered on duty. Some time elapsed between the removal of his predecessor and his own appointment, during which the upper portion of the school declined considerably.

NORTH GOULBURN :—Regular inspection, 2nd March.

Enrolled :—Boys, 39 ; girls, 33 ; total, 72. Present :—Boys, 28 ; girls, 23 ; total, 51.

The material condition is unimproved. The internal organization is as good as circumstances allow. The general discipline is *good*, and the moral tone high. The instructional results average *fair* +. Decided improvement has been effected since last inspection.

SUTTON FOREST :—Regular inspection, 10th November.

Enrolled :—Boys, 38 ; girls, 43 ; total, 81. Present :—Boys, 23 ; girls, 28 ; total, 51.

Material organization and condition fair. Internal organization *tolerable* ; over minute classification being a defect. General discipline *fair*. Results of instruction *moderate* to *tolerable*. General efficiency *tolerable* (barely). The present teacher has been but a short time in charge.

TERRARA :—Regular inspection, 14th August.

Enrolled :—Boys, 35 ; girls, 36 ; total, 71. Present :—Boys, 26 ; girls, 23 ; total, 54.

The material condition is unchanged. The internal organization is correct in the main. The discipline is *fair* on the whole. The instructional results average about *fair*. The school does not satisfactorily meet the educational requirements of the place.

II.—ROMAN CATHOLIC SCHOOLS.

GOULBURN (Boys) :—Regular inspection, 20th and 21st March.

Enrolled, 87. Present, 73.

The material organization is unchanged. The internal organization is *fair*. The discipline is about *tolerable* on the whole. The results of instruction average above *tolerable*. Changes on the teaching staff during the past year have been unfavourable to the school, which has nevertheless somewhat improved in numbers, and has lately recovered considerably in efficiency.

GOULBURN (Girls and Infants) :—Regular inspection, 14th, 15th, and 16th March.

Enrolled :—Boys, 37 ; girls, 140 ; total, 177. Present :—Boys, 17 ; girls, 96 ; total, 113.

The material condition and organization continue very satisfactory. The actual school business is in the main devolved on several persons unrecognised by the Council. The number of free pupils is abnormally large. Denominational peculiarities are still characteristic features of the school. The discipline of the whole school averages *good*, being *very fair* in the infants' and *very good* in the girls' branch. The instruction is carefully and earnestly prosecuted, and produces results approaching, on the average, *very fair*.

MITTAGONG :—Regular inspection, 19th July.

Enrolled :—Boys, 25 ; girls, 12 ; total, 37. Present :—Boys, 12 ; girls, 11 ; total, 23.

The premises are unimproved, and cannot be regarded as suitable for school purposes. The internal organization is *fair*. The general discipline is *tolerable*. The instruction produces *tolerable* results. The general efficiency has somewhat declined, and is not up to the full measure of the teacher's capabilities. He is under great disadvantages and discouragements, however. The school is still conducted in all respects as a Public School. To this fact, and to the inefficiency of local Public School provisions, the school owes its existence. As a *Denominational* school it ceased to exist years ago. It does not meet any legitimate educational want.

TARALGA :—Regular inspection, 23rd May.

Enrolled :—Boys, 33 ; girls, 24 ; total, 57. Present :—Boys, 22 ; girls, 18 ; total, 40.

The material condition is unchanged. The internal organization is *tolerable*. Several of the children have been kept an unduly long time in the first and second classes, and in one or two instances the actual classification of pupils is not properly represented in the class roll. The discipline is *fairly* satisfactory on the whole. The instructional results are somewhat uneven, but average nearly *tolerable*. Arithmetic has been attended to at the expense of other required subjects.

ULLADULLA :—

ULLADULLA :—Regular inspection, 25th August.

Enrolled :—Boys, 20 ; girls, 20 ; total, 40. Present :—Boys, 20 ; girls, 19 ; total, 39.

The material organization has been improved by the addition of necessary furniture. The internal organization is correct. The general discipline is *very good*. The instructional results, all round, are from *fair to very fair*. Taking into consideration recent drawbacks, arising from the prevalence of epidemics, the general results of the teacher's work is fully very fair.

III.—PRESBYTERIAN SCHOOL.

SHOALHAVEN :—Regular inspection, 10th and 11th August.

Enrolled :—Boys, 62 ; girls, 47 ; total, 109. Present :—Boys, 56 ; girls, 35 ; total, 91.

Some improvements to the premises have been made, others are wanted. The internal organization and the general discipline are *very good*. The fourth class has a good knowledge of the first three books of Euclid and of elementary algebra, in addition to the ordinary subjects, and a high standard of instruction is reached throughout. The results of instruction average from *very fair to good*. The school is in a healthy and progressive state, and in a *good* state of efficiency.

D. S. HICKS,
Inspector, Goulburn District.

GRAFTON DISTRICT.

CERTIFIED DENOMINATIONAL SCHOOLS.

SUMMARIES of Reports on the Certified Denominational Schools examined in 1876.

CARR'S CREEK (Wes.) :—Regular inspection, 16th June.

Numbers enrolled :—Boys, 14 ; girls, 17 ; total, 31. Numbers present :—Boys, 10 ; girls, 14 ; total, 24.

1. No material improvements have been effected since last inspection. The organization is reasonably satisfactory ; the records are correctly kept. 2. Eleven-sixteenths of the pupils are regular, and four-fifths punctual. The government is inclined to be lax. 3. All the prescribed subjects are taught. The classification and occupation are passable. The methods are modern, but the teaching is wanting in energy. The average proficiency is nearly tolerable.

GRAFTON (R.C.) :—Regular inspection, 19th and 22nd June.

Numbers enrolled :—Boys, 72 ; girls, 61 ; total, 133. Numbers present :—Boys, 38 ; girls, 42, total, 80.

1. Since last inspection the fences and out-offices have been repaired. With this exception, the material condition is the same as that described in former reports. Under existing circumstances the organisation is reasonably satisfactory. The desk accommodation is insufficient. The records are correctly kept. 2. Upwards of two-thirds of the numbers enrolled are regular ; the punctuality is better. Other features of the discipline show improvement since last year. 3. Singing excepted, the course of instruction is complete. Except that there are too many subdivisions in the first class, the classification is appropriate. The lesson documents are of fair worth. The methods are modern ; the average proficiency is fair (nearly).

FREDERICKTON (C.E.) :—Regular inspection, 31st August.

Numbers enrolled :—Boys, 39 ; girls, 31 ; total, 70. Numbers present :—Boys, 31 ; girls, 23 ; total, 54.

1. The building is old and in disrepair. Additional furniture has been provided since last inspection. There is a tolerably fair supply of requisites. 2. Over two-thirds are regular and punctual. The discipline has improved since last inspection. 3. All the prescribed subjects are taught. The classification and occupation are suitable. The average proficiency approaches fair.

KEMPSEY (C.E.) :—Regular inspection, 15th August.

Numbers enrolled :—Boys, 24 ; girls, 21 ; total, 45. Numbers present :—Boys, 20 ; girls, 19 ; total, 39.

1. New out-offices have been erected since last inspection, and the windows have been repaired and painted. There is a full supply of furniture, apparatus, and books. The records are not all correct. 2. Seven-twelfths of the numbers are regular, and nearly all punctual. The order is unsatisfactory, the pupils being noisy and careless in their movements, and listless in manner. 3. The course of instruction is that prescribed, except singing. The classification and occupation are passable. The methods are modern, but the teaching is desultory and wanting in energy. The proficiency of the school is from moderate to tolerable.

KEMPSEY (Pres.) :—Regular inspection, 11th August.

Numbers enrolled :—Boys, 31 ; girls, 31 ; total, 62. Numbers present :—Boys, 23 ; girls, 23 ; total, 46.

1. Substantial improvements have been effected since last inspection. The organisation is reasonably satisfactory. The records are correctly kept. 2. Nine-fourteenths are regular, and nine-tenths punctual. The marching is loose and disorderly. The class movements need increased precision. 3. Except singing, all the prescribed subjects are taught ; and instruction in elementary Latin is given to two boys of the third class. The classification is somewhat improved, and the instruction is regulated by the usual guides. The methods are intelligent ; the average proficiency is tolerable. Sickness interfered with the regular working of the school for some time before the examination.

ULMARRA (Wes.) :—Regular inspection, 7th June.

Numbers enrolled :—Boys, 23 ; girls, 17 ; total, 40. Numbers present :—Boys, 16 ; girls, 15 ; total, 31.

1. The premises are in very fair repair. The forms are unsuitable, and additional desks are needed. The records are correct. 2. Three-fourths of the pupils are regular, and nearly all punctual. The government is feeble. 3. All the prescribed subjects are taught. The classification is faulty as regards the first class. The lesson documents are of tolerable worth. The methods are mechanical. The average proficiency is tolerable +.

T. DWYER,
Inspector, Grafton District.

MAITLAND DISTRICT.

SUMMARY of Reports upon Certified Denominational Schools inspected in 1876.

I.—CHURCH OF ENGLAND SCHOOLS.

BROKE :—Regular inspection, 25th July.

Numbers enrolled :—Boys, 19 ; girls, 18 ; total, 37. Numbers present :—Boys, 13 ; girls, 18 ; total, 31.

1. School held in a church ; accommodation and supply of furniture, sufficient ; supply of working materials, tolerable ; school property carelessly kept. 2. Attendance partial and irregular $\frac{3}{4}$; government

government feeble; pupils not sufficiently orderly, diligent, and respectful; disciplinary condition tolerable and unimproved. 3. Prescribed subjects taught; lesson documents of fair merit; classification low in point of age; teaching earnest and tolerably intelligent; class work in point of quietness, diligence, and precision, not sufficiently enforced; younger pupils too free and easy. 4. Average proficiency and progress of pupils, partially satisfactory—barely tolerable. Arithmetic and grammar, indifferent.

BUCHANAN :—Regular inspection, 15th February.

Numbers enrolled :—Boys, 24; girls, 27; total, 51. Numbers present :—Boys, 22; girls, 25; total, 47.

1. Schoolhouse commodious, but old, insecure, and badly ventilated; lavatory, weathershed, and bookpress needed; appointments otherwise reasonably sufficient. 2. Increase in attendance, 25 per cent.; three-fifths of the pupils of other than C.E. denomination; rate of regularity, only $\frac{3}{5}$; twenty or more R.C. children in non-attendance; government healthy, intelligent, and fairly watchful and exacting; moral tone and condition, very fair. 3. Course of instruction complete except in singing; classification and lesson documents of fair merit; teaching zealous, animated, and fairly intelligent. 4. Average proficiency of pupils, tolerable; writing, very fair; arithmetic, moderate.

DENMAN :—Regular inspection, 29th and 30th August.

Numbers enrolled :—Boys, 21; girls, 34; total, 55. Numbers present :—Boys, 19; girls, 29; total, 48.

1. Better ventilation needed, also lavatory and weathershed; material organisation otherwise very fair; aspect neat and clean. 2. Attendance well maintained; punctuality very fair; rate of regularity $\frac{4}{5}$; government mild and fairly intelligent; disciplinary condition fair. 3. Course of instruction complete for three classes; lesson documents of fair merit; classification low; teaching animated and tolerably skilful. 4. Average proficiency of pupils, tolerable; arithmetic and geography moderate.

JERRY'S PLAINS :—Regular inspection, 28th July.

Numbers enrolled :—Boys, 31; girls, 25; total, 56. Numbers present :—Boys, 21; girls, 18; total, 39.

1. Lavatory and sundry repairs needed; school held in a church of imperfect stability; material condition and appointments otherwise very fair. 2. Attendance partial and steady, punctuality fair; rate of regularity $\frac{3}{5}$; government healthy and fairly intelligent; pupils clean, cheerful, and very fairly orderly, and well behaved; disciplinary condition improved and very fair. 3. Course of instruction appropriate for three classes; lesson documents and classification of fair merit; teaching zealous and fairly effective; examinations not sufficiently searching. 4. Average proficiency of pupils fair; writing, good; arithmetic, geography and singing, tolerable.

EAST MAITLAND :—Regular inspection, 8th, 9th, 10th, and 11th February.

Numbers enrolled :—Boys, 67; girls, 40; total, 107. Numbers present :—Boys, 51; girls, 26; total, 77.

1. Lavatory, weathershed, and additional out-offices needed; material organization otherwise satisfactory. 2. Attendance steady and fairly punctual; rate of regularity $\frac{3}{5}$; government earnest and fairly intelligent, but not satisfactorily firm, watchful, and exacting; pupils of 3rd class too free and easy, talkative, and self-willed; schoolwork wanting in quietness, precision, and vigour; disciplinary condition of upper section tolerable, and of lower section fair. 3. Prescribed subjects taught; classification and lesson documents of very fair merit; profitable occupation of the pupils not satisfactorily well sustained or enforced; teaching zealous and fairly intelligent, but not sufficiently impressive, thorough, and effective. 4. Average proficiency of the pupils :—Lower section, tolerable+; upper section, barely tolerable; writing and drawing, very fair; arithmetic, grammar, dictation, and geography, moderate.

WEST MAITLAND :—Regular inspection, 17th May.

Numbers enrolled :—Boys, 52; girls, 40; total, 92. Numbers present :—Boys, 38; girls, 24; total, 62.

1. Out-offices filthy, inadequate, and badly arranged; material condition and appointments otherwise very fair; lavatory needed; cleanliness of schoolroom floor and windows unsatisfactory. 2. Decrease in attendance, 12 per cent.; rate of regularity, $\frac{3}{5}$; government mild and very fairly intelligent; pupils clean and very fairly well behaved, but not adequately zealous, painstaking, and diligent. 3. Course of instruction complete for three classes; lesson documents of very fair merit; classification rather low in point of age; teaching earnest and tolerably intelligent, but deficient in thoroughness and vigour; examinations not sufficiently patient, regular, and effective. 4. Average proficiency and progress of pupils, from moderate to tolerable; writing, very fair; arithmetic and grammar, indifferent.

MUSWELLBROOK :—General inspection, 12th, 13th, and 14th September.

Numbers enrolled :—Boys, 78; girls, 66; total, 144. Numbers present :—Boys, 61; girls, 56; total, 117.

1. School buildings new, well designed, and of superior merit; supply of furniture and apparatus adequate. 2. Increase in attendance, 25 per cent.; rate of regularity, $\frac{4}{5}$; government firm, and very fairly intelligent; appearances neat and clean; pupils clean, docile, and well behaved; class movements somewhat noisy and irregular; supervision of playground too lax; moral tone healthy and very fair. 3. Course of instruction complete for three classes, and appropriately regulated; classification rather low; one 12 $\frac{1}{2}$ per cent. of the pupils in 3rd class; teaching zealous, animated, and fairly skilful; examinations not sufficiently patient, regular, and effective. 4. Average proficiency of pupils fair; writing, very fair; arithmetic and dictation, moderate.

SCONE.

This school has lapsed, in consequence of the withdrawal of all the children to attend the neighbouring Public School.

SINGLETON :—Regular inspection, 15th June.

Numbers enrolled :—Boys, 48; girls, 22; total, 70. Numbers present :—Boys, 37; girls, 15; total, 52.

1. Lavatory and better book-press needed; material condition and appointments otherwise satisfactory; schoolroom not satisfactorily neat and clean; condition of reading books unsatisfactory. 2. Decrease in attendance, 20 per cent.; rate of regularity, $\frac{3}{5}$; government healthy and fairly intelligent; pupils clean and fairly well behaved, but not satisfactorily zealous, painstaking, and diligent. 3. Prescribed subjects taught, except sewing; lesson documents of fair merit; classification, defective; teaching earnest, active, and fairly intelligent. 4. Average proficiency and progress of pupils, unsatisfactory; writing, fair; arithmetic, spelling, grammar, and geography, barely moderate; present teacher but little responsible for such results of the examination.

SINGLETON :—Incidental inspection, 14th December.

Numbers enrolled :—Boys, 34; girls, 13; total, 47. Numbers present :—Boys, 18; girls, 6; total, 24.

1. Playground littered with paper; schoolroom rather untidy; supervision of the classes lax; younger ones not sufficiently orderly; discipline but partially satisfactory. 2. Decrease in attendance since the inspection in 1875, 60 per cent., the actual gross attendance at present being only thirty-six, nine of whom pay no school fees; general condition, languishing.

WOODVILLE :—Regular inspection, 26th April.

Numbers enrolled :—Boys, 32; girls, 28; total, 60. Numbers present :—Boys, 27; girls, 25; total, 52.

1. Lavatory needed; material condition otherwise improved and respectable; supply of furniture and other requisites, adequate. 2. Increase in attendance, 20 per cent.; rate of regularity, only $\frac{3}{8}$; government healthy, improved, and fairly intelligent; appearances, neat and clean; appearance and general conduct of pupils, very fair; class work not sufficiently vigorous; disciplinary condition improved and fair. 3. Course of instruction complete, and very fairly well regulated; teaching of fair and improved merit in point of painstaking and efficiency. 4. Average proficiency of pupils, fair; writing, drawing and sewing, very fair; geography, tolerable.

II.—ROMAN CATHOLIC SCHOOLS.

BLANDFORD :—Regular inspection, 15th November.

Numbers enrolled :—Boys, 32; girls, 41; total, 73. Numbers present :—Boys, 18; girls, 34; total, 52.

1. Material condition and appointments, fair; bell, lavatory, weathershed, and water tank needed; cleanliness and neatness of appearances improved. 2. Attendance full and steady; rate of regularity, $\frac{5}{8}$; government of improved and fair merit; fair order maintained; class work not sufficiently vigorous and effective; disciplinary condition about fair. 3. Prescribed subjects taught; lesson documents and classification of fair merit; teaching, earnest and tolerably intelligent; examinations to be more frequent and searching. 4. Average proficiency of pupils, improved and tolerable; sewing, very fair; arithmetic and object lessons, moderate.

LOCHINVAR :—Regular inspection, 26th May.

Numbers enrolled :—Boys, 24; girls, 27; total, 51. Numbers present :—Boys, 12; girls, 19; total, 31.

1. School held in a church; supply of furniture and apparatus adequate; seats unsuitable; lavatory and weathershed needed; aspect, fairly neat and clean. 2. Attendance steady, but partial and irregular, $\frac{3}{4}$; government mild, firm, improved, and fair; pupils clean, docile, and well behaved; school work quiet, earnest, and apparently regular, but in need of additional vigour. 3. Instruction appropriate and fairly well regulated; classification judicious in general; teaching earnest, and tolerably intelligent, but not adequately effective; examinations not sufficiently patient and regular. 4. Average proficiency of pupils, barely tolerable; sewing and writing, fair; arithmetic, dictation, drawing, and geography, moderate.

EAST MAITLAND :—Regular inspection, 21st April.

Numbers enrolled :—Boys, 40; girls, 31; total, 71. Numbers present :—Boys, 16; girls 11; total, 27.

1. Schoolroom commodious and well lighted, but ill ventilated, and untidy in appearance; repairs to windows needed, as also lavatory and weathershed; supply of furniture and other requisites, adequate; 2. Decrease in attendance, nearly 50 per cent., in consequence of teacher's unpopularity; rate of regularity for past twelve months, $\frac{1}{4}$; government feeble and lax; moral tone barely tolerable. 3. Prescribed subjects taught, except singing and sewing; lesson documents and classification of fair merit; teaching earnest, and tolerably diligent, but only moderately spirited and effective. 4. Average proficiency of pupils, moderate; teacher since removed.

WEST MAITLAND (Boys) :—Regular inspection, 19th and 20th April.

Number enrolled :—Boys, 108. Number present :—Boys, 58.

1. Material organization and appointments superior and satisfactory; aspect somewhat untidy. 2. Increase in attendance, 22 per cent.; pupils not satisfactorily punctual and regular, $\frac{1}{2}$; government earnest and fairly intelligent, but not adequately firm, watchful, and effective; appearance, demeanour, and general conduct of the pupils, but partially satisfactory; supervision of the playground lax; class movements not satisfactorily quiet and orderly; moral tone not sufficiently satisfactory. 3. Prescribed subjects taught, except singing; lesson documents of very fair merit; classification defective; teaching thorough, earnest, and tolerably skilful, but not adequately painstaking and effective. 4. Average proficiency of pupils barely tolerable; teacher since removed.

WEST MAITLAND (Girls) :—Regular inspection, 18th, 19th, and 22nd April.

Number enrolled :—Girls, 108. Number present :—Girls, 72.

1. School held in a commodious, well lighted, and adequately appointed upper room, admirably neat and clean; hat-room and larger playground now provided. 2. Attendance steady; punctuality improved and fair; rate of regularity $\frac{5}{8}$; government mild and intelligent; pupils clean, orderly, and well behaved; school work performed with improved regularity and efficiency; disciplinary condition healthy and very fair. 3. Course of instruction complete for four classes; lesson documents appropriate; classification rather low in point of age; teaching earnest, painstaking, and fairly intelligent in general; additional vigour needed. 4. Average proficiency of pupils, nearly fair; singing, good; arithmetic, dictation, and geography, moderate.

WEST MAITLAND (Infants) :—Regular inspection, 23rd May.

Numbers enrolled :—Boys, 62; girls, 73; total, 135. Numbers present :—Boys, 34; girls, 46; total, 80.

1. Material condition and appointments improved and satisfactory. 2. Attendance steadily maintained, but not satisfactorily punctual, rate of regularity, $\frac{5}{8}$; government mild and judicious; very fair order maintained; school work improved in vigour and precision; appearance and demeanour very fair; moral tone improved, healthy, and very fair. 3. Instruction appropriate and very fairly well-regulated; classification of fair merit; and teaching zealous, painstaking, and fairly intelligent, but rather feeble in the lower classes. 4. Average proficiency of pupils tolerable +.

MORPETH :—Regular inspection, 27th and 28th April.

Numbers enrolled :—Boys, 57; girls, 45; total, 102. Numbers present :—Boys, 47; girls, 31; total, 78.

1. Material condition and appointments very fair; lavatory, weathershed, and additional diagrams needed; aspect neat and clean. 2. Increase in attendance 12 per cent.; rate of regularity low, $\frac{3}{8}$; government mild, firm, and intelligent; good order maintained; pupils clean, and subdued in demeanour, but not sufficiently smart and active; moral tone very fair in general. 3. Instruction appropriate, well regulated, and of third-class range; classification rather low in point of age; efficiency of examination partial; teaching zealous, animated, and very fairly intelligent. 4. Average proficiency of pupils, fair; first class pupils not sufficiently supervised.

MUSWELLBROOK :—Regular inspection, 24th August.

Numbers enrolled :—Boys, 50; girls, 28; total, 78. Numbers present :—Boys, 43; girls, 22; total, 65.

1. Lavatory and weathershed needed; material organisation otherwise superior; aspect clean and respectable. 2. Attendance well-maintained and reasonably punctual, but rather irregular, $\frac{1}{2}$; government

government mild and intelligent; appearance neat and clean; very fair order maintained, younger ones somewhat unsteady in their class movements: disciplinary condition healthy and very fair. 3. Prescribed subjects taught, except singing; lesson documents appropriate; classification low in point of age; teaching zealous, painstaking, and very fairly intelligent; younger ones somewhat overlooked. 4. Average proficiency of pupils, fair+.

SINGLETON :—Regular inspection, 16th June.

Number enrolled :—Boys, 51. Number present :—Boys, 36.

1. Schoolroom reduced in length, arrangement of desks consequently defective; lavatory and weathershed unprovided; material condition and appointments otherwise satisfactory. 2. Decrease in attendance of boys, 25 per cent.; rate of regularity, $\frac{31}{46}$; girls withdrawn to form a private school under teachers of a religious order; government tolerably effective; profitable employment of the lower classes not sufficiently supervised and enforced; moral tone tolerable. 3. Subjects of instruction as prescribed, except singing; lesson documents of fair merit, but not strictly observed; classification tolerably judicious; teaching apparently earnest and diligent, and tolerably intelligent, but not sufficiently impressive and well distributed. 4. Average proficiency and progress of pupils, moderate; writing, fair; dictation and geography, indifferent.

East Maitland, 15th January, 1876.

J. S. JONES,
Inspector of Schools, Maitland District.

NEWCASTLE DISTRICT.

DETAILED Statement showing the condition of the Certified Denominational Schools inspected in 1876, as regards—

1. Their material condition.
2. Their moral character.
3. The subjects and methods of instruction.
4. The proficiency of the pupils.

DUNGOG (C.E.) :—General inspection, 29th August.

Present at examination :—Boys, 21; girls, 26; total, 47.

1. The condition of the premises and the general organization of the school are fair. 2. The moral tone of the school is tolerable. 3. The instruction is fairly appropriate and tolerably effective. 4. The average proficiency is moderate, and the general character of the school tolerable.

HEXHAM (C.E.) :—General inspection, 13th March.

Present at examination :—Boys, 28; girls, 29; total, 57.

1. The premises are in passable condition, and the general organisation of the school is fair. 2. The moral tone of the school is very fair. 3. The subjects are appropriate and suitably arranged; the methods fairly intelligent, skilful, and effective. 4. The average proficiency exceeds tolerable, and the general character of the school is fair.

HAMILTON (R.C.) :—General inspection, 18th December.

Present at examination :—Boys, 35; girls, 34; total, 69.

1. The premises are in excellent condition, suitable, and well-appointed, and the organization of the school is reasonably effective. 2. The moral tone of the school is fair. 3. The subjects are suitable and properly arranged; the methods fairly intelligent, skilful, and effective. 4. The average proficiency and general character of the school are fair.

LAMBTON (R.C.) :—Regular inspection, 31st May and 1st June.

1. The premises are in good condition and reasonably suitable, and the school is fairly organized. 2. The moral tone of the school is very fair. 3. The occupation is fairly appropriate and skilfully arranged; the instruction careful, intelligent, and fairly effective. 4. The average proficiency exceeds fair, and the general character of the school is very fair.

MILLER'S FOREST (C.E.) :—Regular inspection, 10th August.

Present at examination :—Boys, 15; girls, 20; total, 35.

1. The schoolroom is in bad condition, but under the circumstances fairly organized. The out-offices need repairing. 2. The moral tone of the school is fair. 3. The occupation is fairly suitable and passably arranged; the instruction careful, but not satisfactorily judicious and energetic. 4. The average proficiency varies from moderate to tolerable.

MILLER'S FOREST (R.C.) :—Regular inspection, 9th August.

Present at examination :—Boys, 24; girls, 15; total, 39.

1. The schoolroom is tolerably suitable, neatly kept, and fairly organized. 2. The moral tone of the school is good. 3. The subjects are appropriate and well arranged; the methods intelligent, judicious, and effective. 4. The average proficiency is nearly very fair.

NEWCASTLE (C.E.—Christ Church) :—Regular inspection, 22nd to 24th March.

Present at examination :—Boys, 91; girls, 75; total, 166.

1. The condition of the schoolroom and premises is good; the stock of furniture, apparatus, and books reasonable in all respects, and the general organization of the school effective. 2. The moral tone of the school is good. 3. Singing, drawing, geometry, algebra, and needlework are added to the ordinary subjects; all are suitably arranged, and imparted with fair skill, intelligence, and effect. 4. The average proficiency is fair, and the general character of the school very fair.

NEWCASTLE (C.E.—St. John's) :—Regular inspection, 27th April.

Present at examination :—Boys, 33; girls, 13; total, 46.

1. The premises are suitable and in very fair condition, and the school is fairly organized. 2. The moral tone of the school is fair. 3. The classification is low, but the occupation fairly appropriate; the instruction is feeble and of small value. 4. The average proficiency and general character of the school are about tolerable.

NEWCASTLE (R.C.—Boys) :—Regular inspection, 15th, 16th, and 21st March.

Present at examination :—Boys, 85.

1. The room is suitable, provided with sufficient furniture, apparatus, and books, and in general effectively organized. 2. The moral tone of the school is good. 3. Latin, algebra, geometry, and drawing are added

added to the ordinary subjects; all are fairly regulated, and taught with satisfactory intelligence and reasonable effect. 4. The average proficiency varies from tolerable to fair, and the general character of the school is very fair.

NEWCASTLE (R.C.—Girls):—Regular inspection, 10th and 11th July.

Present at examination:—Girls, 97.

1. The schoolroom is suitable, and provided with a good stock of furniture and appliances. 2. The moral tone of the school is excellent. 3. The occupation is suitable and well regulated; the instruction judicious, well directed, and effective. 4. The average proficiency is nearly very fair, and the general character of the school very good.

NEWCASTLE (R.C.—Infants):—Regular inspection, 12th July.

Present at examination:—Boys, 56; girls, 63; total, 119.

1. The room is small for the numbers, but reasonably suitable and fairly organized. 2. The moral tone of the school is good. 3. The occupation is suitable and well arranged; the instruction appropriate, intelligent, and effective. 4. The average proficiency is nearly very fair, and the general character of the school good.

PLATTSBURG (R.C.):—General inspection, 23rd June.

Present at examination:—Boys, 46; girls, 34; total, 80.

1. The building is suitable, in good condition, fairly furnished, and altogether pretty effectively organized. 2. The moral tone of the school is very fair. 3. The instruction is appropriate, well regulated and effectively imparted. 4. The average proficiency exceeds very fair.

RAYMOND TERRACE (C.E.):—Regular inspection, 3rd August.

Present at examination:—Boys, 28; girls, 22; total, 50.

1. The premises are suitable and in good condition, and the organisation of the school is satisfactory. 2. The moral tone of the school is very fair. 3. The occupation is suitable and properly arranged; the instruction intelligent, but not adequately energetic. 4. The average proficiency exceeds tolerable, and the general character of the school is fair.

RAYMOND TERRACE (R.C.):—Regular inspection, 2nd August.

Present at examination:—Boys, 22; girls, 25; total, 47.

1. The building is old and unsuitable, but cleanly kept and tolerably well organized; arrangements for the erection of a new school have, I understand, been completed. 2. The moral tone of the school is fair. 3. The occupation is suitable, and arranged with passable care and skill; the instruction is tolerably intelligent and effective. 4. The average proficiency is tolerable.

STROUD (C.E.):—Regular inspection, 12th September.

Present at examination:—Boys, 15; girls, 16; total, 31.

1. Repairs and improvements are needed, but the premises as a whole are in good condition, and the school is tolerably well organized. 2. The moral tone of the school is tolerable. 3. The occupation is fairly suitable and well arranged; the instruction is of tolerable merit. 4. The average proficiency and general character of the school are about tolerable.

UPPER BENDOLBA (C.E.):—General inspection, 30th August.

Present at examination:—Boys, 15; girls, 25; total, 40.

1. The condition of the premises and the general organization of the school are tolerable. 2. The moral tone of the school is fair. 3. The subjects are fairly suitable and well arranged; the methods tolerably intelligent, skilful, and effective. 4. The average proficiency exceeds tolerable, and the general character of the school may be estimated as from tolerable to fair.

WALLSEND (C.E.):—General inspection, 20th July.

Present at examination:—Boys, 44; girls, 18; total, 62.

1. The building is considerably out of repair, and wanting in thorough cleanliness; the furniture is badly arranged, and the general organization is only tolerable. 2. The moral tone of the school is tolerable. 3. The instruction accords with the standard, is fairly regulated, and imparted with tolerable skill and effect. 4. The average proficiency is fair.

SYDNEY DISTRICT.

SUMMARY of Reports on Certified Denominational Schools.

THE remarks under head 1 relate to the material condition of schools; under 2, to their moral character; 3, to the subjects and methods of instruction; 4, to the proficiency of the pupils.

BALMAIN (C.E.):—Regular inspection, 7th February.

Numbers present:—Boys, 97; girls, 89; total, 186.

1. The schoolhouse is substantially built, roomy, remarkably well ventilated, and fairly found in suitable furniture and apparatus. 2. The pupils attend with fair regularity, are reasonably punctual, clean, and well conducted. The government is mild, but tolerably firm, and very fairly effective. 3. The classification is moderately judicious. All the prescribed branches are taught up to the requirements of a fourth class. The instruction is tolerably regulated, but the standard is low. The methods are suitable and fairly effective. 4. The following is the proficiency of the several classes:—First, tolerable to fair; second, tolerable; upper second, fair (nearly); third, fair (nearly); fourth, fair. Higher results might have been expected had the classes not been recently disturbed by promotions.

BALMAIN (R.C.):—Regular inspection, 5th September.

Number present:—Boys, 70.

1. The schoolroom is fairly suitable, and is reasonably well supplied with the necessary appliances, but the desks and forms are clumsy and unsuitable. There is no playground, and the school work is somewhat disturbed by the operations of another school in an adjoining room. Since last inspection new water-closets have been erected. 2. The attendance is increasing. The pupils are regular and punctual, clean and tidy, and in very fair order. The moral tone is good. 3. All the prescribed subjects are taught; the methods are of very fair merit, and are applied with vigour and effect. 4. The proficiency of the various classes is:—First, fair to very fair; second, fair to very fair; third, very fair.

BOTANY (Wesleyan):—Regular inspection, 8th February.

Numbers present:—Boys, 17; girls, 15; total, 32.

1. Since last inspection a supply of water has been provided. It is intended to erect a lavatory and a weathershed as early as practicable. The material condition of the school may be regarded as satisfactory.

satisfactory. About three-fourths of the pupils appear to attend regularly. This is an improvement on the character of the attendance last year. The pupils are tolerably punctual; with two or three exceptions clean, and in tolerable order. The government and discipline have changed for the better. 3. The classification of the pupils and standard of instruction are low. The lesson documents are arranged with moderate judgment; the methods of instruction are in the main mechanical, but marked by painstaking. 4. The proficiency of the classes may be described thus:—First, tolerable to fair; second, tolerable to fair. The pupils are fairly attentive, but think sluggishly, and are of low intelligence.

CAMPERDOWN (R.C.):—Regular inspection, 3rd February.

Numbers present:—Boys, 32; girls, 39; total, 71.

1. Some repairs to the premises have been effected since the last inspection, but the schoolroom cannot be rendered a very satisfactory one. At present the appliances are unsatisfactory. 2. The pupils are under fair control, and for the most part are clean and tidy in person. The attendance is marked by very fair regularity; the punctuality is bad. 3. The instruction is imparted in a methodical manner, and to the requirements of a third class is of full range. 4. The average proficiency is tolerable.

CHIPPENDALE (Wesleyan):—Regular inspection, 7th September.

Numbers present:—Boys, 109; girls, 96; total, 205.

1. The school practically consists of two departments; the first class, numbering 97 at the inspection, is taught in a separate room, and is, for all purposes of instruction, regarded as an infant department. The schoolrooms are large, suitable, and well furnished. 2. About three-fourths of the pupils attend regularly and with satisfactory punctuality. In point of discipline the school shows a decided improvement since last inspection. In the three upper classes the discipline is now very fair; in the first or infant class it is very good. 3. Fair judgment is shown in the classification of pupils and in the compilation of the lesson documents. The teaching appears to be earnest, but to lack vigour and thoroughness. 4. The proficiency of the classes is as follows:—First, very fair; second, fair; upper second, tolerable; third, tolerable to fair.

CHRIST CHURCH (Primary):—Regular inspection, 22nd August.

Numbers present:—Boys, 132; girls, 63; total, 195.

1. The schoolroom is an excellent structure, well suited for teaching purposes; it is appropriately furnished. 2. About three-fourths of the pupils attend regularly; the punctuality is also satisfactory. Proper attention is devoted to cleanliness, and the pupils present a neat and cheerful appearance. Tolerable order is maintained. 3. The instruction includes all subjects, geometry excepted; it is regulated with fair judgment. The methods are in part modern, and are moderately suitable, and applied with fair earnestness and painstaking. 4. The proficiency of the classes may be described thus:—First, fair; second, tolerable to fair; third, moderate to tolerable; fourth, tolerable to fair.

CHRIST CHURCH (C.E.):—Infants' regular inspection, 22nd August.

Numbers present:—Boys, 96; girls, 79; total, 175.

1. The schoolroom is large and suitably furnished. All necessary out-buildings have been provided. 2. A good and increasing attendance is maintained; the pupils are fairly regular and punctual; they are clean and tidy, and in good order. 3. All the subjects prescribed are taught. The instruction has been painstaking, based upon appropriate methods, and effective. 4. The proficiency is as follows:—First class, fair; second, fair to very fair; third, very fair.

COOK'S RIVER (C.E.—Primary):—Regular inspection, 26th October.

Numbers present:—Boys, 44; girls, 44; total, 88.

1. The school buildings are in very fair repair, and sufficiently found in proper educational appliances. The school is very fairly organized. 2. The attendance is fair for the locality, and is marked by tolerable regularity. The pupils are fairly punctual, becomingly attired, and well behaved. The government is appropriate, and effects very fair order. 3. The instruction is of full range up to the requirements of a third class, judiciously arranged, and taught with earnestness and zeal. 4. The following is the proficiency of the several classes:—First, fair; second, fair to very fair; upper second, very fair; third, good (nearly).

COOK'S RIVER (C.E.—Infants):—Regular inspection, 26th October.

Numbers present:—Boys, 37; girls, 51; total, 88.

1. The building is good, but somewhat out of repair. There is a sufficient supply of school requisites. 2. The government is genial, but sufficiently firm to maintain good order. The pupils attend with reasonable regularity and punctuality; they are clean and tidy, and well behaved. 3. The instruction accords with the course prescribed for Infant Schools; it is imparted by suitable methods, and with very fair earnestness and vigour. 4. The proficiency of the classes is:—First, fair; second, very fair; third, very fair.

COOK'S RIVER (R.C.):—Regular inspection, 2nd March.

Numbers present:—Boys, 17; girls, 16; total, 33.

1. Except that several panes of glass are broken, the schoolhouse is in very fair repair. The school is tolerably organized. 2. The pupils are irregular and unpunctual in attendance; they are passably neat in appearance, and in very fair order. The government has improved in vigilance and firmness. The moral tone of the school is fair. 3. All the prescribed subjects are taught; the lesson documents are compiled with fair ability. The methods are modern, and diligently applied. 4. The attainments of the classes are:—First, tolerable to fair; second, fair+; third, fair. The school is in a fair state of efficiency.

DARLINGHURST (C.E.—Primary):—Regular inspection, 22nd June.

Numbers present:—Boys, 69; girls, 24; total, 93.

1. The schoolroom is commodious and well ventilated, with a good classroom attached. All necessary out-buildings are provided. There is a good supply of books and apparatus. 2. The pupils are fairly regular and punctual; they are neat in appearance and respectful in demeanour. The government is firm and effective; the moral tone is healthy, and the order good. 3. All the prescribed subjects up to the requirements of a third class are taught. The teaching is earnest and painstaking, the methods are intelligent, and are zealously applied. 4. The following is the proficiency of the various classes:—First, very fair; second, very fair; third, good.

DARLINGHURST (C.E.—Infants):—Regular inspection, 22nd June.

Numbers present:—Boys, 51; girls, 30; total, 81.

1. The schoolroom is an excellent structure, amply found in educational appliances. Other features of the organization are also satisfactory. 2. Sickness has reduced the attendance. Ordinarily the pupils attend with very fair regularity, are reasonably punctual, neat and tidy in appearance, and well behaved. 3. All essential branches are included in the school course. The instruction is fairly arranged, and imparted by suitable methods. 4. The proficiency of the several classes is:—First, fair to very fair; second, very fair; third, very fair to good.

DOUBLE BAY (C.E.—Primary) :—Regular inspection, 24th October.

Numbers present :—Boys, 45 ; girls, 38 ; total, 83.

1. The building is good, fairly suitable, and provided with a full supply of materials. The out-offices are in a very bad state, but steps are being taken to erect new ones. 2. Four-fifths of the pupils are regular ; the punctuality is fair. The government is mild, but vigorous and effective. The pupils are clean, tidily dressed, and in very good order. The moral aspect of the school is pleasing. 3. Up to the standard for a third class, the instruction is of full range, the teaching is careful and systematic, and the methods employed are of very fair merit. 4. The proficiency of the classes is :—First, very fair ; second, very fair+ ; third, very fair to good.

DOUBLE BAY (C.E.—Infants) :—Regular inspection, 24th October.

Numbers present :—Boys, 62 ; girls, 60 ; total, 122.

1. Except that the playground wants levelling, little fault can be found with the material condition of this school. The school is fairly organized. 2. A good attendance is secured. The pupils are very fairly regular, punctual, neat in appearance, and in good order. The discipline is healthy and effective. 3. The usual Infant School course is observed. The instruction is intelligently regulated, and imparted with earnestness and skill. 4. The proficiency of the classes is as follows :—First, very fair+ ; second, good ; third, good.

ERSKINE-STREET (Pres.) :—Regular inspection, 29th August.

Numbers present :—Boys, 36 ; girls, 21 ; total, 57.

1. Except that this playground is too small, the material condition of this school is fairly satisfactory. The schoolhouse is in good repair, suitably furnished, and well kept. 2. The attendance has fallen off. The bulk of the pupils are but infants ; they attend with tolerable regularity and fair punctuality. Fair order is maintained, and the discipline as a whole may be regarded as tolerably satisfactory. 3. All the required subjects are taught. The instruction is carefully arranged and imparted by appropriate methods. 4. The following is the proficiency of the several classes :—First, fair ; second, fair ; third, tolerable to fair.

GLEBE (C.E.) :—Regular inspection, 3rd May.

Numbers present :—Boys, 55 ; girls, 38 ; total, 93.

1. The material defects of this school are many, and are of long standing. Promises have been made again and again by the clergyman that the school shall be put into a proper state. In the circumstances the organization is of fair worth. 2. Usually a good attendance is secured. The pupils are very fairly punctual, fairly orderly and well-behaved, but only tolerably industrious. 3. Excepting singing, the course includes the subjects laid down for a school in which the highest class is a third. The teaching, whilst methodically treated, is not very effective in results. 4. The proficiency is as follows :—First class, tolerable ; second moderate+ ; third, moderate to tolerable.

HAYMARKET (R.C.) :—Regular inspection, 24th August.

Number present :—Boys, 131.

1. The school is held in a portion of St. Francis' Hall ; the room is large and adapted for school purposes. All needful educational appliances and out-buildings have been provided. 2. The attendance is very fluctuating, and is influenced to an unusual extent by holidays and wet weather. The punctuality is satisfactory ; the pupils are clean and tidy, and in very fair order. 3. The instruction accords with the standard up to the requirements for a fourth class ; the methods are of fair merit, and are vigorously applied. 4. The proficiency of the classes is :—First, fair ; second, fair to very fair ; third, fair ; fourth, very fair to good.

THE HEBREW SCHOOL :—General inspection, 9th February.

Numbers present :—Boys, 43 ; girls, 21 ; total, 64.

1. At present this school is conducted in the building known as the Masonic Temple. In the circumstances, the organization is correct. 2. Two-thirds of the pupils enrolled attend with regularity. For the most part, they are punctual, tidy, and clean. The government, which is but tolerably effective, has improved under the present teacher. 3. The pupils are arranged in three classes, but about one-half are in the lowest class under a pupil teacher's charge. 4. In the class taught by the pupil teacher good work has been done ; the proficiency in the other two classes reaches tolerable.

KENT-STREET NORTH (R.C.—Boys) :—Regular inspection, 31st October.

Number present, 118.

1. The schoolroom is commodious and suitable, though its nearness to a busy thoroughfare is a serious drawback. Out-buildings of an inferior character have been provided. Except that the stock of reading books is insufficient, the school is tolerably well supplied with educational appliances. 2. Notwithstanding a vigorous local opposition, a good attendance is still maintained. The pupils are fairly regular and punctual ; the government effects very fair order. 3. All the subjects prescribed for a school of three classes are taught ; the classification is appropriate ; the methods employed are of very fair merit. 4. The proficiency of the classes is :—First, tolerable to fair ; second, fair ; third, very fair to good.

KENT-STREET NORTH (R.C.—Girls) :—Regular inspection, 2nd November.

Number present, 101.

1. The schoolroom is suitable and in good condition ; it is well supplied with furniture and apparatus. All necessary out-buildings are provided. 2. There is no falling off in the attendance, though strenuous efforts are made on behalf of a neighbouring nuns' school. The pupils attend punctually and with fair regularity ; they are clean and tidy, and manifest a modest, becoming demeanour. The order is very fair. 3. The instruction satisfies the requirements of the standard as far as the third class. The classification is correct ; the teaching is earnest and painstaking. 4. The proficiency of the various classes is :—First, fair to very fair ; second, very fair ; third, very fair to good.

KENT-STREET SOUTH (R.C.—Boys) :—Regular inspection, 10th August.

Number present, 79.

1. There is no proper playground ; with this exception, the material state of the school is satisfactory. The school is reasonably well organized. 2. Ordinarily the attendance is characterised by fair regularity. Of late, sickness among the pupils has had an unfavourable influence on the attendance. The pupils are fairly punctual, clean, and passably neat in person, and in good order. The government is characterised by vigour, firmness, and decision. 3. The instruction is of full range, and intelligently regulated. The methods are modern, and applied with energy and earnestness. 4. The attainments of the several classes may be represented :—First, fair to very fair ; second, fair to very fair ; third, tolerable ; fourth, very fair.

KENT-

KENT-STREET SOUTH (R.C.—Girls and Infants) :—Regular inspection, 10th August.

Numbers present :—Boys, 51 ; girls, 104 ; total, 155.

1. The school is held in the Roman Catholic church, the arrangements of which are inconvenient for school purposes. There is no playground—only a narrow side passage. The desks have also to serve as pews, and hence such subjects as writing and drawing are taught under great disadvantages.
2. The pupils are tolerably regular and punctual ; they are clean and tidy, and, excepting a portion of the first class, in satisfactory order. The government is strict and effective, but inclined to harshness.
3. The instruction is prosecuted with fair vigour and earnestness ; the lesson guides are drawn up with passable skill. The large proportion of young children compels a low range, but the methods are of fair merit.
4. The proficiency of the classes is :—First, tolerable ; upper first, moderate to tolerable ; second, fair to very fair ; third, very fair.

NEWTOWN (C.E.) :—Regular inspection, 21st September.

Numbers present :—Boys, 44 ; girls, 52 ; total, 96.

1. The schoolroom is large and suitable ; the furniture, though not of good pattern, is sufficient. Lavatories and weather-sheds have not yet been provided. In other features the organization is good.
2. The pupils are punctual, and tolerably regular ; they are clean and tidy, and in very fair order.
3. For a school having an infants department attached, the classification and range of instruction are too low. The highest class is a third ; up to that standard all the prescribed subjects are taught. The teaching appears to be methodical and painstaking, but not very skilful. The pupils are idle, and show no desire to acquit themselves well.
4. The proficiency of the various classes is :—First, tolerable ; upper first, fair to very fair ; second, fair to very fair ; third, very fair.

NEWTOWN (C.E.—Infants) :—Regular inspection, 21st September.

Numbers present :—Boys, 45 ; girls, 42 ; total, 87.

1. The schoolroom is sufficiently commodious and properly furnished ; it is well ventilated, but poorly lighted. Other features of the organization are satisfactory.
2. The attendance has largely increased. The pupils are tolerably regular, fairly punctual, and in good order. The government is judicious and effective.
3. The course of instruction is that prescribed, is fairly regulated, and based on modern methods.
4. The following is the proficiency of the classes :—First, very fair ; second, very fair.

NEWTOWN (R.C.) :—Regular inspection, 31st July.

Numbers present :—Boys, 52 ; girls, 38 ; total, 90.

1. The schoolroom is beneath the church, poorly lighted, and rather damp ; it is fairly furnished, and provided with a sufficiency of apparatus and books. That part of the organization for which the teacher is responsible is satisfactory.
2. The attendance is irregular ; of late it has been lowered by exceptional circumstances. The pupils are somewhat unpunctual, but reasonably clean in person, and well conducted. The discipline as a whole is very fair.
3. All the subjects prescribed for a school of three classes are taught. The instruction is regulated with judgment, and imparted by suitable methods.
4. The following is the proficiency of the several classes :—First, tolerable ; second, tolerable ; third, fair to very fair. The comparatively low attainments are due to irregularity of attendance and to the inexperience of the pupil teachers.

NEWTOWN (Wes.) :—Regular inspection, 14th September.

Numbers present :—Boys, 92 ; girls, 58 ; total, 140.

1. The school-buildings are large and suitable, but the walls are dingy and discoloured ; there is no playshed ; in other features the organization is satisfactory.
2. The attendance, which was slightly reduced at the day of examination, is increasing ; as a rule, both punctuality and regularity are satisfactory. The pupils are clean and tidy, and in very fair order.
3. The teaching is earnest and painstaking, the prescribed course is observed up to the standard of the third class ; the lesson guides are drawn up with very fair judgment, and the methods pursued display fair skill.
4. The proficiency of the various classes :—First, fair to very fair ; second, very fair ; upper second, fair ; third, good.

PADDINGTON (C.E.) :—Regular inspection, 29th August.

Numbers present :—Boys, 30 ; girls, 13 ; total, 43.

1. The schoolroom is commodious, and in very fair condition ; there is a full supply of furniture and apparatus, but the desks are of a very cumbersome pattern. Lavatories have been erected, but as there is no water supply they are useless.
2. Few of the scholars are permanent—the usual attendance is about two-thirds of the enrolment. The punctuality is satisfactory ; the pupils are clean and tidy, and under effective control.
3. The classification is as appropriate as the circumstances of the school permit, but the third class has almost disappeared, and as most of the pupils are mere infants, there is little probability of its being restored. The instruction accords with the prescribed course, and is given with great care and fair success.
4. The average proficiency exceeds fair.

PADDINGTON (R.C.) :—Regular inspection, 14th February.

Numbers present :—Boys, 44 ; girls, 40 ; total, 84.

1. The material condition of the premises is of very fair worth. The pupils are faultily classified ; the organization in other respects is passable.
2. As a rule a good attendance is secured, and the children are tolerably punctual and fairly clean. The order is not satisfactory.
3. The subjects prescribed for a school having a third class are included in the course, but the range taken is very low, and the teaching is by no means effective.
4. The class proficiency is as follows :—First, tolerable ; second, tolerable ; third, moderate to tolerable.

PARRAMATTA-STREET (C.E.) :—Regular inspection, 19th and 20th September.

Numbers present :—Boys, 130 ; girls, 105 ; total, 235.

1. The school premises are in all respects good, and are well supplied with educational appliances. All necessary out-buildings have been provided ; by the recent purchase of a large block of land, the Local Board has given the school the rare advantage of a good playground.
2. The discipline throughout is very good, and the moral tone excellent.
3. All the prescribed subjects are taught ; the classification is correct ; intelligent and modern methods are pursued ; the teaching is earnest and painstaking.
4. The proficiency of the several classes is :—First, fair ; second, very fair ; third, fair ; fourth, very fair to good.

PARRAMATTA-STREET (C.E.—Infants) :—Regular inspection, 19th September.

Numbers present :—Boys, 107 ; girls, 96 ; total, 203.

1. The schoolroom is commodious, well ventilated, and in very good repair ; it is sufficiently provided with suitable educational appliances.
2. A good attendance is secured. The pupils are fairly regular, tolerably punctual, passably clean in person, and in very fair order. The government is tolerably judicious and effective.
3. The course of instruction is that prescribed, is fairly regulated, and based on modern methods.
4. The following is the proficiency of the classes :—First, fair ; second, tolerable ; upper second, fair ; third, fair.

PARRAMATTA-

PARRAMATTA-STREET (R.C.—Girls) :—Regular inspection, 2nd May.

Number present, 84.

1. This department is taught in what was the boys' schoolroom. The building has been repaired, and its walls cleansed. There is a proper supply of apparatus and teaching appliances. The organization accords with prescribed plans. 2. The attendance has of late much improved, but very many of the pupils are unpunctual. The general appearance and demeanour are satisfactory; they are fairly orderly and attentive. 3. The course of instruction is that laid down for a school having a third class. The methods are of tolerable worth. 4. The proficiency is as follows:—First class, moderate to tolerable; second, fair+; third, fair+.

PARRAMATTA-STREET (R.C.—Infants) :—Regular inspection, 2nd May.

Numbers present :—Boys, 47; girls, 86; total, 133.

1. The organization of this school is not satisfactory. 2. The attendance of the pupils is marked by much irregularity. Circumstances of a special character have of late conspired to increase this irregularity. The punctuality also is but tolerable. The remaining features of the discipline are more satisfactory. The government is judicious, and secures very fair order. 3. The course of instruction is suitable and sufficiently comprehensive; fair judgment is shown in the arrangements of the lesson documents; the methods of teaching are appropriate and diligently applied. 4. The attainments of the several classes may be described thus :—First, tolerable; second, fair+; third, very fair.

PYRMONT (C.E.) :—Regular inspection, 29th May.

Numbers present :—Boys, 89; girls, 64; total, 153.

1. The schoolhouse is a good one, but playsheds and suitable school furniture are very necessary. The organization is of fair worth. 2. The attendance has been recently affected by sickness among the children. As a rule the children are very fairly punctual, and they are tidy and of pleasing appearance. The discipline is mild. 3. The subjects prescribed for a school having a third class for its highest are carefully taught. 4. The results of the examination are :—First class, fair; upper first, tolerable; second, very fair; upper second, tolerable; third, fair to very fair.

PYRMONT (R.C.) :—Regular inspection, 10th February.

Numbers present :—Boys, 33; girls, 29; total, 62.

1. In most respects the premises are well conditioned. The school is properly organized, and amply supplied with materials. 2. The ordinary attendance is about three-fourths of the enrolment, and very fair punctuality is secured. The pupils are clean in person, well behaved, and healthily governed. 3. Well regulated methods influence the teaching. The course is a full one for a third class. 4. The proficiency averages fair.

RANDWICK (C.E.) :—Regular inspection, 17th August.

Numbers present :—Boys, 43; girls, 30; total, 73.

1. On the whole the premises are good and suitable, but there is neither playshed nor lavatory. 2. The attendance has been seriously interfered with during this year by sickness and by the lengthened absence of the teacher. As a rule three-fourths of the pupils attend regularly; the punctuality, too, is satisfactory. The discipline is very fair. 3. The instruction accords with the prescribed course, but it is feebly given, and is deficient in penetrativeness. 4. The proficiency of the classes is :—First, fair; second, fair; third, fair.

REDFERN (C.E.) :—Regular inspection, 30th March.

Numbers present :—Boys, 72; girls, 34; total, 106.

1. This school is properly equipped and organized. 2. Recently the attendance has through sickness and other causes fluctuated considerably. The pupils are very fairly punctual; they are clean, tidy, well-behaved, and orderly. The moral tone of the school is healthy. 3. All necessary branches are taught. The teaching has been earnestly and carefully conducted. 4. The proficiency is as follows:—First class, tolerable+; second, tolerable to fair; upper second, fair to very fair; third, fair to very fair.

REDFERN (C.E.—Infants) :—Regular inspection, 29th March.

Numbers present :—Boys, 68; girls, 62; total, 130.

1. The school-buildings are in good repair, and the school is very fairly organized. 2. Sickness has caused a falling off in the attendance. The pupils are fairly regular, punctual, clean, and in good order. The government is mild and effective. 3. The usual infants' school routine is followed. The instruction is judiciously regulated, and imparted by appropriate methods. 4. The attainments of the several classes may be estimated thus :—First, fair to very fair; second, fair; third, fair to very fair.

ST. ANDREW'S (C.E.) :—Regular inspection, 9th August.

Numbers present :—Boys, 41; girls, 29; total, 70.

1. The schoolroom is large, and capable of accommodating a much larger number of pupils than attend. The desks and forms are old-fashioned and in bad condition. 2. The pupils are irregular, and unpunctual; they are clean, but not tidy. The government is feeble—it is only with difficulty that even the semblance of order is obtained. The pupils are rude and boisterous, and the moral tone of the school is low. 3. The teaching appears to have been careful and systematic, but to have been given without force, and as the pupils are inattentive the results are unsatisfactory. 4. The proficiency of the various classes is :—First, moderate; second, moderate to tolerable; third, moderate.

ST. ANDREW'S (C.E.—Infants) :—Regular inspection, 9th August.

Numbers present :—Boys, 51; girls, 36; total, 87.

1. The school is in good material condition and well organised. 2. A tolerable attendance is maintained, although of late it has been marked by irregularity. The pupils are fairly punctual, neat in appearance, and in good order. The government is judicious, and the tone of the school cheerful and healthy. 3. The subjects taught accord with the prescribed course. The instruction is suitably arranged, and imparted by approved methods. 4. The following is the proficiency of the several classes :—First, fair; second, very fair; third, very fair.

ST. JAMES'S (C.E.—Boys) :—Regular inspection, 22nd and 23rd May.

Number present :—84.

1. The premises are in good condition; the schoolroom is spacious, well ventilated, and amply equipped. A thoroughly satisfactory organization obtains. 2. A uniform attendance is secured. The children are punctual, neatly attired, well-behaved, and orderly. The moral tone of the school is healthy. 3. A fourth class is maintained. The instruction is of full range, methodical, and on the whole effective. 4. The proficiency is as follows :—First class, very fair to good; second, fair to very fair; third, very fair to good; fourth, very fair to good.

St.

ST. JAMES'S (C.E.—Girls) :—Regular inspection, 23rd May.

Number present :—76.

1. In all respects the schoolroom is a good one. There is a good supply of books, maps, &c., and the school is effectively organized. 2. The attendance is firm, and the punctuality good. The children are pleasing in appearance, well-behaved, and very attentive when under instruction. The moral tone of the school is excellent. 3. The highest class is a third, and the range of instruction is to that extent full. The several branches have been treated with marked care. 4. The proficiency is :—First-class, good ; second, very good ; third, very good.

ST. JAMES'S (C.E.—Infants) :—Regular inspection, 22nd and 23rd May.

Numbers present :—Boys, 72 ; girls, 65 ; total, 137.

1. Except that the walls and class-room need cleaning, the material state of this school is satisfactory. There is a sufficiency of suitable furniture and apparatus, and the school is very fairly organized. 2. Wet weather has temporarily reduced the attendance, but ordinarily a good deal of irregularity obtains, and the pupils are not at all punctual. The government is rather feeble ; restlessness and other symptoms of disorder are prevalent. 3. The usual Infant School course is followed. The instruction is very fairly arranged, and imparted by appropriate methods, but the teaching is deficient in life and vigour. 4. The proficiency of the several classes may be described thus :—First, fair (nearly) ; second, tolerable to fair ; third, fair.

ST. LEONARDS (C.E.) :—Regular inspection, 8th August.

Numbers present :—Boys, 63 ; girls, 18 ; total, 81.

1. The school building is substantial, commodious, and fairly suitable ; it is well supplied with educational appliances. 2. The attendance has been seriously interfered with for some time by the "scarlet fever" epidemic. Under favourable circumstances, three-fourths of the pupils are regular, and nearly all are punctual. The government is mild, but firm, and the discipline is in all respects good. 3. Up to the requirements of a third class the instruction is of full range, and accords with the prescribed standard. The pupils are thoughtful and self-reliant, and give evidence of careful teaching. 4. The proficiency of the various classes is :—First, very fair ; second, very fair ; third, very fair to good.

ST. LEONARDS (R.C.) :—Regular inspection, 5th April.

Numbers present :—Boys, 47 ; girls, 30 ; total, 77.

1. The premises, which are of an inferior kind, are very fairly kept. So far as circumstances allow the school is properly organized. 2. The attendance is somewhat affected by sickness among children. Very fair punctuality is secured. The pupils are clean, well-behaved, and for the most part orderly. The general discipline is of very fair worth. 3. The course of instruction is of full range ; the teaching is conducted in a methodical and careful manner. 4. The class proficiency is as follows :—First, fair ; second, fair to very fair ; third, very fair ; upper third, good.

ST. MARY'S (R.C.—Boys) :—Regular inspection, 26th and 27th September.

Number present :—190.

1. The schoolroom is a large, substantial building, but somewhat out of repair. There is neither lavatory nor playshed. The furniture is sufficient, but old-fashioned and cumbrous. 2. The attendance has nearly doubled since last inspection, and is still increasing. As a whole, the discipline is very fair. 3. The instruction is of full range up to the standard for a fourth class, and includes geometry, algebra, and Latin. It is to the teacher's credit that during the year he has formed a fourth class and brought it to good proficiency. 4. The proficiency of the various classes is :—First, tolerable ; second, fair + ; third, fair to very fair ; fourth, good.

ST. MARY'S (R.C.—Girls) :—General inspection, 27th and 28th September.

Number present :—98.

1. The schoolroom is well situated, airy, and in very fair repair. It is tolerably well found in educational appliances. 2. About three-fourths of the pupils attend regularly, and with fair punctuality. They are neat in appearance, fairly subdued in demeanour, and well behaved. The order has greatly improved under the present teacher. The government is suitable and effective. 3. Up to the range of a third class, all the prescribed subjects are taught. The instruction is properly arranged, and imparted by correct methods. 4. The following is the proficiency of the classes :—First, fair ; upper first, fair to very fair ; second, very fair ; third, fair.

ST. MARY'S (R.C.—Infants) :—General inspection, 27th and 28th September.

Numbers present :—Boys, 58 ; girls, 62 ; total, 120.

1. The schoolroom is fairly suitable, but is too near the street, and is imperfectly ventilated. Except that the gallery is too steep and the steps too high, the furniture and apparatus are of a reasonably satisfactory kind. 2. A very fair attendance is maintained ; for an infant department, the punctuality and regularity are creditable. The pupils are subdued and respectful in manner, clean and tidy, and in very fair order. 3. The course of instruction includes all the prescribed subjects ; the lesson guides are carefully drawn up, the methods are intelligent and are applied with fair energy. 4. The proficiency of the classes is :—First, tolerable ; second, fair ; third, fair +. The school has made good progress under the present teacher.

ST. PHILIP'S (C.E.—Boys) :—Regular inspection, 25th and 26th July.

Number present :—114.

1. The schoolroom is a very good one, and is well supplied with the ordinary educational appliances. 2. About three-fourths of the pupils are regular, but many are unpunctual. The discipline throughout is unsatisfactory ; the pupils are rude, disobedient, and extremely disorderly. 3. The course prescribed for a school of four classes is followed. The attainments have been reduced by recent changes in the teaching staff. Very fair skill in teaching is manifested, but its effectiveness is marred by the bad order. 4. The proficiency of the classes is :—First, second, and third, fair ; fourth, tolerable.

ST. PHILIP'S (C.E.—Girls) :—Regular inspection, 26th and 27th July.

Number present :—102.

1. The organization is very good. Except that it is too near the street, the schoolroom is all that can be desired. 2. About two-thirds of the pupils are regular in attendance ; the punctuality is good. The pupils are tidily dressed, they are modest and respectful in demeanour, and well-behaved. 3. The teaching, though wanting in animation, is careful and painstaking. The classification is appropriate, but it will probably be difficult to maintain a fourth class. 4. The proficiency of the various classes is :—First, fair ; second, very fair ; third, fair ; fourth, very fair.

Sr.

ST. PHILIP'S (C.E.—Infants) :—Regular inspection, 26th and 27th July.

Numbers present :—Boys, 148 ; girls, 126 ; total, 274.

1. The schoolroom is commodious, well ventilated, and very fairly equipped with needful educational appliances. The organization as a whole is reasonably good. 2. Sickness among children, combined with bad weather, has had an unfavourable influence on the attendance. Usually the pupils attend with passable regularity ; they are also punctual and clean in person. The government is judicious and effective. Good order is secured. 3. The usual Infant School course is followed. The instruction is properly regulated, and imparted by approved methods. 4. The following is the proficiency of the several classes :—First, very fair ; upper first, very fair (nearly) ; second, very fair to good ; third, very fair ; fourth, very fair +.

SURREY HILLS (C.E.) :—Regular inspection, 15th August.

Numbers present :—Boys, 50 ; girls, 37 ; total, 87.

1. The schoolhouse is in very fair condition, and provided with a sufficiency of suitable furniture. The school is properly organized. 2. The attendance, which has of late been reduced by disturbing causes, is recovering ; it is marked by fair regularity. The pupils are reasonably neat and clean in person, fairly subdued in demeanour, and becomingly behaved. The government is mild, and very fairly effective. 3. Suitable provision is made for imparting to the teaching progressive arrangement. The methods are modern, and are applied with very fair earnestness and diligence. 4. The following is the proficiency of the classes :—First, fair to very fair ; second, very fair ; third, very fair.

SURREY HILLS (C.E.—Infants) :—Regular inspection, 15th August.

Numbers present :—Boys, 57 ; girls, 46 ; total, 103.

1. The organization is in all respects complete, all the essentials for infant school teaching have been provided. 2. Under ordinary circumstances the pupils are very fairly regular and punctual ; the scarlet fever epidemic has for some months past injuriously affected the attendance. The pupils are clean and tidy, and in good order. 3. The instruction accords with the prescribed course ; it is prosecuted with earnestness and vigour, and with satisfactory results. 4. The proficiency is as follows :—First, tolerable ; second, fair to very fair ; third, very fair to good.

SURREY HILLS (R.C.—Boys) :—Regular inspection, 31st August and 1st September.

Number present :—153.

1. The schoolroom is under the church ; it is not large enough for the number of pupils in attendance, and is badly lighted and ventilated. The massive stone pillars which support the church form a serious obstacle to effective organization and discipline. 2. About two-thirds of the pupils attend regularly, the punctuality also is satisfactory. The government is strict and effective, and notwithstanding the great difficulties encountered, good order is maintained. 3. As far as the standard for a third class the instruction is of full range. The lesson guides are judiciously compiled, the classification is correct, the methods are educative, and are vigorously applied. The pupils under examination are thoughtful, self-reliant, and eager to answer. 4. The proficiency of the various classes is—First, fair ; second, very fair ; upper second, good + ; third, good.

SURREY HILLS (R.C.—Girls) :—Regular inspection, 6th September.

Number present :—109.

1. The schoolroom may be regarded as a very passable makeshift ; it is sufficiently found in educational appliances. All remaining points of organization are reasonably satisfactory. 2. A very respectable attendance is maintained. The pupils are fairly punctual and regular, and in very fair order. They are clean, and tolerably neat in person. 3. Fair judgment is evinced in the classification ; the instruction is properly arranged, and the methods of teaching are tolerably appropriate. 4. The proficiency of the several classes is :—First, tolerable ; second, fair ; third, fair.

SURREY HILLS (Wesleyan) :—Regular inspection, 27th April.

Numbers present :—Boys, 64 ; girls, 46 ; total, 110.

1. The schoolroom is spacious, well-ventilated, and satisfactorily furnished. The limited nature of the site deprives the school of proper playgrounds. The school is well organized. 2. The attendance at the inspection was quite forty lower than usual, on account of the attractions at the Exhibition building. In most respects the discipline is of a satisfactory character. The children are reasonably punctual, becomingly attired, and very fairly attentive to instruction. 3. The highest class is termed upper third, but the course of instruction is, in range, identical with that prescribed for a fourth class, and to this elementary French is added. 4. The proficiency of the classes is :—First, very fair ; second, good (nearly) ; third, very fair ; upper third, good to very good.

SURREY HILLS (Wesleyan—Infants) :—Regular inspection, 27th April.

Numbers present :—Boys, 42 ; girls, 37 ; total, 79.

1. A group of desks is still a pressing requirement ; in other respects the school, materially considered, is in a fairly satisfactory state. 2. The attractions of the Agricultural Exhibition, combined with the prevailing sickness among children, have lowered the attendance. Ordinarily about four-fifths are regular ; with few exceptions, they are punctual and clean. The government is somewhat feeble, and the order but tolerable in consequence. 3. The usual Infant School course is observed. The instruction is intelligently arranged, and imparted by appropriate methods. 4. The proficiency of the several classes is :—First, tolerable to fair ; second, fair to very fair ; third, very fair.

TRINITY (C.E.) :—Regular inspection, 4th April.

Numbers present :—Boys, 62 ; girls, 40 ; total, 102.

1. The premises are of satisfactory character. The school is correctly organized. 2. A good attendance is secured, but many of the pupils are unpunctual. The children are tidily dressed, are reasonably attentive to instruction, and tolerably orderly. 3. The highest class is a third, and corresponding with this classification, the instruction is of full range. Method and earnestness characterize the instruction. 4. The proficiency of the pupils is fair.

TRINITY (C.E.—Infants) :—Regular inspection, 4th April.

Numbers present :—Boys, 59 ; girls, 62 ; total, 121.

1. The schoolhouse is sufficiently commodious, and in good material condition ; it is reasonably provided with the needful appliances. 2. The attendance is marked by much irregularity. Sickness has latterly thinned the number of pupils. Little exception can be taken to the punctuality. The pupils are also fairly neat in person, tolerably well-behaved, and in very fair order. 3. A strict adherence to the usual infants course is observed. The instruction is properly arranged and imparted by appropriate methods. 4. The proficiency of the several classes is :—First, fair ; second, fair (nearly) ; third, tolerable to fair.

VICTORIA-STREET (R.C.—Girls) :—Regular inspection, 16th August.

Number present :—76.

1. The schoolhouse is in good repair, and very fairly found in educational appliances. 2. A fair attendance is maintained; of late it has been lowered by the prevalence of sickness among the pupils. All the other features of the discipline are very satisfactory. The moral tone of the school is excellent. 3. Good judgment is shown in the classification; the instruction is carefully regulated; the methods are appropriate and earnestly applied. 4. The attainments of the classes are as follows :—Second, tolerable to fair; third, tolerable to fair; upper third, fair to very fair. The falling off in the proficiency is due to irregularity of attendance and the feeble health of the teacher.

VICTORIA-STREET (R.C.—Infants) :—Regular inspection, 16th August.

Numbers present :—Boys, 55; girls, 41; total, 96.

1. The schoolroom is sufficiently large, and is well supplied with books and apparatus. 2. The discipline throughout is good; the pupils are clean and tidy; they are reasonably punctual and regular in attendance. The government is mild, but sufficiently firm and effective. A sound moral tone pervades the school. 3. The ordinary course for Infant Schools is followed; modern methods are employed, and the teaching is pursued with careful industry. 4. The proficiency is as follows :—First class, very fair; second, very fair to good; third, good.

WATERLOO (C.E.) :—Regular inspection, 13th April.

Numbers present :—Boys, 39; girls, 32; total, 71.

1. The fences and water-closets are much in need of repair; a tender has been accepted by the Local Board for the necessary improvements. The school is properly organized and equipped. 2. Wet weather reduced the attendance on the day of inspection. The children present were punctual, clean, becomingly dressed, orderly and attentive. A healthy tone pervades the several classes. 3. Results indicate a methodical and careful treatment of the subjects of instruction prescribed. 4. The position of the classes as regards proficiency exceeds very fair.

WATERLOO (C.E.—Infants) :—Regular inspection, 13th April.

Numbers present :—Boys, 34; girls, 28; total, 62.

1. The playground has been refenced and provided with improved water-closets since last inspection. The material condition of the school is now reasonably satisfactory. 2. Wet weather, joined to prevailing sickness among the children in the neighbourhood, has temporarily reduced the attendance. The pupils are tolerably punctual, fairly neat in appearance, and quietly behaved. The government is judicious and effective. 3. The usual infant school course is followed. The instruction is well regulated, and imparted by modern methods. 4. The proficiency of the classes may be described thus :—First, very fair to good; second, very fair (nearly); third, very fair to good. The pupils are attentive, and answer with intelligence and spirit.

WATERLOO (R.C.) :—Regular inspection, 21st March.

Numbers present :—Boys, 89; girls, 66; total, 155.

1. A new schoolroom is in course of erection; when it is completed, the present material defects will be remedied. There is a reasonably good supply of working appliances. The organization is, in the circumstances, of satisfactory character. 2. Two-thirds of the children enrolled are regular in their attendance. The children present were clean, reasonably well behaved and orderly, but a large number were unpunctual. 3. The lesson guides provide for the full treatment of the subjects prescribed for a school having a third class. 4. The proficiency of the classes is :—First, fair+; second, tolerable; upper second, fair to very fair; third, tolerable; upper third, tolerable to fair.

WAVERLEY (C.E.) :—Regular inspection, 20th March.

Numbers present :—Boys, 43; girls, 36; total, 79.

1. The premises are of satisfactory character. The school is properly organized. 2. The children attend with very fair regularity and punctuality, and their personal appearance and behaviour are pleasing. 3. The subjects prescribed for a school having a third class are taught in a systematic manner, but the range taken in each branch is comparatively low. 4. The average proficiency reaches fair.

WAVERLEY (R.C.) :—Regular inspection, 1st August.

Numbers present :—Boys, 48; girls, 39; total, 87.

1. The school is held in the old R.C. church; it is fairly suitable and in tolerable repair. The furniture, though not of the best type, is sufficient. The most noticeable defect in the organization is the want of a hat-room. 2. Three-fourths of the pupils are regular attendants, they are also punctual. The government is not sufficiently strict, and greater quietness in conducting the school business is necessary. The moral tone is fair, and the same estimate applies to the discipline as a whole. 3. Except that the standard in arithmetic and geography is too low, the course prescribed for a school of three classes is followed. The methods are mechanical, and the teaching generally superficial. 4. The proficiency of the classes is :—First, moderate; upper first, tolerable; second, moderate; third, tolerable.

WAVERLEY (Presbyterian) :—Regular inspection, 31st May.

Numbers present :—Boys, 54; girls, 34; total, 88.

1. The premises, whilst of inferior kind, are in very fair condition. The school is reasonably well furnished, and is satisfactorily organized. 2. A good attendance is secured. The pupils are punctual, becomingly dressed, orderly and attentive. The moral tone of the school is healthy. 3. All subjects prescribed for such a school are methodically and earnestly treated. 4. The proficiency of the pupils averages from very fair to good.

WOOLLOOMOOLOO (Presbyterian) :—Regular inspection, 20th April.

Numbers present :—Boys, 73; girls, 52; total, 125.

1. The limited character of the site prevents proper playgrounds, in other respects the premises are good. The school is well organized and amply supplied with material. 2. Owing to the recent Easter holiday, the attendance was low. As regards punctuality and orderly habits the discipline effects good results. The moral tone is sound. 3. All branches prescribed for a school whose highest class is a third are treated in an intelligent manner. 4. The proficiency is :—First class, very fair to good; second, fair+; upper second, very fair; third, good.

YASS DISTRICT.

SUMMARIES of Reports furnished on Denominational Schools during the year 1876.

I.—CHURCH OF ENGLAND.

CANBERRA :—Regular inspection. Visited 25th May.

Enrolled :—Boys, 21 ; girls, 22 ; total, 43. Present :—Boys, 9 ; girls, 15 ; total, 24.

Ordinary attendance, 26. In district not enrolled, 12.

The material condition is fair, the discipline is lax. The instruction is regulated with tolerable skill and care. The attainments are over tolerable. The classification is fairly correct.

YASS :—Regular inspection. Visited 11th and 12th September.

Enrolled :—Boys, 72 ; girls, 56 ; total, 128. Present :—Boys, 49 ; girls, 42 ; total, 91.

Ordinary attendance, 98. In district not enrolled, 100.

Except in working appliances, which are good, the material organization is wretched. The discipline is sound and healthy. The instruction is well regulated. The Curriculum is of full range, including Latin, geometry, and algebra. The attainments are high.

YOUNG :—General inspection. Visited 18th August.

Enrolled :—Boys, 71 ; girls, 59 ; total, 130. Present :—Boys, 49 ; girls, 43 ; total, 92.

Ordinary attendance, 95. In district not enrolled, 100.

There is no Teacher's residence, otherwise the material condition is good. The discipline is good in the first class, but weak in the second and third. The classification is faulty, no scholars being fit for the third class. The teaching in the lower division of the school is marked by life and energy, which would be very beneficial if applied in the same way to the upper division.

II.—ROMAN CATHOLIC.

BUNGENDORF :—Regular inspection. Visited, 6th June.

Enrolled :—Boys, 24 ; girls, 17 ; total, 41. Present :—Boys, 24 ; girls, 14 ; total, 38.

Ordinary attendance, 32. In district not enrolled, 50.

The schoolroom is in fair condition, but the furniture is old and clumsy ; the teaching appliances, furnished by the Council, are good and sufficient. The discipline is fair. The classification is injudicious, and the instructional documents are defective ; the attainments are nearly moderate.

BURROWA :—Regular inspection. Visited 2nd August.

Enrolled :—Boys, 42 ; girls, 45 ; total, 87. Present :—Boys, 40 ; girls, 40 ; total, 80.

Ordinary attendance, 75. In district not enrolled, 60.

The discipline is lacking in precision ; the classification is incorrect ; the instruction is distributed with fair skill ; the methods are modern ; the teaching is desultory, and the attainments are tolerable.

GRENFELL :—Regular inspection. Visited 6th November.

Enrolled :—Boys, 34 ; girls, 26 ; total, 60. Present :—Boys, 29 ; girls, 21 ; total, 50.

Ordinary attendance, 47. In district not enrolled, 100.

The schoolroom is a low wooden building, iron-roofed ; it has, however, been made as suitable for its present purpose as it is possible ; otherwise the material condition is fair. The discipline is sound. The instruction is properly regulated. The attainments, considering the condition of the school at last inspection, are fairly satisfactory. The appearance of the school is pleasing.

JUGIONG :—Regular inspection. Visited 1st September.

Enrolled :—Boys, 17 ; girls, 17 ; total 34. Present :—Boys, 14 ; girls, 15 ; total, 29.

Ordinary attendance, 26. In district not enrolled, 20.

The Teacher's residence is unsuitable, otherwise the material condition is fair. The discipline is effective. The instruction is appropriately distributed and honestly applied, but the attainments are low, owing chiefly to irregular attendance.

QUEANBEYAN :—General inspection. Visited 16th June.

Enrolled :—Boys, 33 ; girls, 25 ; total, 58. Present :—Boys, 28 ; girls, 18 ; total, 46.

Ordinary attendance, 40. In district not enrolled, 50.

The material condition is fair. The discipline is indifferent. The instruction is improperly regulated, and feebly applied. The attainments are nearly moderate, and the moral tone is low.

YASS :—General inspection. Visited, 13th September.

Enrolled :—Boys, 47. Present :—Boys, 37.

Ordinary attendance, 37. In district not enrolled, 100.

The school requisites are in fair condition. The discipline is wanting in precision. The instruction is regulated with moderate care and skill, but the application of it would be improved by an increase of energy and penetrative force. The attainments are low. The present teacher has only lately assumed charge, and is not responsible for the condition of the school.

YOUNG :—General inspection. Visited, 17th August.

Enrolled :—Boys, 40 ; girls, 28 ; total, 68. Present :—Boys, 35 ; girls, 16 ; total, 51.

Ordinary attendance, 60. In district not enrolled, 100.

The material condition is reasonably good. The discipline is wanting in exactness and firmness. The classification is faulty. The instruction is regulated with moderate skill ; the teaching is somewhat superficial. The results are low, but higher may be reasonably expected. The teacher has been but a short time in charge, and is only in a small degree responsible for the present condition of the school.

J. H. MURRAY,
Inspector.

MUDGEE

MUDGEE DISTRICT.

DETAILED Statement of the condition of Denominational Schools in the Mudgee District, inspected during the year 1876.

I.—CHURCH OF ENGLAND SCHOOLS.

MUDGEE (Primary) :—Regular inspection, 18th December.

Enrolled :—Boys, 59 ; girls, 56 ; total, 115. Present :—Boys, 40 ; girls, 39 ; total, 79.

The material condition and organization of the school are very good. Cleanliness is very satisfactory. The discipline is mild, judicious, and effective. The prescribed subjects are taught, and the instruction is properly regulated. The teaching is conducted with zeal. The average proficiency exceeds fair.

MUDGEE :—Regular inspection, 10th August.

Enrolled :—Boys, 62 ; girls, 54 ; total, 116. Present :—Boys, 49 ; girls, 39 ; total, 78.

The school is very fairly organized. The attendance is regular and punctual. The pupils are, as a rule, clean and tidy. The discipline secures fair order. The instruction is properly regulated. The school is in a higher state of efficiency than it was last year. The average proficiency is fair.

II.—ROMAN CATHOLIC SCHOOLS.

GULGONG :—Regular inspection, 20th and 21st December.

Enrolled :—Boys, 87 ; girls, 37 ; total, 124. Present :—Boys, 23 ; girls, 19 ; total, 42.

The schoolroom is large, airy, and well ventilated, but as it is built of bark it falls rapidly into decay. A more substantial building is now in course of erection. The supply of working materials is sufficient. About two-thirds of the pupils enrolled are usually in attendance, but owing to the prevalence of sore eyes, and the nearness of the holidays, the attendance was very small during the week on which the examination was held. Cleanliness, order, and attention are satisfactory. The prescribed subjects are intelligently taught. The average proficiency exceeds fair.

HILL END :—Regular inspection, 18th August.

Enrolled :—Boys, 27 ; girls, 35 ; total, 62. Present :—Boys, 22 ; girls, 23 ; total, 45.

The defects in the organization mentioned last year still exist. The school is fairly found in working appliances. Regularity and punctuality are not satisfactory. Fair order is maintained. The attainments in the classes are very uneven, and the lower classes seem to have been neglected. The average proficiency exceeds tolerable.

MUDGEE :—Regular inspection, 6th and 7th August.

Enrolled :—Boys, 83 ; girls, 13 ; total, 96. Present :—Boys, 71 ; girls, 13 ; total, 84.

A playshed and lavatories are badly wanted ; in other respects the material condition is good. The attendance has increased considerably during the year. Cleanliness is reasonably satisfactory, and the discipline secures good order. In addition to the subjects prescribed for four classes, a creditable amount of algebra and geometry is taught. The instruction is properly regulated, and the teaching is carried on with very satisfactory results. The average proficiency approaches good.

WELLINGTON :—General inspection, 23rd March.

Enrolled :—Boys, 29 ; girls, 49 ; total, 78. Present :—Boys, 19 ; girls, 29 ; total, 48.

A new and excellent school has been built since last inspection ; it is thoroughly well furnished, and fully equipped with all necessary working appliances. The discipline is good, and the tone of the school pleasing. The prescribed subjects are taught with intelligence and care. The school has made good progress during the year. The average proficiency is fair.

Mudgee, 6 January, 1877.

G. O'BYRNE,
Inspector of Schools, Mudgee District.

APPENDIX D.

GENERAL ABSTRACT of Returns from Denominational Schools.

Quarter ending—	Number of Children on Rolls.									Average Attendance.			Amount of School Fees paid.
	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.	
MARCH, 1876.													
Church of England Schools	6,471	5,229	11,700	8,647	571	841	1,015	626	11,700	4,322·6	3,309·8	7,632·4	£ s. d.
Roman Catholic do.	5,451	4,719	10,170	643	9,313	50	105	59	10,170	3,652·4	3,156·7	6,809·1	2,272 19 1½
Presbyterian do.	401	299	700	299	81	123	136	61	700	277·8	193·2	471·	1,730 1 11
Wesleyan do.	592	490	1,082	256	62	66	580	118	1,082	381·5	315·	696·5	139 10 0½
Hebrew School	54	33	87	22	1	6	3	55	87	38·3	19·8	58·1	214 14 3½
Totals.....	12,969	10,770	23,739	9,867	10,028	1,086	1,839	919	23,739	8,672·6	6,994·5	15,667·1	13 14 10
JUNE, 1876.													
Church of England Schools	6,352	5,186	11,538	8,632	580	807	928	591	11,538	3,918·9	2,978·2	6,897·1	4,371 0 2½
Roman Catholic do.	5,433	4,668	10,101	694	9,194	48	100	65	10,101	3,389·8	2,905·8	6,295·6	2,468 9 10½
Presbyterian do.	397	295	692	306	76	123	128	59	692	248·3	165·6	413·9	1,856 6 0
Wesleyan do.	612	503	1,115	277	60	69	568	141	1,115	369·5	296·6	666·1	153 4 4
Hebrew School	67	41	108	28	1	11	4	64	108	38·1	21·6	59·7	257 10 2½
Totals.....	12,861	10,693	23,554	9,937	9,911	1,058	1,728	920	23,554	7,964·6	6,367·8	14,332·4	18 7 1
SEPTEMBER, 1876.													
Church of England Schools	6,130	5,048	11,178	8,380	524	803	942	529	11,178	4,008·7	3,119·6	7,128·3	4,753 17 5½
Roman Catholic do.	5,331	4,547	9,878	660	9,003	58	75	82	9,878	3,516·7	2,924·3	6,441·	2,299 0 11½
Presbyterian do.	373	282	655	259	76	126	127	67	655	249·6	178·2	427·8	1,795 14 7½
Wesleyan do.	594	512	1,106	287	49	76	560	134	1,106	374·6	316·7	691·3	130 19 4¾
Hebrew School	67	44	111	26	1	14	7	63	111	40·8	24·7	65·5	227 2 11½
Totals.....	12,495	10,433	22,928	9,612	9,653	1,077	1,711	875	22,928	8,190·4	6,563·5	14,753·9	19 4 9
DECEMBER, 1876.													
Church of England Schools	6,118	5,195	11,313	8,371	565	843	969	565	11,313	4,141·9	3,336·4	7,478·3	4,472 2 8
Roman Catholic do.	5,412	4,606	10,018	691	9,131	55	72	69	10,018	3,674·7	3,122·	6,796·7	2,480 8 5½
Presbyterian do.	394	301	695	302	74	128	121	70	695	279·2	194·9	474·1	1,929 2 6¾
Wesleyan do.	610	520	1,130	285	52	85	559	149	1,130	412·5	326·4	738·9	171 15 3½
Hebrew School	61	49	110	25	.....	15	12	58	110	36·3	26·1	62·4	270 3 1¾
Totals.....	12,595	10,671	23,266	9,674	9,822	1,126	1,733	911	23,266	8,544·6	7,005·8	15,550·4	18 6 9

Sydney: Charles Potter, Acting Government Printer—1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(NAMES OF TENDERERS, AND AMOUNTS EXPENDED, FOR SCHOOL FURNITURE, FROM 1875 TO DATE.)

Ordered by the Legislative Assembly to be printed, 15 June, 1877.

RETURN of Amounts expended for School Furniture.

Date of Tender or authority to procure Furniture.	School.	Person or persons authorized to provide Furniture.	Amount.
FOR THE YEAR 1875.			£ s. d.
2 July, 1875	Balmain	A. Dean	7 12 0
9 April, "	Camperdown	do	4 10 4
10 June, "	Cow Flat	do	38 0 0
14 Sept., "	Cooma	Local Board	2 5 0
14 Sept., "	Coonabarabran	do	1 8 0
1 Nov., "	Frogmoor	A. Dean	7 10 0
20 Aug., "	Fermount	W. Kenny	3 0 0
1 June, "	Inglewood Forest	R. Temple	5 0 0
15 Oct., "	Larbert and Limekilns	R. White	5 0 0
3 Nov., 1874	Llandeilo	B. Loveday	5 0 0
18 Nov., "	Maitland, West	W. Pritchard	2 8 0
5 Oct., 1875	Millfield	do	13 0 0
17 Aug., "	Mobellah	J. A. Osborne	17 10 0
8 July, "	Nerrigundah	A. Dean	8 0 0
21 Oct., 1874	Panbula	W. Shultz	6 13 4
16 Jan., 1875	Pitt-street	A. Dean	31 4 0
14 June, "	Portland, Lower	do	37 14 0
24 Sept., "	Paddington	Head Teacher	2 10 0
17 Aug., "	Pymont	A. Dean	23 5 0
23 Sept., "	Penrith	do	11 4 4
30 Dec., 1874	St. Leonards	do	13 18 9
18 Sept., 1875	Sussex-street, South	Head Teacher	3 5 0
29 May, 1874	Tarago	E. Hynes	4 1 4
27 Nov., "	Wollamba	P. Munro	5 0 0
1 June, 1875	Woolla Woolla	J. Levick	4 9 0
13 July, "	Wellington	G. Kennard	5 10 0
27 Feb., "	Woolla Woolla	Local Board	6 19 4
3 Mar., "	Wollombi	do	2 3 0
14 Sept., "	Wilbertree	do	1 5 0
12 Mar., "	Yarramundi	A. Dean	13 2 0
FOR THE YEAR 1876.			£ 297 7 5
28 Dec., 1875	Bowral	F. Draper	25 0 0
3 April, 1876	Bateman's Bay	A. Dean	52 7 6
30 Aug., "	Burrier	G. Tory	2 0 0
12 June, "	Bryan's Gap	T. Heiss	15 10 0
14 Dec., "	Balmain	A. Dean	1 5 0
26 July, "	Bruce'dale	R. Zanker	13 16 0
11 Sept., "	Eurunderee	Local Board	10 0 0
22 May, "	Gunnedah	Ed. Loss	12 18 0
2 Mar., "	Hartley	A. Dean	20 9 0
2 Nov., 1875	Jindalee	T. M'Beath	10 0 0
30 Aug., 1876	Kelly Ville	A. Dean	4 6 0
21 Feb., "	Leichhardt	do	3 17 6
5 April, "	Luddenham	do	4 9 0
19 Oct., "	Lochinvar	R. Hyndes	6 0 0
24 Jan., "	Mount Victoria	A. Dean	2 11 0
12 Nov., 1875	Mandemar and Jalore	R. H. Matthews	13 5 0
23 Aug., "	Maitland, West	W. R. Norman	2 15 0
23 Dec., "	Parramatta	A. Dean	18 17 0
29 Feb., 1876	Penrith	do	14 0 0

Date of Tender or authority to procure Furniture.	School.	Person or persons authorized to provide Furniture.	Amount.
FOR THE YEAR 1876— <i>continued.</i>			£ s. d.
11 Jan., 1876	Peel	S. Stanford	13 10 0
28 Mar., "	Pitt Town	A. Dean	61 3 0
25 April, "	Penrith	do	9 10 0
12 May, "	Quorobolong	W. R. Newman	15 16 0
12 Jan., "	Rye Park	A. Dean	20 10 4
5 April, "	Regentville	do	24 18 6
5 April, "	Rye Park	Local Board	22 8 8
3 Aug., "	Roughit	J. Pritchard	7 10 0
27 Mar., "	Towrang	O. Airey	4 10 0
19 July, "	Taloumbi	Local Board	1 14 0
13 Oct., "	Tomerong	G. Tory	4 7 6
18 Dec., 1875	Wattle Flat	A. Dean	40 10 0
4 July, 1876	Wollongong	Local Board	3 8 0
FOR THE YEAR 1877 TO DATE.			£ 463 2 0
26 Mar., 1877	Baker's Swamp	J. Shepherd	14 5 0
12 Feb., "	Branxton	W. Houston	7 12 0
19 Mar., "	Cleveland-street	A. Dean	12 11 2
20 Jan., "	Campbell's River	H. Kelly	10 10 0
9 Dec., 1876	Dunmore	W. Houston	5 12 6
15 Feb., 1877	Fort-street	Head Master	3 0 0
21 Mar., "	Giant's Creek	Thompson and Turner	41 15 0
11 Jan., "	Kelvin Grove	W. W. Bird	5 0 0
8 Mar., "	Leichhardt	A. Dean	17 15 0
9 Feb., "	Pearce's Hill	do	24 12 6
14 Mar., "	Sussex-street	do	7 7 0
9 Feb., "	Two-mile Creek	do	35 0 0
27 Dec., 1876	Wallendbeen	do	25 10 0
			£ 210 10 2

W. WILKINS.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

EDUCATION.
(DEBTS ON PUBLIC SCHOOLS.)

Ordered by the Legislative Assembly to be printed, 19 September, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 27th February, 1877, That there be laid upon the Table of this House,—

“ A Return giving the names of all Public Schools on which a debt existed
“ on the 20th April, 1875, and for which the Local Boards or any Local
“ Committee were liable, with the amount of the debt due on each such
“ school respectively at the date named, and at the present time; and also
“ the names of all Public Schools, the Local Boards of which have been
“ unable to collect, or have represented to the Council of Education that
“ they have been unable to collect, the full amount of the local quota
“ required for the erection of school buildings prior to the 20th April, 1875;
“ with the steps taken by the Council of Education on such representations,
“ if any.”

(Mr. J. Watson.)

EDUCATION.

The Secretary, Council of Education, to The Under Secretary of Justice, &c.

Council of Education Office, Sydney, 19 September, 1877.

Sir, In transmitting herewith the return relative to debts on Public School buildings, which was moved for in the Legislative Assembly by Mr. J. Watson, M.L.A., I am directed to state, for the information of the Honorable the Minister of Justice and Public Instruction, that the Council of Education has caused this return to be compiled from reports furnished by the several local Boards who are responsible for the correctness of their respective statements. The Council has no means of verifying these statements, except what is afforded by reference to former letters on the subject. The return itself shows the cases in which such reference has been made and the results.

I have, &c.,
W. WILKINS,
Secretary.

RETURN giving the names of all Public Schools on which a debt existed on the 20th April, 1875, and for which the Local Boards or any Local Committee were liable, with the amount of the debt due on each such school respectively at the date named, and at the present time; and also the names of all Public Schools, the Local Boards of which have been unable to collect, or have represented to the Council of Education that they have been unable to collect, the full amount of the local quota required for the erection of school buildings, prior to the 20th April, 1875, with the steps taken by the Council of Education on such representations, if any.

Name of School.	Amount of debt due on 20th April, 1875.	Amount of debt due at present time.
Albion Park	£8 0 0	£8 0 0
No previous representation has been made to the Council of Education as to the existence of this liability.		
Aldavilla	£6 0 0	£6 0 0
No previous representation made. It is now stated that the liability was caused by the omission of some persons to pay promised subscriptions to local quota of cost of buildings.		
Araluen... ..	£39 13 2	£39 13 2
No previous representation made. It is now stated that the liability was caused by the omission of some persons to pay promised subscriptions to local quota of cost of buildings.		
Armidale	£65 18 4	£51 8 4
It was represented in February, 1876, that the Public School Board were liable for a debt of £70. The Council declined to pay the debt.		
Balranald	£4 0 0	£4 0 0
No representation has before been made to the Council as to the existence of this liability.		
Batlow	£15 0 0	£15 0 0
No previous representation has been made to the Council as to the existence of this liability.		
Bega	£55 0 0	£11 2 1
No representation has previously been made to the Council as to the existence of this liability.		
Bergalia	£12 0 0	£12 0 0
No previous representation has been made to the Council as to the existence of this liability.		
Blayney	£19 15 6	£19 5 6
No previous representation made to the Council as to the existence of this liability.		
Burrowa	£91 16 2	£109 9 6
It was represented in April, 1872, that there was a debt on the school buildings of £100; but the Council was not asked to liquidate it.		
Cunningar	£25 0 0	£25 0 0
No previous representation made to the Council as to the existence of this liability.		
Dundee... ..	£30 0 0	Nil.
No previous representation has been made to the Council as to the existence of this liability.		
Forest	£15 0 0	Nil.
No representation was made to the Council previously as to the existence of this liability.		
Germanton	Nil.	£20 0 0
No previous representation has been made to the Council as to the existence of this liability.		
Gerringong	£86 14 0	Nil.
It was represented in February, 1876, that this liability was caused by the omission of some persons to pay promised subscriptions to local quota of cost of buildings, in consequence of a resolution of the Legislative Assembly, passed 20th April, 1875. The Council paid the debt.		

Glen

Name of School.	Amount of debt due on 20th April, 1875.	Amount of debt due at present time.
Glen Innes	£138 4 4	£126 4 2
It was represented in January, 1877, that this liability was incurred by the Public School Board in order to make up the local quota of cost of buildings. The Council deferred its decision on the question of paying the debt.		
Grafton	£8 13 8	£16 11 8
No representation previously made to the Council as to the existence of this liability.		
Grenfell	£30 0 0	£45 0 0
It was represented in December, 1875, that there was a debt on the school buildings of £35; but the Council was not asked to liquidate it.		
Greta	£60 0 0	Nil.
It was represented in January, 1876, that the balance (£20) of this debt was still due, and the Council paid that amount.		
Gulgong	£141 0 9	Nil.
It was represented in June, 1875, that the Public School Board were liable for a debt of £140 16s. 9d., which amount the Council paid.		
Gunnedah	£24 1 4	Nil.
It was represented in April, 1876, that this liability still existed, and the Council paid the amount (£24 1s. 4d.)		
Hanbury	£46 13 4	£29 0 0
It was represented in September, 1875: (1) that the Public School Board were liable for a debt of £46, which amount was borrowed to enable them to make up a local quota of £46 13s. 4d. towards cost of repairs; and (2) that owing to the resolution of the Assembly it was impossible to raise the money locally. The Council declined to pay the debt.		
Hartley	£3 15 0	£3 15 0
No previous representation has been made to the Council as to the existence of this liability.		
Hopefield	£52 16 0	Nil.
It was represented in May, 1875, that the Public School Board were unable to collect the balance (£52 16s.) of the local quota of the cost of school buildings, and the Council paid the amount.		
Hornsby	£50 0 0	£20 0 0
No previous representation made to the Council as to the existence of this liability.		
Howlong	£100 0 0	£100 0 0
No previous representation has been made to the Council as to the existence of this liability.		
Inverell	£159 13 11	£47 2 1
In February, 1876, the Public School Board requested the return of the local quota (£266 13s. 4d.) of the cost of the school buildings. The Council agreed to refund the sum of £154.		
Limekilns	£8 6 4	£8 6 4
Until the present time no representation was made to the Council as to the existence of this liability.		
Luddenham	£50 0 0	£50 0 0
No previous representation was made to the Council as to the existence of this liability.		
Macquarie Plains	£6 0 0	Nil.
No previous representation has been made to the Council as to the existence of this liability.		
Maitland, East	£350 0 0	£250 0 0
It was represented in January, 1877, that the Board were unable to raise the sum of £250, the balance due on account of the local quota of the cost of purchasing the school premises, in consequence of the resolution of the Assembly. The Council deferred its decision on the question of paying the debt.		
Maitland, West	£208 15 0	Nil.
In October, 1875, the Board stated that the public refused to contribute towards the local quota of cost of school buildings on account of the resolution of Parliament.		
Millfield	£100 0 0	Nil.
It was represented in October, 1876, that the Public School Board were liable for a debt of £30 13s. 6d., of which the Council granted £20.		
Mitchell's Island	£1 14 6	£1 14 6
No previous representation has been made to the Council as to the existence of this liability.		
Oberon	Nil.	£9 10 0
Until the present time no representation was made to the Council as to the existence of this liability.		
Palmer's Island	£49 3 5	£29 17 5
No representation has previously been made to the Council as to the existence of this liability.		
Parkes	£174 4 5	Nil.
The Public School Board reported in January, 1876, that they were unable to raise the balance (£174 4s. 5d.) of the local quota of the cost of the school buildings, owing to the resolution of the Assembly, and the Council paid the amount.		

Name of School	Amount of debt due on 20th April, 1875.	Amount of debt due at present time.
Richmond, North	£63 18 4	£63 18 4
No previous representation has been made to the Council as to the existence of this liability.		
Round Swamp...	£10 19 6	£10 19 6
The Local Committee in September, 1875, requested the return of the amount (£75) locally subscribed towards the cost of the school buildings. The Council declined.		
Saumerez Creek	£12 9 3	Nil.
No representation made until now to the Council of the existence of this liability.		
Tattalia	£18 0 0	£18 0 0
No previous representation made. It is now stated that the liability was caused by the omission of some persons to pay promised subscriptions to local quota of cost of buildings.		
Tempe	£18 14 0	Nil.
It was represented in December, 1874, that the Public School Board were liable for a debt of £45, which the Council declined to pay.		
Tirrania...	£15 8 0	£15 8 0
No previous representation has been made to the Council as to the existence of this liability.		
Uralla	£128 16 8	Nil.
Until now no representation was made to the Council as to the existence of this liability.		
Wagga Wagga	£292 4 6	£165 18 0
No representation until the present time had been made to the Council as to the existence of this liability.		
Wallsend	£163 13 10	£162 3 6
No representation was made to the Council of the existence of this liability until this return was called for.		
Waratah	£86 8 0	Nil.
It was reported in September, 1875, that a debt of £63 17s. 6d. was due by the Public School Board, and that the residents declined to contribute in consequence of the resolution of the Assembly. The Council paid £50 of the amount due.		
Wattle Flat	£26 0 0	£8 10 0
It was represented in September, 1875, that a debt of £26 existed for which the Board were liable. The Council declined to pay the debt.		
Wilbertree	£18 0 0	£18 0 0
No previous representation has been made to the Council as to the existence of this liability.		
Wollongong	£16 6 8	£16 6 8
No previous representation has been made to the Council of the existence of this liability.		
Wombat	£74 1 10	£95 15 2
It was represented in January, 1877, that the Public School Board were unable to raise the sum of £86, a debt incurred in order to provide the balance of the local quota of the cost of additions to the school buildings. The Council deferred its decision on the question of paying the debt.		
Woolla Woolla	£46 13 8	Nil.
No previous representation has been made to the Council as to the existence of this liability.		
Wyagdon	£37 13 10	£37 13 10
No representation was previously made to the Council as to the existence of this liability.		
Young	£332 16 0	£376 19 9
It was represented in February, 1877, that the Public School Board were liable for a debt of £376 19s. 9d., incurred in order to provide the local quota of the cost of the school buildings. The Council deferred its decision on the question of paying the debt.		

Council of Education Office, Sydney, 19th September, 1877.

W. WILKINS;
Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SITES FOR PUBLIC SCHOOLS.

(APPLICATIONS FOR.)

Ordered by the Legislative Assembly to be printed, 21 May, 1877.

RETURN respecting applications for grants of land for sites for Public Schools, promised by Mr. Robertson, M.P., in answer to a Question asked in the Legislative Assembly, by Mr. Booth, M.P., on 20th February last.

LEGISLATIVE ASSEMBLY, 20 FEBRUARY, 1877.

(15.) Sites for Public Schools:—Mr. Booth asked the Secretary for Lands, pursuant to Notice,—

- (1.) How many applications have been made to the Minister for Lands by the Council of Education for sites on which to erect Public Schools, from the 1st of January, 1874, to 1st of January, 1877?
- (2.) How many of such applications have been granted?
- (3.) The date of each application, and the date of each grant, where the application has been complied with?

Mr. Robertson answered,—In the course of a few days I will lay upon the Table of the House the information required by the Honorable Member.

1. Two hundred and thirteen (213) applications were made by the Council of Education, through the Honorable the Minister of Justice and Public Instruction, to the Government, for grants of land for Public School purposes, from the 1st January, 1874, to the 31st December, 1876.

2. Up to 1st March, 1877, notice had been received at this office that the Honorable the Minister for Lands had approved of the appropriation for Public School purposes of the land mentioned in eighty (80) of the above applications.

3. A list of the applications, showing the dates upon which the land was applied for, and the dates upon which the appropriations were approved of, is subjoined.

Council of Education Office,
Sydney, 9th May, 1877.

SITES FOR PUBLIC SCHOOLS.

Name of place.	Date on which land was applied for.	Date on which appropriation was approved of.	Name of place.	Date on which land was applied for.	Date on which appropriation was approved of.
Adaminiby	7 April, 1876		Germanton	12 April, 1875	22 Dec., 1875.
Adelong	14 Sept., 1876		Giant's Creek	27 April, 1874	23 Dec., 1875.
Adelong Grove	1 Nov., 1876		Gongolgon	10 Feb., 1875	5 Mar., 1875.
Amosfield	10 April, 1876		Goodrich	10 Mar., 1874	
Ap-ley	1 Dec., 1876		Goolma	18 Mar., 1876	
Argyle (East)	21 June, 1876		Goorangoola	20 Sept., 1875	
Ashfield	1 May, 1876		Graiton (South)	5 Nov., 1874	23 Jan., 1875.
Back Creek	13 Mar., 1874	3 Dec., 1875.	Do. do.	18 Feb., 1875	20 May, 1875.
Baker's Swamp	29 Sept., 1876		Green Gully	8 June, 1876	
Baradine	10 Mar., 1876		Greenwich Park	6 July, 1876	
Bargo	9 Sept., 1874	1 Dec., 1876.	Greghamstown	30 Mar., 1875	3 July, 1875.
Barrington	31 Oct., 1876	8 Jan., 1877.	Gundy	30 Jan., 1875	
Barwang	6 Sept., 1876		Harden	12 April, 1875	25 Jan., 1877.
Bathurst	2 Sept., 1875	*	Hillas Creek	12 Dec., 1874	
Do.	26 Oct., 1875	7 Feb., 1876.	Hillston	27 June, 1876	
Ben Bullen	17 Aug., 1876		Hopefield	12 Sept., 1874	
Bendeela	2 Mar., 1876	14 Oct., 1876.	Ilford	3 June, 1875	2 Feb., 1877.
Benerec	25 Aug., 1876		Jacob and Joseph Creek	2 Dec., 1874	16 Oct., 1876.
Berebangalo	9 April, 1874		Jellat Jellat	27 June, 1876	
Binni	14 Nov., 1876		Jindalee	20 Mar., 1875	
Bombala	7 Mar., 1876	26 Oct., 1876.	Jindera	10 Mar., 1874	4 Aug., 1875.
Booligal	31 Oct., 1874	26 Oct., 1876.	Do.	12 Sept., 1874	4 Aug., 1875.
Bowan	23 Nov., 1876		Do.	19 May, 1876	
Bowra	10 Mar., 1875	3 Dec., 1875.	Kangaroo River	25 Aug., 1875	25 July, 1876.
Box Ridge	16 Aug., 1876		Kangyangy	22 July, 1876	
Brawlin	6 Mar., 1875		Killawarra	7 Dec., 1876	
Brisbane Valley	6 April, 1876		Kimberley	21 July, 1875	25 Aug., 1875.
Brocklehurst	13 May, 1875	24 June, 1875.	Lake Albert	23 Nov., 1876	
Brocklesby (West)	1 Nov., 1876		Laurieton	6 Jan., 1876	11 Feb., 1876.
Broke	3 Feb., 1876	11 Jan., 1877.	Lawrence	3 June, 1876	
Broken Bridge	23 May, 1876		Lincoln	30 Mar., 1876	
Broken-shaft Creek	1 Sept., 1874	2 Nov., 1875.	Little Forest	14 April, 1875	14 Oct., 1876.
Brolgar	28 Sept., 1876		Macquarie Plains	13 Sept., 1875	23 May, 1876.
Bruccedale	10 Sept., 1875		Majura	13 Dec., 1876	
Brundah	3 Feb., 1876		Manchester Square	12 Feb., 1876	
Bryan's Gap	24 Mar., 1876	28 Nov., 1876.	Mandagery	26 June, 1875	10 July, 1876.
Budgerabong	5 June, 1876		Mandelong	18 June, 1875	
Bulladelah	18 May, 1876		Manton's Creek	11 Aug., 1874	7 Jan., 1876.
Bulli Mountain	12 Oct., 1874		Marangulla	17 Aug., 1876	
Burrawang	22 Dec., 1875	29 Feb., 1876.	Markdale	2 Aug., 1876	
Do. (East)	1 Mar., 1876		Maryvale	12 May, 1875	25 May, 1876.
Campbell's River	6 Oct., 1876		Meringlo	7 Dec., 1876	
Candelo	15 April, 1874	17 Dec., 1874.	Merendee	22 Jan., 1874	31 July, 1876.
Do.	3 Sept., 1874	17 Dec., 1874.	Merrigulah	2 Dec., 1874	14 Oct., 1876.
Cannonba	29 Dec., 1875		Milburn	10 Nov., 1876	
Canowindra	1 May, 1875		Millong	23 Nov., 1876	
Carangara	24 Aug., 1876		Mimosa Dell	26 Oct., 1876	
Cargo	18 Aug., 1875		Monkerai	18 May, 1874	9 Sept., 1874.
Carrick	27 Mar., 1876		Moor Creek	10 Nov., 1876	
Cessnock	23 Dec., 1875	20 July, 1876.	Morebringer	17 Sept., 1874	27 July, 1876.
Cobargo	22 Aug., 1874	1 Sept., 1876.	Moree	22 Jan., 1876	
Congola	4 Sept., 1874		Morongla	28 Dec., 1876	
Coomber	9 Mar., 1876		Moruya	15 Dec., 1874	18 June, 1875.
Coonamble	19 June, 1874	2 Sept., 1874.	Morven	23 July, 1875	23 May, 1876.
Coopernook	10 Jan., 1876		Mount Morris	8 Aug., 1876	
Cootamundra	10 Sept., 1875	6 May, 1876.	Mount Murray	5 April, 1875	
Cudal	7 Sept., 1876		Mount Victoria	21 Jan., 1876	
Cudjgegong	5 Feb., 1876		Mount View	6 April, 1876	
Cullenbone	9 Mar., 1876		Murrumbateman	8 Mar., 1876	
Cuttycuttgang	13 June, 1874	31 July, 1876.	Murrumburrah	29 Oct., 1875	
Dalton	9 Oct., 1876		Muscle Creek	22 Feb., 1876	
Darlington	4 Aug., 1876	7 Feb., 1877.	Mutton's Falls	1 Aug., 1876	
Deep Creek	21 Nov., 1876		Nambucca River	6 April, 1875	
Delegate	16 Sept., 1874		Nangus	18 June, 1875	
Derringgullen	3 Dec., 1874		Narellan	11 May, 1875	27 Aug., 1875.
Dirt-hole Creek	3 Nov., 1876		Nelson	26 Oct., 1876	
Doughboy Hollow	24 July, 1875		Nerriga	15 May, 1874	
Downside	6 Sept., 1875	22 July, 1876.	Numby	11 April, 1876	
Duke's Springs	26 April, 1875	8 Dec., 1876.	Onybigambah	11 Nov., 1875	29 May, 1876.
Elizabethfield	9 Aug., 1875	19 Oct., 1876.	Owen's Gap	3 Nov., 1876	
Elsmore	22 July, 1875	21 Aug., 1876.	Parkes	1 Aug., 1874	14 Sept., 1874.
Emu	24 July, 1875	20 Oct., 1876.	Peat's Ferry	21 July, 1875	
Eunonyhareenyah	8 July, 1875		Peelwood	29 Mar., 1876	
Eurunderee	5 Sept., 1876		Port Macquario	11 Oct., 1876	
Everton	14 Oct., 1875		Power's Corner	22 Mar., 1876	
Forest (The)	31 July, 1874	30 April, 1875.	Pyramul	27 Nov., 1874	27 Feb., 1875.
Forest Hill	25 Nov., 1875	8 Jan., 1877.	Do.	23 Mar., 1876	
Frogmoor	12 April, 1876		Redlands	28 Sept., 1876	
Fullerton	14 Oct., 1875		Rivestone	21 May, 1875	

* Not granted—already appropriated for Wesleyan purposes.

Name of place.	Date on which land was applied for.	Date on which appropriation was approved of.	Name of place.	Date on which land was applied for.	Date on which appropriation was approved of.
Rob Roy	28 Sept., 1876		Turoos Lake	5 Jan., 1876	28 Nov., 1876.
Rockley	19 Mar., 1874	22 June, 1874.	Tweed River	25 Aug., 1875	
Round Swamp.....	20 June, 1874	6 June, 1876.	Underbank	24 Sept., 1874	
Runnymede	19 Jan., 1874	14 Dec., 1876.	Urabalong	28 Sept., 1874	23 May, 1876.
Sackville Reach	4 Sept., 1875		Urana	18 Dec., 1874	26 April, 1875.
Salisbury	1 Mar., 1876		Urana	13 Dec., 1876	
Sandy Creek (Musclebrook) Do. (Armidale).....	8 April, 1874 29 Dec., 1876		Victoria Creek	18 Oct., 1876	27 Nov., 1876.
Sedgefield	19 Feb., 1875	3 May, 1875.	Waggalallah.....	3 Dec., 1875	
Shaw	31 Oct., 1876		Wagga Wagga (North)	24 Aug., 1874	13 July, 1875.
Shaw's Creek	11 Aug., 1874		Walang	11 Aug., 1876	
Six-mile Swamp	29 July, 1874	3 Aug., 1875.	Wallabadah	1 Nov., 1875	
Smithtown	4 Feb., 1876		Wallendbeen	21 Sept., 1875	
Southgate (Lower)	8 Oct., 1875	3 Dec., 1875.	Wandella	22 Aug., 1874	
Springfield	13 Mar., 1874	15 June, 1876.	Watson's Bay	5 Nov., 1875	23 May, 1876.
Spring Grove	30 July, 1874	24 Oct., 1874.	Wangoola	11 Nov., 1876	
Spring Hill	1 Sept., 1875	1 Dec., 1876.	Waverley	30 July, 1874	3 July, 1875.
Spring Side	22 Oct., 1875	7 Sept., 1876.	Werombi	24 July, 1876	
Spring Vale	10 Dec., 1874	13 April, 1876.	Windellama	16 Mar., 1874	
Springwood	2 Oct., 1876		Winduella	15 Dec., 1874	27 Sept., 1876.
Stewartfield	10 Oct., 1876		Wingham	14 Jan., 1876	
Tamworth	12 Nov., 1875	7 Nov., 1876.	Wollar	21 Sept., 1876	
Tattaila	13 Aug., 1875	21 Oct., 1875.	Wolumla (South)	13 Sept., 1875	9 Dec., 1876.
Terramah	6 Nov., 1876		Woodhouselee	26 Oct., 1875	
Timbribungie	11 Nov., 1875		Yarra	14 Nov., 1876	
Toll-bar Creek.....	27 Mar., 1876		Yarralaw	23 Feb., 1876	
Tuggranong	26 Aug., 1876		Yarrunga	11 Mar., 1876	
Turi	4 Feb., 1876		Yass	22 Feb., 1876	21 Sept., 1876.

W. WILKINS,
Secretary.

The Under Secretary, Department of Justice and Public Instruction, B.C., 9/5/77.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(PUBLIC SCHOOL AT WOOMARGAMA—CORRESPONDENCE RESPECTING DISMISSAL OF TEACHER.)

Ordered by the Legislative Assembly to be printed, 26 June, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 8 May, 1877, That there be laid upon the Table of this House,—

“Copies of all Documents, Papers, Letters, and Minutes that passed between the Council of Education and the Local Board of the Woomargama Public School, having reference or in any way connected with the dismissal of the late Teacher of the above School; also the evidence taken by the Inspector of the District in the case, and the decision of the Council thereon.”

(Mr. Day.)

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

• Council of Education Office, Sydney, 21 June, 1877.
Adverting to your letter dated 11th ultimo, transmitting a copy of an Order of the Legislative Assembly for “Copies of all documents, papers, letters, and minutes that passed between the Council of Education and the Local Board of the Woomargama Public School, having reference to or in any way connected with the dismissal of the late teacher of the above school; also the evidence taken by the Inspector of the district in the case, and the decision of the Council thereon”,—I am directed by the Council to forward herewith the information required.

2. I am to point out that, as will be seen from the Council's letter to the Local Committee, dated 21st February last (No. 77-3185), the late teacher, Mr. O'Brien, *was not dismissed* from the charge of Woomargama Public School, but was removed to another situation, the Committee being informed as follows:—“It is not to be understood from his removal that any blame attaches to him, but simply that the circumstances of the school would appear to render a change of teachers advisable.”

I have, &c.,

W. WILKINS,
Secretary.

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EDUCATION.

No. 1.

The Hon. Sec., P.S. Committee, Woomargama, to The Council of Education.

Sir,

Woomargama Public School, 19 February, 1876.

I am instructed by the undersigned members of the Local Committee to state, for the consideration of the Council, that the conduct of the teacher has become so reprehensible that they have discontinued sending their children to school; therefore the undersigned deem it their duty to apprise the Council of the reasons for the non-attendance of their children. The age of the teacher has hitherto inclined the Committee to bear his unbecoming conduct with patience, in hopes of his amending; such amendment not having taken place, they feel themselves compelled to place his conduct in its true light before the Council.

R. CAPPER WEBB,

Hon. Sec.

P.S.—Enclosed please find the complaints of the Committee.—R.C.W.

[Enclosures.]

JOHN NICHOLLS agrees with the other Committee men.

Woomargama Public School, 19 February, 1876.

Also states that he was in ignorance of the attendance at the school at the time he signed the vouchers.

JOHN NICHOLLS.

ROBERT JAMES charges the teacher with disgusting conduct out of school, and bad discipline in it, and up to within this last week or two, that the school was not opened at the proper time, and not for an hour and sometimes for an hour and a half after time.

Woomargama Public School, 19 February, 1876.

ROBERT JAMES.

ROBERT PARKER complains as follows: That the teacher is guilty of intemperance and cruelty to the children; also, that the attendance at the school is not in accordance with the vouchers sent into the Council.

Woomargama Public School, 19 February, 1876.

ROBERT PARKER.

JAMES DENISON complains as follows: That the teacher, Mr. W. O'Brien, is of intemperate habits out of school hours, guilty of improper language to the children during school hours, and guilty of detraction. Carelessly neglecting the school grounds and materials. Until lately he has not rung the bell for months until ordered to do so by one of the Committeemen. I further believe that his abstract has been signed without a proper knowledge of the school attendance. My reasons for not drawing the attention of the Secretary to these matters is that I feel disinclined to do anything injurious to a public teacher.

Woomargama Public School, 19 February, 1876.

JAMES DENISON.

No. 2.

The Secretary, Council of Education, to The late Inspector of Schools, Albury District.
B.C., Inspector of Albury District. For your immediate inquiry and report.—W.W., 23/2/76.

No. 3.

The Secretary, Council of Education, to The Hon. Sec., P.S. Committee, Woomargama.

Sir,

Council of Education Office, Sydney, 23 February, 1876.

I am directed by the Council of Education to acquaint you that your letter, dated 19th instant, upon the subject mentioned below, is under consideration, and that a further communication respecting it will be addressed to you as soon as the Council has arrived at a decision in the matter.

I have, &c.,

Secretary.

Subject: Submitting complaints against the teacher.

No. 4.

The Secretary, Council of Education, to The Acting Inspector of Schools,
Albury District.

MR. Inspector Flannery having died before the charges contained herein could be dealt with, the Acting Inspector, Mr. Hookins, was instructed, on 25th May, 1876, to investigate and report upon them.

No. 5.

No. 5.

Memorandum from The Secretary, Council of Education, to The Teacher,
Woomargama Public School.

(76-7,478.)

Council of Education Office, Sydney, 17 May, 1876.

MEMORANDUM from the Secretary to Mr. W. O'Brien teacher of the Public School at Woomargama, as to small attendance of pupils during the last four months.

THE Council has had under notice the fact that the average attendance of pupils at the Public School at Woomargama during the last four months has not exceeded 16.5.

I am to intimate therefore that the Council will be compelled to reduce the school to the rank of a Provisional School, as regards salary payable to the teacher, unless a material improvement with attendance take place.

W. WILKINS,
Secretary.

No. 6.

The Secretary, Council of Education, to The Hon. Sec., P.S. Committee,
Woomargama.

(76-7,479.)

Sir,

Council of Education Office, Sydney, 17 May, 1876.

I am directed by the Council of Education to acquaint you that the Council has had under notice the fact that the average attendance of pupils at the Public School at Woomargama during the last four months has not exceeded 16.5.

I am therefore desired to intimate that unless the attendance be materially increased, the Council will be compelled to reduce the school to the rank of a Provisional School, as regards the salary payable to the teacher.

I have, &c.,
W. WILKINS,
Secretary.

No. 7.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Public School, Woomargama, 24 May, 1876.

I have the honor to acknowledge the receipt of your memorandum (No. 76/7478) and dated 17th May, 1876, informing me that the Council will be compelled to reduce the school to the rank of a Provisional School, as regards salary payable to me, unless a material improvement in the attendance take place, and with reference thereto, I beg to state that no blame can attach to me, inasmuch as the small attendance is principally owing to the removal of a number of children from the district, most of whom were regular. I enclose a list of their names. Another cause of the small attendance is irregularity of attendance, which is attributable to sickness, bad weather, the employment of the big boys at farm and other works, and very frequently the children are kept at home for the most frivolous purposes. This state of things I have done my utmost to correct, but failed through want of compulsory means; under all the circumstances I beg most respectfully to ask the Council to remove me to another school. I am easily satisfied a Half-time School, or even a Provisional School where the school-fees could be collected, would be preferable to this. On the subject of removal I beg leave to remind you that I received a communication from you, dated 8th February, 1876, and informing me that my application for removal to another school had been duly noted in the office in accordance with the provisions of clause 47 of the Regulations of 29th November, 1875.

I take the liberty of inquiring from you, is there any likelihood of it being accomplished? I am also desirous of knowing that if, in the event of my salary being reduced, I resigned my present appointment, would I get another under the Council?

My reason for putting this question is that I would not be able to gain a subsistence here, on account of the dearness of provisions and having to pay house-rent (there being no residence attached to the school), if my salary were reduced. I beg further to add that the attendance of pupils is twenty-four at present, but the average is low for the reasons already mentioned.

I have, &c.,
WILLIAM O'BRIEN,
Teacher.*List of Pupils removed to other Districts.*

Jane Denison, age 14; Emma Denison, 15, removed to Albury; Elizabeth Creer, 14, removed to Albury; Agnes Davis, 9, removed to Germanton; Catherine Noble, 11, removed to Albury; Michael Walsh, 15, removed to Molong; Alfred Lucan, 16, removed to Ournie; Martha Harrison, 8, removed to Melbourne; James Dexter, 13, Henry Dexter, 11, and John Dexter, 7, removed to Mullengandra; Patrick Corbel, 8, removed to Pullitop; Ada Podmore, 5, Louisa Podmore, 4, removed to Kyamba; Percy Denison, 5, dead; Samuel Parker, 5, dead.

List of Boys at present employed at Farm and other works.

William Levi Parker, age 15 years; William Parker, 15; Robert Parker, 13; William Cook, 13; William Podmore 15; William Nichols, 13; Edward Rice, 14; James Keighran, 14; Frederick Brooke, 14.

No. 8.

The Hon. Sec., P.S. Committee, Woomargama, to The Secretary, Council of
Education.

Sir,

Woomargama, 7 June, 1876.

I duly received yours, of date 17th ultimo (76-7479), and called a meeting of the school committee to day, and now enclose report for the consideration of the Board.

I have, &c.,
R. CAPPER WEBB,
Hon. Sec.
REPORT

REPORT of a meeting of Committee held at Woomargama Public School, 7th June, 1876. Present:—Messrs. J. Nicholls, R. James, R. Parker, Thos. Mitchell, Mr. O'Brien (teacher), and R. C. Webb, in the Chair.

The falling off in attendance was considered. Mr. O'Brien stated that eighteen children that had attended the school had now left the district.

That 27 now attend, but of this number 6 attend very irregularly, their parents having them often at work at home.

That 14 children have withdrawn from the school.

The list of names making up the above names were called over, and found correct.

R. Parker stated that his reasons for not sending his children to school were on account of the drunken and dirty habits of the school teacher.

R. James stated his reasons for not sending his children to school, to be the beastly conduct of the teacher out of school, and his bad discipline in it.

Thomas Mitchell moved,—“That the Secretary be requested to draw up a report of this meeting and transmit it to the Board with a request that the Inspector hold an investigation at the earliest date convenient.” Seconded by R. Parker and carried unanimously.

R. CAPPER WEBB,
Hon. Sec.

No. 9.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Woomargama Public School, 13 June, 1876.

I have the honor to inform you that the statements made by Messrs. James and Parker concerning me are literally untrue; the true cause of the withdrawal of their children from the school is owing to my endeavouring to collect the school fees from the members of the Committee. Mr. Nicholls owes for school fees, £10 12s.; Mr. Denison, £6 3s. 4d.; Mr. Parker, £1 4s.; and Mrs. Creer, sister to Mr. Dawson, a member of the Committee, £4 9s. 6d.; their opposition entirely arises from this cause, and, I am sorry to say, the example set by the majority of the Committee has a most pernicious effect on the other parents, for very few pay any fees. I hope this fact will be considered previous to reducing my salary. I would also point out the fact that I have to pay house rent and that provisions are unusually dear in this place.

I beg also to state that most of the withdrawals are big boys, who are kept constantly at work at home. Hoping this explanation may prove satisfactory,— I have, &c.,

WILLIAM O'BRIEN,
Teacher.

No. 10.

The Acting Inspector of Schools, Albury District, to The Secretary, Council of Education.

Woomargama Public: Charge against the teacher of.

1 July, 1876.

ONLY two members of the Local School Board being present at the meeting called by me to inquire into above charge I have deemed it advisable to defer the inquiry till I pass on my way to Germanton, a fortnight hence.

C. HOOKINS,
Acting Inspector.

No. 11.

The Teacher, Woomargama Public School, to The Acting Inspector of Schools, Albury District.

Sir,

Public School, Woomargama, 22 July, 1876.

I have the honor to acknowledge the receipt of your communication of the 20th instant, requiring an explanation and reply to the following charges, made against me by Messrs. Denison and James:—

1. Improper language respecting my superior officer.
2. Bad state of closet and urinal.
3. Not ringing the bell.

These charges were made by Mr. Denison, and the following by Mr. James:—

1. Intoxication on several occasions.
2. Irregularity in opening school 10 p.m., 10:30 p.m., and 11 o'clock.

With regard to the first charge made by Mr. Denison, I beg to state it is entirely false. I never spoke in a disparaging way of the late Mr. Flannery, who is the person alluded to, for I always considered him to be a most able man, and thoroughly fitted for the high position he held; besides, he was always most friendly to me. It is a pure invention, and in unison with the other false charges he made against me.

With regard to bad state of closet and urinal I have also to state that this charge is also false. I have never seen sticks in it, and the seat is not broken, and I have frequently thrown lime into it to prevent any smell arising, and it is thoroughly scoured when the schoolroom is washed out. The urinal has been for a short time choked, but it is now remedied, and during the time it was choked it was emptied daily, and surely it was Mr. Denison's duty to draw my attention to it if he observed such a state of things.

As regards the charge of not ringing the bell I beg to state that it is more than twelve months since I omitted ringing the bell, and then only for a few mornings, and my reason for not doing so was because all the children who could hear it were present, for the majority of the children live a considerable distance from the school. I was advised by a member of the Committee to ring it every day there was school and I have not neglected it a single day for the last twelve months; the late Inspector has been here since and no charge concerning this matter was made to him.

With regard to Mr. James's charge of intoxication I beg to give it the most unqualified denial. I declare most positively that Mr. James never saw me in a state of intoxication. He stated at the investigation that he heard me on one or two occasions halloo out when passing his house; surely such evidence as that could not cause him to conclude I was intoxicated, and if he thought so it was his business to see me and speak to me; on another occasion he saw me walking with a son of Mr. Keighran and for that reason he concluded I was intoxicated. He has kept no dates of these serious charges, neither has he mentioned them to the late Mr. Flannery when he held the general examination of this school on last Christmas, for all

all this that he alludes to took place prior to Mr. Flannery's visit. My explanation of the matter is that on several occasions I have known my servant to spend a considerable part of the evening at James's house, and in passing by I hallooed to him to come home; surely that could not be construed into a charge of impropriety unless by a malevolently minded person who was prepared to state a falsehood for the purpose of injuring me; and again, I submit it would be contrary to common sense to suppose that I would be walking with a child in a state of intoxication; I again assert it is a falsehood.

With respect to his other charge I beg to state that I was deceived as to the correct time on two or three occasions by my watch failing to keep the correct time, but I declare I was never so late as 11 o'clock. I have now made arrangements with Mr. Madden, who is a very early riser, and has a most regular timepiece, to call me every morning and prepare at his house an early breakfast for me. I am determined never again to depend on my watch; it is impossible to know the correct time in the lonely place I live, in the absence of the sun, and having to depend on an incorrect timepiece. I have never been wilfully late and the children have not suffered through it for I have made the time up. I have now arranged matters so that I can never be deceived again, and I hope this explanation will be considered satisfactory.

Having concluded my reply to the charges made against me I beg leave to state the reasons why these men were induced to show such violent opposition to me as to make such unfounded charges against me as they have done: Mr. James showed a dislike to me at first because I did not deal with him for provisions, &c., &c.; after that he endeavoured to get his niece into my situation, in which he failed; lastly, he took offence at making his children get home lessons; he said that he sent them to school for the purpose of learning their lessons, and that he would not be bothered with them getting tasks at home. Because I did not subscribe to this he removed his children from and commenced to show the deadly hatred he bore to me.

Mr. Denison first showed opposition to me on last Christmas because his second child did not receive a prize at the examinations; he said I favoured Levi Parker's son, and that his daughter should have got the prize. You have seen the boy at the school on the day of your examination and you made remarks on his intellectual appearance. I declare to you I showed no favor, and the matter rested entirely with the examiner, Mr. Dixon. The next cause of his opposition was my applying to him and others for the school fees, which has caused all this bitterness and concoction of lies.

I will conclude by stating that this is the first time for nearly three years that I have had charge of this school and there has never been a complaint made to the late Inspector against me, and I believe it was solely my applying for the school fees that caused this vile conspiracy to be raised against me.

I have, &c.,
W. O'BRIEN,
Teacher.

No. 12.

The Acting Inspector of Schools, Albury District, to The Secretary, Council of Education.

27 July, 1876.

Woomargama Public: Complaint against the teacher.

AFTER the inspection of the above school on the 20th instant, I made inquiry into the charges preferred against the teacher by Messrs. Denison, Nichols, Parker, and James.

I must premise by stating that Mr. Nichols withdrew his charge, I believe, out of pity for the teacher, an aged man.

The complaints of Messrs. Denison and Parker are of Mr. O'Brien's intemperance, neglect of duty, and incompetency; of Mr. James, are intoxication and of incompetency.

Intemperance.—I must consider this charge not proven, as Messrs. James and Parker, although they state they have seen him on several occasions tipsy, give no dates of these occurrences, nor is their evidence supported by outside opinion. Mr. O'Brien confesses that he every day has a glass of ale, but very rarely touches spirits, and strenuously denies ever being incapable of taking care of himself.

Incompetency.—Mr. O'Brien is an old man, and the results of examination exhibit the necessity of a younger and stronger man to manage the school; with this drawback, I consider Mr. O'Brien quite competent to teach and conduct a school.

Neglect of duty.—On this point I can but conclude that Mr. O'Brien is guilty. So far as unpunctuality goes, Mr. O'Brien seems sometimes to oversleep himself; but it must be said, on the other side, that he by extra lessons in the afternoon restores to the pupils the lesson lost in the morning. It is admitted by Mr. O'Brien that he did not ring the bell as complained of, but when remonstrated with, the local Board admits that he has been more circumspect since.

The complaint about "detraction" and the "abstracts of salary" were withdrawn by the Board.

It is much to be regretted that the members of the local Board present—Messrs. Parker, James, and Denison—were not more solicitous for the teacher's comfort than seems to be the case. Messrs. Denison and Parker are considerably behind in their school fees, according to Mr. O'Brien; and I cannot help thinking that much of the animosity shown the teacher by these persons arises, as alleged by Mr. O'Brien, out of a demand made upon them for these fees, in compliance with advice given by the late Mr. Flannery.

Recommendation.—Taking all the circumstances into consideration, I would respectfully advise that the Council reprimand Mr. O'Brien for "neglect of duty"; and I believe that this would satisfy the general opinion of the locality and the justice of the case.

C. HOOKINS,
Inspector.

No. 13.

The Secretary, Council of Education, to The Acting Inspector of Schools, Albury District.

Council of Education Office, Sydney, 10 August, 1876.

Woomargama Pub.: Your memorandum of 27th ultimo as to complaints against teacher.

WITH reference to your report upon the charges preferred against the teacher of the above school, I am to request that you will be good enough to furnish a copy of the evidence which you took at the investigation recently held by you, with a view to enable the Council to arrive at a decision in the matter:

In regard to the charge of intemperance, you observe: "I must consider this charge *not proven*, as Messrs. James and Parker, although they state they have seen him on several occasions tipsy, give no dates of these occurrences, *nor is their evidence supported by outside opinion*." It is not clear how the circumstances mentioned can be taken as affecting the trustworthiness of the direct statement ascribed to Messrs. James and Parker.

Concerning the allegation of incompetency you remark: "Mr. O'Brien is an old man, and the results of examination *exhibit the necessity of a younger and stronger man to manage the school*."

Nevertheless, you add: "I consider Mr. O'Brien quite competent to teach and conduct a school." Evidently these statements are not consistent.

You report that "Messrs. Denison and Parker are considerably behind in their school fees, *according to Mr. O'Brien*." Be good enough to state if you endeavoured to verify this representation.

W. WILKINS,
Secretary.

No. 14.

The Acting Inspector of Schools, Albury District, to The Secretary, Council of Education.

Corowa, 18 August, 1876.

Woomargama Pub.: Your B.C., No. 76-10,709, dated August 10th, 1876.

WITH this I have the honor to furnish the Council with a copy of the notes of evidence at the inquiry into the conduct of the teacher of the above school; with it, also, the letter of Mr. Walsh, testifying to the payment by Mr. O'Brien of Mr. Parker's account. I looked into the fee book of the school and saw no entry of any money being received from Mr. Parker.

As regards the charge of intemperance—after a careful consideration of the evidence on this point against Mr. O'Brien, having due regard to the apparent animus of the two witnesses against the teacher, and to the character he bears in the locality as regards sobriety, I am of opinion that the teacher is not given to excess in drink; he appears to be one whom one or perhaps two glasses of the Colonial beer would render garrulous and excited. Had he the reputation of a drunkard I should certainly have known it in Albury while I was a teacher. I believe also that these witnesses exaggerate the condition of Mr. O'Brien on the days of his presumed intoxication.

With regard to Mr. O'Brien's competency as a teacher, I would remark that under happier circumstances, in a position of greater personal comfort as regards his lodgings, and receiving more encouragement than he gets from Messrs. Denison, James, and Parker, Mr. O'Brien would work with greater zeal and exhibit more satisfactory results; as it is, he seems to have fallen into a state of semi-despondency, caused by what he considers the persecution of these persons. A younger, stronger, and less sensitive man would be more capable of meeting the difficulties of the place and overcoming them.

C. HOOKINS,
Inspector.

Woomargama Public: Inquiry into conduct of Teacher.

COPY OF NOTES OF EVIDENCE taken at the said inquiry by the Inspector of Schools on the 20th July, 1876.

Mr. Denison—no occupation, about 70 years, Woomargama:—

1. That Mr. O'Brien had used disrespectful language towards Mr. Flannery, by saying that he himself was a better man and more fit to occupy the position of inspector.
2. That he had slandered Mr. Lenihan, in saying that this gentleman had spoken contemptuously of the parents of his pupils.
3. That Mr. O'Brien neglected the school ground; he had visited the school, and had seen the urinal choked and full; also the seat of the closet out of repair; he had also observed that the ground immediately about the building was unswept and presented an unbecoming appearance.
4. That some ten months ago Mr. O'Brien did not ring the school-bell daily; had remonstrated with him, since which it had been rung regularly, but not punctually; sometimes it did not ring till 10 o'clock a.m.—sometimes later.

Mr. James, storekeeper, 45 years, about, Woomargama:—

1. That he had seen the teacher intoxicated, not incapable of walking, but excited, garrulous, and noisy; had seen him three times within eighteen months; could not give the dates; had seen him at Keighran's hotel, where he then resided, under the influence of liquor.
2. That the discipline obtaining in the school was bad; he had seen the pupils chasing each other through the school-room during play-hours, the teacher being absent; the teacher went home to his dinner, a distance of 500 yards; he had known the school not to be open till 10.30 a.m., even 11 a.m.; the teacher he thought sometimes overslept himself.

Mr. Parker, butcher and farmer, about 50 years, Woomargama:—

1. That he had seen Mr. O'Brien intoxicated; he could not give the exact date, but it was two or three times the last twelve months, not incapable of standing or walking, but excited, noisy, and talkative.
2. That he was not indebted to Mr. O'Brien for school fees, as he had paid them within a trifle by a contra-account for meat owing by the teacher.
3. That Mr. O'Brien was too severe with the pupils; he had beaten his daughter he thought cruelly; he could not say anything as to want of discipline or unpunctuality in the school, as he lived too far away.

Mr. Nichols, carpenter, about 50 years, Woomargama:—This witness declined to appear against Mr. O'Brien.

Mr.

Mr. Denison acknowledged that he did owe some school fees to *Mr. O'Brien*.

Mr. O'Brien, teacher, Woomargama Pub. :—

1. That the charges of disrespect to *Mr. Flannery*, and slander against *Mr. Lenihan* are false; that he regularly attended to the closet and urinal; therefore it was not unusual for them to be in bad order; that he was only absent from the school about twenty minutes at dinner-hour; that after school he did usually have a glass of ale, rarely two glasses, as a refreshment, he being an old man, that he solemnly declared. *Mr. Parker* and *Mr. James* spoke falsely and out of malice in saying that he was intoxicated on certain occasions; that Messrs. *Denison* and *Parker* complained against him, as he had requested payment of fees; and *Mr. Denison*, as he was offended because his daughter had not received a coveted prize at the Christmas examination.

That he did not owe *Mr. Parker* for meat; he had paid him, as *Mr. Walsh's* letter would testify (*Mr. Walsh's* letter with this); that Messrs. *Parker*, *Denison*, and *James* were the only dissatisfied parties; that *Mr. James* was instigated in his action by his wife, who had been offended by his making certain purchases in *Albury* instead of at her shop; that the people generally were satisfied with his labours.

Corowa, August 18th.

C. HOOKINS,

Inspector.

Dear Sir,

I have examined the bill furnished by *Mr. Robert Parker* to you for meat, and I can safely affirm that all the items mentioned, with the exception of the last, were paid for by you in my presence. I am willing to verify same on oath if necessary.

Gamboola, 2 April, 1876.

I am, &c.,

MICHAEL WALSH.

W. O'Brien, Esq.

No. 15.

Memorandum from The Secretary, Council of Education, to The Teacher, Woomargama Public School.

(No. 76-14,954.)

Council of Education Office, Sydney, 19 September, 1876.

Complaints preferred against you.

HAVING had under notice the Inspector's report upon the complaints preferred against you, the Council has directed me to reprimand you for your want of punctuality in commencing school duties in the morning, and to caution you as to the consequences of a similar dereliction of duty in future.

GEORGE MILLER,
(For Secretary.)

No. 16.

The Secretary, Council of Education, to Hon. Sec., P. S. Committee, Woomargama.

Sir,

Council of Education Office, Sydney, 19 September, 1876.

I am directed by the Council of Education to acquaint you that the Council has had under notice the Inspector's report upon his inquiry into the complaints preferred against *Mr. W. O'Brien*, teacher of the Woomargama Public School.

2. I am further to state that, after consideration of the evidence adduced, the Council has reprimanded *Mr. O'Brien* for his want of punctuality and neglect of duty, and has cautioned him as to his future conduct in that respect.

I have, &c.,

GEORGE MILLER,
(For Secretary.)

No. 17.

Memorandum from The Secretary, Council of Education, to The Acting Inspector of Schools, Albury District.

Council of Education Office, Sydney, 19 September, 1876.

Woomargama: Your B.C. Memos. of 27th July and 18th ultimo, as to complaints against teacher.

As recommended in your memorandum of 27th July, the Council has reprimanded the teacher, *Mr. W. O'Brien*, for his want of punctuality and neglect of duty, and has cautioned him against the consequences of a similar dereliction of duty in future.

GEORGE MILLER,
(For Secretary.)

No. 18.

Mr. J. Denison to The Secretary, Council of Education.

Sir,

Woomargama, 6 October, 1876.

I have the honor by direction to acknowledge the receipt of your letter of 26th Oct., *re* the complaint made by *Mr. John Tomkins*, charging *Mr. W. O'Brien* with drunkenness and neglect of duty; and further to inform you that at a meeting of this committee, held this day, *Mr. Tomkins* substantiated his charge; and also to state, for the information of the Council, that *Mr. O'Brien* has obtained the signature of *Mr. Nichols* to his pay-sheet by fraudulent means, *viz.*, by promising to give *Mr. Nichols's* children free schooling. This is acknowledged by *Mr. Nichols*, and corroborated by *Mr. James Keighran*. The school was also closed during the whole of the week ending the 28th October, and *Mr. A. Podmore*, the nearest resident, gave evidence of having seen *Mr. O'Brien* the worse of drink frequently during the week. The school was opened on 30th October, and during the week ending 4th Nov. there was only an attendance of four children. I have the honor to forward, by direction, the names of the parents and number of children that are now deprived of the opportunity of receiving instruction in consequence of the neglect of the present teacher.

I have, &c.,

J. DENISON.
[Enclosures.]

[Enclosures.]

WE, the undersigned, are prepared at any future inquiry to substantiate the statements made by us this day,

6 Nov., 1876.

JAMES KEIGHRAN.
RICHARD PODMORE.

WE, the undersigned, members of the School Committee, being present at this inquiry, concur in the foregoing report.

ROBERT PARKER.
ROBERT JAMES.
JOHN NICHOLS.

	Children.
Mrs. C. Cook	2
Mr. R. Parker	4
„ E. Marsh	3 (assumed)
„ J. Denison	2
„ J. Nichols	4
„ J. Saltfinger	1
„ James Keighran	4
„ R. James	2
„ J. Tomkins	8
„ T. Dawson	3
„ Crier... ..	1
„ J. Freer	1 (assumed)
„ C. Bloom	1
Total	36
Attending school—	
Mr. H. Graham's	4

The Hon. Sec., P. S. Committee, Woomargama, to Mr. R. J. James.

Sir,

Woomargama, 2 November, 1876.

Enclosed with this is a letter from the Council *re* the conduct of Mr. O'Brien. I am too busy to come down just now, but if you and the other committee-men come to a decision, and let me know it, I can forward it; or should the Committee wish, I can refer them to the original statement made by all the Committee.

Awaiting the decision of the Committee,

I am, &c.,

R. CAPPER WEBB.

P.S.—In consequence of the Secretary being so very busy, we send this communication direct, to save further delay.

J. DENISON.

No. 19.

Mr. J. Tomkins to The Secretary, Council of Education.

Sir,

Woomargama, 22 October, 1876.

I have the honor to call your attention to the continual drunkenness of the teacher of the Woomargama State School, and the consequent neglect of the children attending.

I arrived here some two months since with a family of eight children, and sent seven of them to school; but after a trial of seven weeks I found it necessary to discontinue their attendance in consequence of the neglect of the teacher.

I regret having to make this complaint, but my duty as a parent leaves no other course open than to place the facts before you. Mr. O'Brien frequently goes to the school so much the worse for drink that he sits in his chair for hours and allows the children to do as they please. During the last week he has only opened the school one day. Trusting that this matter will receive your early attention,

I have, &c.,

JOHN TOMKINS.

No. 20.

Memorandum from The Secretary, Council of Education, to The Teacher, Woomargama Public School.

Council of Education Office, Sydney, 26 October, 1876.

Complaint preferred against you.

A COMMUNICATION has been received at this office calling attention to your "continual drunkenness, and the consequent neglect of the children" attending the school under your charge: It is represented that you "frequently go to school so much the worse for drink that you sit in your chair for hours and allow the children to do as they please," and that during the week ending 21st instant the school was only open for one day.

It is requested that you will at once furnish any explanation you may have to afford in regard to these representations.

W. WILKINS,
Secretary.

No. 21.

Memorandum from The Secretary, Council of Education, to The Hon. Secretary, P. S. Committee, Woomargama.

Sir,

Council of Education Office, Sydney, 26 October, 1876.

I am directed by the Council of Education to acquaint you, that a communication has been received at this office calling attention to the continual drunkenness of Mr. O'Brien, teacher of the Woomargama Public School, and the consequent neglect of the children attending the school. It is represented;

represented that he "frequently goes to school so much the worse for drink that he sits in his chair for hours and allows the children to do as they please," and that during the week ending 21st instant the school was open for one day only.

2. It is accordingly requested that the Board will be good enough to furnish a report in regard to these representations.

I have, &c.,
W. WILKINS,
Secretary.

No. 22.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Woomargama Public School, 30 October, 1876.

I have the honor to acknowledge the receipt of your memorandum containing serious charges preferred against me, and, in reply thereto, I declare most solemnly they are entirely false. I can safely affirm that I have attended to my school duties with the utmost regularity, and always in a perfectly sober state. The only reason I can assign for the violent opposition is, because Mrs. James, the postmistress, who possesses considerable influence over the lower order of people, is anxious to put me out of my situation, with a view of getting her niece into my position. The way she exerts her influence is by giving credit for provisions, &c., and withholding it at her pleasure. One of her most intimate friends is a man named Tomkins, who has lately come from Victoria; he is a bullock-driver, and at present employed by Mr. Mitchell in putting up a fence, and I am informed that he will be leaving when he has finished his work. He has got no holding here, but lives in a bark hut, temporarily put up. His children are most unruly, and I was obliged to punish them, which gave him offence; in addition, he refused to pay the regular school fees. He is a most unprincipled man, spending his leisure time in gambling and drinking, to excess. I believe he would make a ready instrument for Mrs. James to make false charges against me. It is stated that I frequently go to the school so much the worse for drink that I sit in my chair for hours and allow the children to do as they please. How can such a statement be borne out, when no one capable of judging has visited the school for months, with the exception of Professor Smith? I confidently appeal to him to say whether I was in a state of drunkenness, or incapable of minding my business, when he visited the school. Surely one or two unruly children, after being punished, should not be believed.

With regard to my absence from school for a few days, it was caused by extreme illness, arising from an internal complaint which I am unfortunately subject to; but thanks to God I am now in my usual state of health and vigour.

As a corroboration of my explanation, I beg leave to refer you to the enclosed letter from Mr. G. Madden, the hotel proprietor; he is besides a large landed proprietor, and one of the most respectable men in the neighbourhood. No one living here can give a truer estimate of my character than he can, as he is a daily observer of it.

Hoping that this explanation may prove satisfactory, I have most respectfully to ask for a removal to another school. It would be a mercy to do so, as I am like a person in a nest of hornets—stung all round.

I have, &c.,
WILLIAM O'BRIEN,
Teacher.

No. 23.

Mr. G. Madden to The Secretary, Council of Education.

Sir,

Woomargama, "Traveller's Rest" Hotel, 30 October, 1876.

I beg leave to inform you that Mr. O'Brien has resided with me since July last, I have had full opportunity of observing his conduct, and I have no hesitation in saying that during that time he has acted with the strictest proper conduct. The charges preferred against him in your memorandum are entirely false; he has attended to his school duties most punctually and regularly, and always in a sober state. I have frequently heard of praise being given to him for his exertions in the performance of his duties. I believe the sole cause of opposition to him arises from a desire to put the postmistress' niece in his place. As regards his absence from school it was caused by internal illness, arising from an internal complaint, and in no way proceeding from drink.

I remain, &c.,
GEORGE MADDEN.

P.S.—I am willing to make a declaration before a Magistrate to the above facts if necessary.—G.M.

No. 24.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Woomargama Public School, 7 November, 1876.

I have the honor to inform you that a private meeting was held here on yesterday evening by four members of the Committee, namely, Messrs. Denison, Parker, James, and Nichol, and their friends, in the absence of Mr. Webb, the honorary secretary, and Mr. Mitchell, the only gentlemen and impartial persons on the committee, for the purpose of drawing up a report condemnatory of me. A man named Tomkins acted as secretary, and drew up the report. It was conducted most unfairly, and I was given no opportunity to attend and refute any of the statements made against me. You are aware that these four men have before this made the most serious charges against me, including drunkenness, neglect of duty, &c. (a copy of which I enclose.) These charges were investigated by your Inspector, Mr. Hookins, and proved to be groundless and devoid of truth. I suppose their report now is a repetition with additions. I contend for that reason no dependence should be placed on their statements; they are violently opposed to me, and would assert any falsehood to injure me, principally because they are largely indebted to me, and for that reason want to get rid of me.

Nichols

Nichols owes me £11; Denison owes me £6 3s. 4d; Parker owes me £1 4s.; and James is anxious to get his niece into my situation. You can easily see their animus towards me, and that I could expect no fair play from men like them; besides, they are most unprincipled men and arrant liars. Parker keeps an unlicensed shanty, and was lately accused and charged by the police with cattle-stealing, and his two sons were detected by a respectable settler named Graham stealing a fat goat. I have good proof that Nichols stole 16 lbs. of beef from me which was hanging under my verandah. James is a groom to Cobb & Co., and is a rough uncouth man and capable of asserting any falsehood. Denison is a paralyzed cripple and capable of any viciousness. I am told that Tomkins stated that he came into the school and found me sitting in my chair drunk. I declare most solemnly it is a wilful lie, and I am sure if it were investigated he would not get a single child to corroborate his statement. Surely he could not come into the school without being seen by some one of the children, and I declare most positively that he could not possibly do so without my knowledge, for I contend I was never drunk either in the school or out of it. I can prove this by sworn testimony if necessary to do so. It is very easy for an unprincipled man to assert a falsehood, but his lying is palpable when he cannot prove it, as was instanced at the late investigation. I am also told a man named Podmore stated he frequently saw me drunk. He never did, and like the others he is opposed to me because he is indebted to me in the amount of £1 15s. 9d. for school fees. I am also told that a man named Salfinger stated at the meeting that he declined sending his child to school as long as I was the teacher, and notwithstanding he sent him to-day and yesterday. This man is indebted to me in the amount of £2 15s. for school fees. I think that I have said enough to show you clearly that these men are not worthy to be believed, as they were proved to be liars by Mr. Hookins, besides, their meeting could not be called a committee meeting in the absence of the Honorary Secretary, and therefore their report should be rejected. I declare most positively that my explanation is the correct version of the matter, and I can prove every word of it. I conclude by hoping that you will shield me from these unprincipled and infuriated men, and give me fair play.

I have, &c.,

WILLIAM O'BRIEN,
Teacher.

[Enclosure.]

Woomargama Public School, 19 February, 1876.

JAMES DENISON complains as follows:—That the teacher, Mr. W. O'Brien, is of intemperate habits out of school hours, and guilty of improper language to the children during school hours. He is also guilty of detraction, and carelessly neglecting the school grounds and materials. Until lately he has not rung the bell for months, until ordered by one of the committee to do so. I further believe that his abstract has been signed without a proper knowledge of the school attendance. My reasons for not drawing the attention of the secretary to these is that I feel disinclined to do anything injurious to a public teacher.

JAMES DENISON.

ROBERT PARKER complains as follows:—That the teacher is guilty of intemperance and cruelty to the children; also that the attendance at the school is not in accordance with the vouchers sent in to the Council.

R. PARKER.

R. JAMES charges the teacher with disgusting conduct out of school, and bad discipline in it, and up to within this last week or two that the school was not opened at the proper time, and not for an hour and sometimes for an hour and a half after.

R. JAMES.

JOHN NICHOLS agrees with the other committeemen, and also states that he was in ignorance of the attendance at the school at the time he signed the voucher.

JOHN NICHOLS.

No. 25.

The Secretary, Council of Education, to The Hon. Secretary, P.S. Committee,
Woomargama.

Sir,

Council of Education Office, Sydney, 17 November, 1876.

In reference to my letter dated 26th October ultimo, I am directed by the Council of Education to acquaint you that a communication has been received at this office, signed by Messrs. J. Denison, R. Parker, R. James, and J. Nichols, members of the local committee, reporting upon the charges preferred against Mr. W. O'Brien, teacher of the Woomargama Public School, in which they express themselves strongly in opposition to the teacher. Communications have also been received from Mr. O'Brien, in which he represents that the members of the Committee who have furnished the report "are violently opposed to him" principally "because they are largely indebted to him, and for that reason want to get rid of him." He alleges further that they are endeavouring to bring about his removal from his situation, with a view to the appointment of a niece of the postmistress, Mrs. James, to the charge of the school.

2. The Council has instructed me therefore to request that the Committee will be good enough to furnish any observations they may desire to make in regard to Mr. O'Brien's representations.

I have, &c.,

W. WILKINS,
Secretary.

No. 26.

The P.S. Committee, Woomargama, to The Secretary, Council of Education.

Sir,

Woomargama, 28 November, 1876.

We have the honor to acknowledge the receipt of your communication of the 17th (per favour of R. C. Webb, Esq., who is too busy to attend at present), *re* the statements forwarded by Mr. W. O'Brien to the Council. The committee held a meeting this evening in the schoolroom (Mr. W. O'Brien present), and upon inquiry find both statements to be untrue.

1st.

1st. The committee are aware that Mr. Denison is unable to pay; the other members deny being indebted—Mr. Robert Parker having paid Mr. O'Brien, and Mr. O'Brien admits that he allowed Mr. Nichols to be exempt from payment on account of Mr. Nichols signing the vouchers for payment; the non-payment of other persons is chiefly owing to the action of Mr. O'Brien, for that he did solicit parents to send their children from time to time free of charge to make up the attendance for the current month, under the promise that he would resign; therefore the indebtedness of the parents does not in any way influence the committee against the teacher.

2nd. The statement that Mrs. James's niece is desirous to obtain the situation of schoolmistress is also without the slightest foundation.

We beg further to inform the Council that we the undersigned members of committee now present consider that the retention of Mr. W. O'Brien as teacher of this school, after the proof given to Mr. Inspector Hookins of Mr. O'Brien's drunkenness and neglect of duty, leaves no other course open to us but to resign our position as members of the local committee.

We have, &c.,
 ROBERT PARKER.
 ROBERT JAMES.
 JOHN NICHOLS.
 JAMES DENISON.

No. 27.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Woomargama Public School, 30 November, 1876.

I have the honor to inform you that a meeting, consisting of four members of the committee and three persons not belonging to the committee, was held here on the 28th instant for the purpose of considering a communication lately received from you, regarding statements made by me, reflecting on members of the committee. The Honorary Secretary, Mr. Webb, and Mr. Mitchell were both absent. I ventured to tell them that strangers had no right to take any part in a committee meeting and that it was illegal for them to do so; therefore a man named Tomkins, a bullock-driver, attacked me in a most brutal manner; he applied language of a most offensive and insulting nature to me, and made several attempts to assault me; he is a coarse brutal man, and like the generality of bullock-drivers replete with bad language. This man was appointed secretary to the meeting, and as I have no dependence in his truthfulness in writing down correctly my answers to questions put to me by members of the committee I take leave to acquaint you with what I said. I was first asked my reason for believing that the indebtedness of members of the committee was the cause of their opposition to me. I replied by saying that I was convinced of it from the fact of their showing no opposition to me, or bringing false charges against me until I asked them for their school fees, and that ever since they have persecuted me in a most unrelenting manner. I beg to state that I was directed by the late Mr. Flannery, the school Inspector, to send them bills for what was due and inform them that if they were not at once paid I would be obliged to report the circumstance of non-payment to the Council of Education; I carried out his directions, and in consequence have gained the continued aversion of these men.

The next question put to me was, who are the persons indebted to me? I told them by mentioning their names, when two men who were present, named Nichol and Salfinger, stated they did not owe me a farthing, that I had agreed to teach their children as free pupils in consideration of their sending them for the purpose of making up the number in attendance. I declare most positively that I never made such an agreement with them or any one else. I affirm it is a wilful falsehood on their part to say so, and the only way I see to test the accuracy of my statement and the falsity of theirs is to sue them, and then I will be able to prove on oath that no such compact or agreement was ever made by me. I admitted however that I told Nichol I would not press him for the school fees due as long as he signed my monthly abstract for payment, but that agreement is broken through by his refusing to sign it unless I paid him cash, irrespective of the debt, for doing so. I think under the circumstances my telling Nichols that I would not press him for his fees was excusable when it is considered that all the others, with the exception of Messrs. Webb and Mitchell, who were absent in Melbourne, refused to sign it, and at the time I required the money to meet my immediate wants. I was then asked if I ever offered or gave any one 10s. for getting my abstract signed; I answered certainly not. I will briefly state what actually did occur in this matter: Some time ago when Messrs. Webb and Mitchell were absent in Melbourne, I applied to all the other members to sign my abstract, and each of them refused to do so, although it was perfectly correct; on my way home I met two men named Keighran and Broben, and I told them of the circumstance of all the members of the Committee refusing to sign my abstract, and that it was evident their intention was to starve me out, as I could not get the common necessaries of life without paying for them, there being only one store in the neighbourhood kept by Mrs. James, and that she would give me no credit. I begged of them to intercede for me and relieve me from my distress, which they were good enough to do, and succeeded in getting Nichols to do it. In the course of conversation I thoughtlessly said I would willingly give any person 10s. for getting it signed, but these persons did not take this expression as an offer to them for getting the paper signed, for they never asked for it, and I affirm I never offered or gave it to them. It was a mere idle expression, without meaning, and not addressed to any one in particular. It was somewhat like a kingdom for a house; it only showed my distress of mind, and I most positively state that I would on no account have paid it; it slipped from me unintentionally. I was next asked for my authority for saying that Mrs. James was using her influence for getting her niece into my situation. I refused to answer that question because I knew they were acquainted with the fact as well as I was. However as you might require to know it, I beg to inform you that I was told by several persons, including Mr. Madden, the hotel-keeper, Mrs. Keighran, Mrs. Graham, Mr. Walsh, and Mr. Salfinger; at this stage of the proceedings, Tomkins, the bullock-driver, stood up and moved that I be ordered to leave the room, which was carried; he stated that he had matters of a private nature to bring before the meeting, and not fit for my ears. As I am ignorant of what took place after leaving the room, I beg to state that if you find anything requiring my explanation, I will explain it by your sending it to me. I have to state, in conclusion, that I think the conduct of these four members is highly reprehensible for allowing strangers to take part in their proceedings, and this Tomkins

is

is the leader and concocter of all the false statements contained in their report, and I am informed that he is this day urging the persons indebted to me and who did not attend the meeting to sign papers to the effect that I agreed to teach their children free. I think that it would be most unjust to me to receive any statements from an illegally constituted meeting as reliable and correct, for I have no doubt they will falsify matters to carry out their own purposes.

I have, &c.,

WILLIAM O'BRIEN,
Teacher.

[Enclosure.]

B.

Woomargama School District, 8 January, 1877.

We, the undersigned inhabitants of the Woomargama School District, comprising parents of children, and others, solemnly declare that we have known Mr. O'Brien, teacher of the Public School, for a considerable period, and during that time we have always seen him in a perfectly sober state, and most exemplary in his conduct. We sincerely hope he will be successful in the vindication of his character; and we affirm that we consider his management of the Public School to be excellent.

Patrick Bergin, blacksmith.	Henry F. G. English, grazier.	Edward Clark.
James Hariont, sheep farmer.	James Shannon.	Charles P. Sloane.
Harry B. Johnson.	Thomas Freer, coach driver.	Laurence North, farmer.
Harry Graham, sheep farmer.	Joseph Sabine Dallachy.	Mrs. G. Harrison.
Patrick Madden, farmer.	J. B. English.	William Phillips.
Malcolm Nicholson, farmer.	Robert Sugden.	Edward Barnes.
John Podmore.	Alexander M'Millan.	W. H. Dexter, farmer.
William Gee, farmer.	Elijah Marsh.	James Mitchell.
Francis Purtell, farmer.	Levi Parker, farmer.	

No. 28.

The Acting Inspector of Schools, Albury District, to The Secretary, Council of Education.

Inquiry into the charges against the teacher of the Woomargama Public School.

Albury, 31 January, 1877.

In obedience to the Council's instructions, contained in your B.C. No. 76-19,450, and dated 11th December, 1876, I visited this locality on Monday, the 29th instant. I sent notice of my contemplated visit to Mr. James on the previous Friday, with a request that he would acquaint the parties to the accusation of my coming. I also notified Mr. O'Brien, but it is to be observed that Mr. James, who is post-master, did not deliver Mr. O'Brien's letter till the Sunday evening.

I have to state beforehand, that the course of inquiry was repeatedly interrupted by the violent and unseemly conduct of Messrs. James, Denison, and Parker, who appeared by their conduct to be bitterly prejudiced against Mr. O'Brien, and gave expression to their feelings by derisive sneers and comments on the evidence tendered by those friendly to Mr. O'Brien; in fact the evidence tendered by these men is largely robbed of its value by their intemperate and disorderly conduct. I regret also to observe that much of this was provoked by the audible comments Mr. O'Brien would persist in making on various points of the evidence.

It will be observed that while Messrs. Parker, James, and Podmore, as well as Mr. Tomkins, are unanimous in their assertion of having seen Mr. O'Brien intoxicated, others, including Mr. Gee, declare their belief in his general sobriety, and this is shared by those who have signed the document marked B (herewith). Value is not to be placed to all these signatures, but there are a sufficient number written by, to my knowledge, respectable men to give the document equal value to the testimony of the above-mentioned Parker, James, and Podmore. Mr. Tomkins's assertion of having seen Mr. O'Brien asleep in the classroom is not supported by the evidence of the pupils Parker and Graham; and even so, in the recent hot and oppressive weather, the fact of an old man falling asleep in the heat of the day, is, I submit, *not* a proof of intoxication. Taking then the evidence into consideration, as given at the inquiry, and bearing in mind the feeling against Mr. O'Brien, shown by the three men above mentioned, I cannot but think that their statement, "That Mr. O'Brien is so often tipsy as to cease to be regarded as strange," is not true. From inquiries however made outside of the sphere of local feeling in Albury and elsewhere, from information given by respectable persons, whose names I am not permitted to divulge, I am of opinion that Mr. O'Brien did occasionally indulge to excess. I am informed that he has been seen tipsy in Albury in the sense of being stupefied with drink, but that these instances occurred some time ago, before my inquiry in July last. If he has since given way it is the weakness of an old man yielding to the violence of such men as Parker and Keighran, as described in Mr. Madden's evidence; of Keighran, it may be stated that he was fined at the Police Court recently for savagely chewing a man's ear while in a state of intoxication. A dead set (to use a vulgarism) seems to have been made upon the old man occasionally by these men and by others, to make him squiffy (drunk), and by bullying and cajoling; I must express my belief that they have succeeded in their desire in occasional instances.

If taken out of "this nest of hornets," as Mr. O'Brien expresses it, and removed to a locality where he would meet with kindness and consideration, I believe that he would be better able to satisfy the Council of his sobriety and good conduct.

2. The charge made by Mr. O'Brien, "That Mr. James is conspiring to oust him in favor of his niece," is founded on some intemperate expressions made by Mrs. James, "That she would yet dance upon his grave, and see her own niece occupying his position," magnified and perverted by the process of tittle-tattling prevalent in all country places, and demands no notice.

As regards Mr. O'Brien's paying Mr. Nichols 10s., and signing an acquittance of school fees to induce him to sign his salary abstract, the 10s. being, according to Mr. Nichols's evidence, due for work and labour, the evidence shows that such a transaction did take place, and Mr. O'Brien did not deny the fact. The explanation is that Mr. James, bitterly hostile to Mr. O'Brien, keeps the only store in the place, and will only supply him with what he requires for cash. The members of committee—Parker, Denison, James, and Nichols—refuse to sign his salary abstracts: hence he is practically penniless. In his distress he resorts to Nichols, a needy man, and induces him to sign—as stated in his evidence.

4. The men Parker, Denison, James, and Podmore disclaim all feelings of rancour against Mr. O'Brien; but, as I have elsewhere remarked, the conduct of the first three men at the inquiry was such as to force upon me the impression that these feelings exist, and in a highly concentrated state, in the hearts of these men. How caused? It is my opinion, at first by want of tact, displayed by Mr. O'Brien in carrying out Mr. Flannery's direction: That the fees should be regularly collected, and the disposition of these men to evade payment if possible. Parker stated at the last inquiry that he paid his fees by supplying Mr. O'Brien with meat; but Mr. O'Brien showed, by documentary proof, that he paid for the meat in another way. Denison acknowledges his indebtedness. Nichols also. Podmore indirectly acknowledges his indebtedness by becoming insolvent. As regards Mr. Tomkins's refusal to pay the regular fees, he and Mr. O'Brien agreed that 10s. a month be paid for the Tomkins's whole family, and this person showed me a receipt for 10s. for the month of October.

The allegation "that Mr. O'Brien bargained with certain parents to take their children free, in order to swell the attendance," rests on the assertion of Mr. Parker. I regard it as true, as it was verbally confirmed by Messrs. Tomkins and Denison.

Mr. O'Brien's sweeping assertions, touching the character of his opponents, require modifying to some extent. Mr. James is a rough but honest and truthful man. Mr. Denison was a noted political agitator (styled Jemmy the Plasterer), and arrant drunkard; now he is crippled by rheumatism, but a man of strong passions and unscrupulous conduct. Nichols and Podmore are imbeciles from indulging in drinking. Parker is, I believe, all that Mr. O'Brien says of him. Tomkins is apparently a respectable man. I believe I have touched on all the points of importance in the papers forwarded to me, bearing on this case. I would now express my opinion that, in consequence of the ill-feeling against Mr. O'Brien on the part of these men, and the constant agitation they are sure to sustain while he remains, it would be advisable to remove him to another place; and should the Council concur in my opinion, and sanction the removal, I would suggest that he be appointed to the Welaregang Provisional school, now vacant.

I fear that Mr. O'Brien does not possess sufficient tact and discretion to entrust a more important school to him.

C. HOOKINS,
Inspector.

Woomargama Public School: Charges against teacher.

At an inquiry into the above charges, held at the schoolroom, Woomargama, on the 29th January, 1877, the following evidence was given in my presence.

C. HOOKINS,
Inspector.

John Tomkins, C.E., carrier, Woomargama: Resided in Woomargama since 20th July; am about to make my home here; I have eight children to go to school; I do not send them, because I disapprove of the teacher's conduct; I saw Mr. O'Brien drunk about the 1st of October, between Madden's Hotel and the school, about half-past 10 a.m.; I spoke to him; he did not answer; his unsteady gait made me believe that he was tipsy; again, at the end of the second week of October, returning by the school, I called in; I knocked at the classroom door, which flew open, and I observed Mr. O'Brien sleeping on a form; the inner door was shut; heard the pupils in the schoolroom in disorder; I did not wake Mr. O'Brien; I spoke to him—he did not answer; I presumed from this that he was tipsy; during the week ending the 20th October I consider the school was practically closed, as there was only for one day (Monday) an attendance of about 4 pupils; I consider my children have been neglected by Mr. O'Brien; I have sent on an average every day 5 children.

JOHN TOMKINS.

Robert James, C.E., storekeeper, Woomargama: Have resided 11 years in Woomargama; I have seen Mr. O'Brien repeatedly tipsy, reeling and staggering about; have seen him so often that I have ceased to regard it as strange; the assertion that I desired my niece to become teacher of the school, and for that purpose am trying to get rid of Mr. O'Brien, is untrue; my niece is on her dying bed now; I have two children of school age.

ROBERT JAMES.

James Denison, R.C., gentleman:—I have resided in Woomargama twelve years; have two children of school age; I do not send them on account of the teacher's conduct; I have no opportunity of observing Mr. O'Brien whether he is sober or otherwise; I accuse him of unbecoming conduct in visiting the parents, and inducing them to forego their threats of reporting him to the Inspector at the annual examination.

J. DENISON.

John Nichols, C.E., labourer:—I have resided seven years in Woomargama; I have four children of school age; I keep them away because of the teacher's conduct; I have not, that I am aware of, seen Mr. O'Brien tipsy since the Inspector's last visit; I am not aware or do not remember seeing Mr. O'Brien guilty of bad conduct; I did tell Mr. James one day that I took my children away because my children were lousy; Mr. O'Brien offered to pay me money due if I would sign his abstract; I had refused to sign the abstract unless he would pay me; I had always been accustomed to sign it; I do not know of Mr. O'Brien offering 10s. or any money to Mr. Broker to induce me to sign his voucher; Mr. O'Brien paid me 10s., and gave me a receipt for the school fees due; my account was for work done for Mr. O'Brien.

JOHN NICHOLS.

Robert Parker, C.E., farmer, Woomargama:—Have resided ten years in Woomargama; have five children fit to attend school; they do not attend because of the drunken beastly habits of the teacher; I have seen him drunk; I have seen him so, frequently at the public-house, and in the street; I cannot assign a date; I call his habits beastly because he does not keep himself clean and tidy as a teacher should do; I have seen him with a dirty face and clothing; I accuse Mr. O'Brien of inducing parents by unfair means to send their children to school to swell the numbers at inspectorial examinations; by unfair means, I mean that he offered to take the children and teach them for nothing; he made the offer to me, also to Mrs. Denison, also to Mr. Tomkins; he made the offer to me after I took them away.

ROBERT PARKER.

James Keighran, hotel-keeper, R.C., Woomargama:—I have resided three years in Woomargama; I have four children of school age; have not seen him the worse for liquor since the last inspectorial visit; I decline to say whether he is of filthy habits, as I have no opportunity of judging; I know that he offered money to induce a person to sign his abstract; he offered Mr. Nichols 10s.; I cannot say whether it was a gift, or in payment of an account; I have not known him offer any one else since the last inquiry by the Inspector.

JAMES KEIGHRAN.

Charles

Charles Cook, C.E., farmer, Woomargama:—I have two children; have resided here seven years; I do not send them because Mr. O'Brien told my children "That if they can't learn their lessons at home, he can't teach them at school"; the letter dated 18th July, 1876, was signed by my wife without my consent; I do agree with the contents of the letter marked A.
CHARLES COOK.

(A.)

Woomargama, 18 July, 1876.

I beg to state that I am compelled to keep my children from school in consequence of their being employed at home. And I beg further to state that I have no objection to Mr. O'Brien, the teacher.

CHARLES COOK.

William Gee, C.E., grazier, 3 miles from the school:—I reside over 3 miles from the school; I have two children of school age; I do not send them to school, it is too far, and I require them at home; have known Mr. O'Brien three years; have frequent opportunities of observing his conduct; have never seen him under the influence of liquor; from my opportunities of knowing, I believe Mr. O'Brien to be entirely fit to be a teacher, both as to conduct and ability; I have visited the school, but not since the Inspector's last visit; every time I met him outside he was as sober as he is now.

WILLIAM GEE.

Elijah Marsh, C.E., farmer, Woomargama:—I have resided in Woomargama two years; I have four children of school age; I do not send them to school, but I promised to send them to-day, by withdrawing them from Germanton School; this school is too far; I withdrew them from Woomargama Pub. because the teacher was sick, and my children were irregularly taught; I had no other reason for withdrawing my children; their improvement was greater with Mr. O'Brien than with the teacher of Germanton School; he never, on any occasion, offered to take my children for nothing—not in my presence I mean; I have never seen him under the influence of liquor; I have not seen Mr. O'Brien very frequently this last twelve months; my children have attended this school regularly up to October last.

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Thomas Freer, C.E., mail-driver, Woomargama:—I have resided two years and a half in Woomargama; I have one child; I have never seen Mr. O'Brien under the influence of liquor; have never driven Mr. O'Brien as a passenger; I have never seen Mr. O'Brien come out of the coach intoxicated; I have had every opportunity of observing his conduct during the day; I drive the night mail; I sleep from 5 a.m. to 12 noon; I reside close to the school; I do not know that Mr. O'Brien offered money to Nichols; I do not consider myself prevented by Mr. O'Brien's conduct from sending my child to school; I have never observed anything in Mr. O'Brien's conduct since last inquiry derogatory to the position of a teacher.

THOMAS FREER.

Mr. Geo. Madden, R.C., hotel-keeper, Woomargama:—I have resided in Woomargama since July last; have no children of school age; I have never known him (Mr. O'Brien) give way to excess in drinking; I have never seen him tipsy; I have known persons say, "We'll try to make him (squiffy) drunk"; I have known James Keighran put the whip round Mr. O'Brien's neck, and lead him to the bar; Mr. O'Brien was dragged unwillingly to the bar; I remonstrated with Keighran; Mr. O'Brien drank three glasses of ale,—one large, two small; he drank the first willingly, he drank the others unwillingly; Mr. O'Brien lives in a detached part of my house; he passes most of his evenings in his own room or walking about; I have always observed him going to school in a sober and proper state.

GEORGE MADDEN.

Patrick Madden, R.C., farmer, bachelor:—I have heard the charges preferred against Mr. O'Brien; I cannot say whether they are true or false; I have seen Mr. O'Brien tipsy once, but not since July last; I have never seen Mr. O'Brien guilty of conduct unbecoming a teacher; I have seen Mr. O'Brien scores of times lately.

PATRICK MADDEN.

William James Parker, 16 years, pupil:—I have attended school off and on for about four years; I do not attend regularly; have not attended school since Mr. Tomkins came to Woomargama; I therefore could not have seen him; the door mentioned in Mr. Tomkins's evidence (back door) is sometimes unlocked and sometimes locked; I have gone out through the door more than once; I found the door unlocked, but have sometimes found it locked; I have never known Mr. O'Brien leave the schoolroom except for a short time, never more than ten minutes; I live 2 miles away; I have no means of seeing Mr. O'Brien after school hours, except occasionally; I have never seen Mr. O'Brien tipsy; I have seen the children unruly, but I have not seen Mr. O'Brien neglect teaching us.

WILLIAM JAMES PARKER.

Jane Graham, C.E., 16 years, pupil, Woomargama:—Have attended this school four years; have attended this last six months regularly; the back door is mostly locked; I found it on one occasion unlocked; it could be unlocked without my knowing it; I see him two or three times a week, but during these times have never seen him tipsy; I never knew him leave the school during school hours; I have never known Mr. O'Brien go and sleep during the school hours, either in the classroom nor schoolroom; I never am absent from the school during school hours.

JANE GRAHAM.

Richard Podmore, C.E., tanner, Woomargama:—I have lived 6 years in Woomargama; I have one child seventeen years old; I intend sending him to school again, but not to Mr. O'Brien; I live opposite the school; I have seen Mr. O'Brien tipsy lately at the hotel; I have seen him drink to excess; I have seen him drink five or six glasses (large); I judged him to be tipsy from his manner; he is very different when sober; I do not think he could keep from drink; he drinks ale; have not observed him come drunk to school.

RICHARD PODMORE.

No. 29.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Provisional School, Woomargama, 31 January, 1877.

I have the honor to inform you that the majority of the people here have decided to give me their support, and continue it as long as I remain here, in consequence of the glaring false charges preferred against me by Messrs. Tomkins, Parker, James, Denison, and Podmore. It is evident to the simplest understanding they are mere vague assertions, unsupported by any corroboration whatever, and for the most part reiterations of statements made at the last investigation held before you last July. I have now an attendance of 22 children; the families are as follow:—

Messrs.	Keighran	...	...	...	...	...	4	children
	Nichols	...	...	...	...	...	3	"
	Freer	...	...	...	...	...	1	"
	Salfinger	...	...	...	...	...	1	"
	Parker	...	...	...	...	...	1	"
	Graham	...	...	...	...	...	5	"
	Marsh	...	...	...	...	...	3	"
	Morris	...	...	...	...	...	4	"

22

And

And I have no doubt the number will be increased. I hope you will attend to the evidence given by Messrs. Gee, G. Madden, P. Madden, Keighran, Freer, and Nichols, and the two children, and as a matter of justice give me the benefit of it, because it is perfectly true, and the contra evidence is utterly untrue and devoid of truth. With regard to Tomkins, his statement that he judged of my being drunk in the first instance by my gait, surely he should, if such was the case, he would have followed me up to the school and proved it; but he could not have done that for he never saw me. As regards his second charge—that I was lying asleep on a form in the classroom—that is a glaring falsehood, for there has not been a form in the place indicated for the last six months, and it is a flat contradiction to his statement made to the Council, namely,—“That he found me asleep in my chair from the effects of drink.” How could he know that when he did not awake me; and I ask you would it be likely that he would leave his children at the mercy of a drunken man. And another thing that strikes me as rather odd: Is it at all probable that a man going to visit a school for the first time would go to the back door instead of the front, where every stranger enters. I think it must appear manifest to you that both his charges are untrue, and a base invention; but I am not astonished at it, for I know him to be an arrant liar, and a man of the worst character, being a gambler and a drinker to excess. As regards the report that I have been drunk in Albury, I declare it to be a monstrous lie. I have been only four times in Albury for the last six months, and the first three times I went to Albury in the morning and came out in the evening. The last time I went to Albury was at the last Christmas vacation, and I remained there five days; during that time I resided at the “Carriers’ Arms,” and I wish you would ask the landlord (Mr. Cass) if I was drunk during that time; and besides, I had the honor of seeing you and conversing with you in that time, and I leave it to you to say if I was drunk. I should mention to you that I have made it a rule through life never to drink beer or any other drink, either before or during school time, and I have taken the greatest pains to instruct the children in the school, which was proved by Mr. Marsh’s statement when he said his children got on with me much better than they did at the Ten-mile School. I should also mention that the hostility of Messrs. Parker and Podmore arises from the fact, because they both know that I have got authority from the Council to sue them for school fees. In order to show my fitness for holding a Public School, I beg to mention that I have conducted four schools under the Council, and in none of them have charges been made against me with the exception of this; and I venture to say if I was removed to another school all charges against me would cease. I enclose a prospectus of a school I conducted in Melbourne, and I think it right to state that my health at present is excellent, being full of vigour and activity, and that I have serious intentions of entering the state of matrimony, as I have at present a chance.

I have, &c.,
W. O'BRIEN.

No. 30.

The Teacher, Woomargama Public School, to The Secretary, Council of Education.

Sir,

Provisional School, Woomargama, 1 February, 1877.

I have the honor to offer you a few explanations on the matters discussed at the late investigation held here on the 29th ultimo. In the first place, I beg to assure you that the charges preferred against me by Tomkins are entirely false. He laid two charges—the first, that he met me going to the school at 10½ in the morning, drunk. His evidence on this point is very weak, and shows clearly his want of truth; he states that his reason for thinking so was in consequence of my gait. Now I ask you, sir, is such evidence reliable?—Could he not have followed me to the school, and, if such was the case, proved it, and have easily got corroboration? My answer is, that it is a direct lie. In the first place, I have never been later, since the investigation held in July last, than 9 o'clock in the morning; my practice since then is to ring the bell every morning at the school at 9 o'clock precisely; and my rule through life has been not to drink beer or any other strong drink either before school or during school time. Mr. Madden, since I have resided at his house, which is since the investigation held in last July, can bear his testimony to that fact. He stated that he never saw me under the influence of drink, and that I attended to my school duties punctually, soberly, and regularly. Surely such evidence as this ought to be considered as a sufficient refutation to the first charge, especially when Mr. Madden’s character is unsullied, and Tomkins’ character is the worst in the neighbourhood; he spends his leisure time in the public-house nightly, gambling and drinking, and is well known to be an arrant liar, and capable of inventing the most scandalous falsehood. As regards the second charge, namely, that I was asleep in my chair the worse of drink, he stated that he did not see me asleep in my chair the worse of drink, but that I was lying asleep on a form in the classroom quite drunk. The evidence he gives to support this scandalous charge is that his object in visiting the school was to see the way it was conducted, and on entering by the back door the first sight that presented itself to his view was myself in the state described, and that he did not awake me, and that the children were in a state of disorder. My reply to that is that it is perfectly false. My reasons for saying so are as follow:—In the first place, it is not at all likely or probable that he, on going to the school for the first time, would enter by the back door instead of the front; I have never known any stranger to do it yet. Secondly—There was no form in the place indicated in the classroom; it has been removed to schoolroom for a considerable time. Thirdly—He has given no reason for saying that I was drunk; he states that I was lying asleep—fast asleep,—and that he did not awake me. Surely it must be manifest to the obtusest understanding that the charges are base fabrications. Two other reasons I will give, namely, that two of the children were examined, and they stated they never saw me either drunk or asleep in the school; and, in the next place, could any one believe that the children would remain in the school if I was in the beastly state described? It is quite evident that, from their natural curiosity, they would peep into the classroom, and if they saw me in the state described they would rush out of the front door and go home and tell their parents. Another thing that shows the falsity of the charge is the fact of Tomkins not removing his children, or bringing Mr. James, who lives only a few yards from the school, to corroborate his charge; but he could not do so, for it never took place. I should mention that the children are unanimous in saying that they never either saw me asleep or drunk in the school or anywhere else. The only reason I can assign for his placing me in the classroom, and not in my chair in the schoolroom, where he placed me at first, was because he could not get any of the children to corroborate his statement but that is absurd reasoning, because they would be sure to see me in the classroom as readily as

in

in the schoolroom. I declare most solemnly that the whole thing is a palpable falsehood and the emanation of a villainous and unprincipled mind. I think I am much to be pitied by being in contact with such rascals. I hope you will view this matter in its rational state, and give me the justice I deserve. I have now to state that the statements made by Messrs. James, Parker, and Denison, are equally untenable; they reiterated their former statements which they made at the investigation held in July last, before Mr. Hookins, and which were then proved to be perfectly devoid of truth; they repeated their statements this time with more intensity. James was asked if he had seen me drunk, and his answer was that I was drunk—drunk—drunk, perpetually. Parker made a similar answer. Messrs. Gee, G. Madden, P. Madden, Keighran, Marsh, Freer, and Nichols gave their evidence in my favour, truthfully and fairly, and I consider the utmost reliance should be placed in it. I have also handed a testimonial, signed by nearly all the respectable settlers in the district, testifying to my sobriety and the ability I have displayed in the school. I have to state another matter, which shows the feeling of the people towards me. Nearly all the parents and others interested in the school were permitted by Mr. Hookins to be present at the inquiry, and say either for or against me; they listened attentively, and were thoroughly convinced of my innocence, and in consequence they met after the inquiry and decided on giving me their support and continuing it as long as I remain here. I have now an attendance of twenty-two children, and expect an additional number after the harvest. The families in attendance are as follows:—

Mr. Keighran	....	....	....	....	....	4 children.
„ Graham	....	....	....	....	....	5 „
„ Marsh	....	....	....	....	....	3 „
„ Nichols	....	....	....	....	....	3 „
„ Morris	....	....	....	....	....	4 „
„ Freer	....	....	....	....	....	1 „
„ L. Parker	....	....	....	....	....	1 „
„ Salfinger	....	....	....	....	....	1 „
Total	....	....	....	....	....	22 children.

I have now a couple of matters to complain of: I will first allude to Mr. Nichols, concerning 10s. which I gave to him. It was alleged I gave it to him as a bribe; I did no such thing. I gave it to him for repairing my buggy, and my reason for not giving it before was because he owed me £10 sterling for school fees, but when he was exempted from that debt by the Council of Education, I considered myself bound to pay him what I owed him. I will now allude to the reason that actuates Messrs. Tomkins, Parker, James, Denison, and Podmore to be inimical to me. It is because Mrs. James exerts a great influence over them, and they are all heavily in debt to her, and her object has always been to drive me out of my situation for the purpose of putting her niece in my place. I reiterate that statement because I have got proof of it. It was only lately she made this extraordinary statement, namely, "That she would dance 'Larry O'Brien' at my wake, and that her niece would be teacher of the Woomargama school in defiance of me." She made this statement in presence of Mr. G. Madden, who communicated the fact to the Inspector. In conclusion, I have to state since the last investigation I have never been in the company of Messrs. James, Parker, Denison, and Podmore. They never go to Madden's public-house; their haunt is a sly grog-shop in the neighbourhood. Madden's house is too select for them, and they consequently could not see me in a drunken state, for I have never entered the sly-grog-shop. I now leave my case confidently in your hands, and I am sure you will deal with it justly and mercifully, and extend to me the justice it deserves. I hope I have convinced you of the falsity of the charges.

I have, &c.,

WILLIAM O'BRIEN,
Teacher.

No. 31.

Minute of Sir Alfred Stephen.

Woomargama School: Charges against the teacher, O'Brien.

MR. O'BRIEN must be removed if only for his own sake. To a large extent he appears to be the victim of persecution, and the conduct of certain members of the Board at the inquiry before the Inspector is strong evidence of it. The transaction as to the 10s. to Mr. Nichols is quite as discreditable to the latter as to Mr. O'Brien, and under the circumstances requires no reprimand. The teacher should be cautioned as to his future conduct—that it should be such as not to excite suspicion—and residence in a public-house should be avoided. Care will of course be taken that the "niece" spoken of shall not profit by the change of teachers. I suppose that the Inspector's selection of a place for Mr. O'Brien may be adopted. The Board should be informed that the Council does not find the charges proved, and that the removal of Mr. O'Brien does not imply any stain on his character.

A.S., 15/2/77.

No. 32.

Memorandum from The Secretary, Council of Education, to The Teacher, Woomargama Public School.

Council of Education Office, Sydney, 21 February, 1877.

Inquiry into charges preferred against you.

HAVING had under notice the Inspector's report upon his inquiry into the charges preferred against you as teacher of the above school, the Council is of opinion that the complaints made have not been substantiated, and has informed the Local Committee to that effect.

The Council considers it advisable, however, that you should be removed to another school, and has therefore decided to appoint you to the charge of the Provisional School at Welaregang. Formal notification of your appointment will be given in a separate communication.

I am instructed further to caution you as to the necessity for exercising great circumspection in your future conduct, and to point out that it is not desirable that you should take up your residence in a public-house, if any other course be practicable.

W. WILKINS,
Secretary.

No. 33.

The Secretary, Council of Education, to Mr. J. Denison.

Sir,

Council of Education Office, Sydney, 21 February, 1877.

I am directed by the Council of Education to acquaint you that the Council has had under notice the Inspector's report upon his inquiry into the charges preferred against Mr. W. O'Brien, as teacher of the Public School at Woomargama.

2. I am further to state that the Council is of opinion that the complaints made against Mr. O'Brien have not been substantiated. The Council considers, however, that it is desirable that Mr. O'Brien should be removed from the school and has therefore appointed him to another situation. I am to observe that it is not to be understood from his removal that any blame attaches to him, but simply that the circumstances of the school would appear to render a change of teachers advisable.

I have, &c.,

W. WILKINS,
Secretary.

No. 34.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Albury District.

Council of Education Office, Sydney, 22 February, 1877.

Woomargama: Your report dated 31st ultimo, on inquiry into teacher's conduct.

HAVING had under notice your report on your inquiry into the charges preferred against Mr. W. O'Brien, as teacher of the above school, the Council is of opinion that the complaints made against him have not been substantiated, and has informed the Local Committee to that effect.

The Council considers it advisable, however, that he should be removed to another school, and has accordingly appointed him to the Welaregang Provisional School, as recommended in your report. He has been cautioned as to the necessity for exercising great circumspection in his future conduct, and has been informed that it is not expedient that he should reside at a public-house.

W. WILKINS,
Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

EDUCATION.

(APPLICATIONS FOR A PUBLIC SCHOOL AT BROKE.)

Ordered by the Legislative Assembly to be printed, 21 June, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 9 January, 1877, That there be laid upon the Table of this House,—

“Copies of all Applications, Letters, Memos., and other Papers having
“reference to the establishment of a Public School at Broke.”

(*W. C. Browne.*)

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EDUCATION.

No. 1.

(A.)

Application for the Establishment of a Public School at Broke.

TO THE COUNCIL OF EDUCATION.

GENTLEMEN,

Post Town, Fordwich, 10 July, 1875.

We the undersigned residents at Broke request that you will be pleased to establish a Public School at that place, under the provisions of the "Public Schools Act of 1866."

We have, &c.,

Local Committee {
 GEORGE WATTS.
 GEORGE CARTER.
 T. MARONEY.
 JOHN A. BLAXLAND, Honorary Secretary.
 FRANCIS HUNT.
 F. DODINGTON.

We have not stated any guarantee as we did not think such would be required after the resolution passed by Parliament.

Information to be supplied by Local Committee.

1. Describe the position of the proposed school? Government grant.
2. What other schools maintained or aided by the Council of Education are within 2 miles of the site of the proposed school? Church of England.
3. If none are within 2 miles, what is the distance of the nearest school? None.
4. Are there any Primary Schools not aided by the Council of Education within 2 miles of the proposed school? If so, of what character, and how attended? None.
5. State the number of children from four to fourteen years of age, living within a radius of 2 miles of the site of the proposed school, *e.g.*,—

Boys	...	...	...	...	...	...	...	38
Girls	...	...	...	...	...	...	...	27
Total	...	...	...	...	...	...	...	65

Religious Denominations:—

Church of England	...	...	...	...	...	...	...	34
Roman Catholic	...	...	...	...	...	...	...	27
Presbyterians	...	...	...	...	...	...	...	4
Wesleyans	...	...	...	...	...	...	...	...
Others	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	65

6. Give a technical description of the proposed site, according to the dimensions and bearings of its boundaries by survey. If possible annex a plan of the ground.
7. By whom is the site granted, and on what terms? By the Government.
8. Is there a right-of-way to the site secured? Yes.
9. Is the ground level or otherwise? Level.
10. What is the nature of the ground upon which the building is to rest? Is it of a rocky, clayey, or sandy character? How drained? How affected by floods? Sandy nature; not liable to floods; well drained.
11. Of which of the following materials are the proposed buildings to be constructed?
 - Hewn masonry.
 - Rubble.
 - Brick? Brick building.
 - Studs and weatherboards.
 - Sawn or split slabs.
12. Are these materials suitable in all respects? Yes.
13. Of what materials are the public or best buildings in the neighbourhood constructed? Brick.
14. What is the cost of building stone, and of what description?
 - Ashlar or rubble?
 - Of bricks, per 1,000? About £2.
 - Of stone or shell lime, per bushel? About 15d.
15. State the price of hardwood, cedar, and pine, per 100 feet, and of shingles, per 1,000? Hardwood £1, cedar 4d. per foot, pine at 25s., shingles at £1.
16. What timber in the locality is the most suitable for shingles and flooring boards? What is the usual length of the shingles? Ironbark, red gum; length of shingle, 18 inches.
17. Do the rates mentioned include carriage to the school site? If not, state cost of carriage? Carriage immaterial.
18. What is the current rate of wages paid in the district to workmen employed in building? 10s. per day.
19. Is there a natural supply of water? Yes, the Willoughby Brook.
20. State the quantity and quality of fencing required, and the cost per rod? Cost of fencing about 5s. per rod for three-railed fence.
21. Add any other circumstances deemed desirable for the information of the Council.

[Enclosure.]

[Enclosure.]

Annex to Application for establishment of a Public School at Broke; Post Town, Fordwich.

We, the undersigned, Parents (or Guardians) of Children residing within the undermentioned distances from the site of the proposed Public School at Broke, hereby undertake that our children, whose names are inserted below, shall attend the said School.

Name of Parent or Guardian. (To be written by himself.)	Distance from School.	Name of Child.	Age.	Religious Denomination.
John A. Beapland...	2 miles	Richard Marryatt	9	Church of England.
		Robert Fordend	4	"
George Watts	"	Albert Watts	15	"
		Alrent Watts	12	"
		Richard Watts	10	"
		Herbert Watts	8	"
		Arnold Watts	6	"
Jas. Whyburn	"	William Whyburn	10	"
		Bee Whyburn	8	"
		Jane Whyburn	6	"
		Edward Thomas	12	"
		Francis John	10	"
F. Torrington	$\frac{1}{2}$ mile	Amy A. V.	7	"
		Eveline May	4	"
J. Clarke	"	Louisa Clarke	12	"
		Herbert	10	"
		William	7	"
Francis Molarkey	$\frac{1}{4}$ mile	John P.	13	Roman Catholic.
		Maria Ellen	11	"
		Joseph R.	9	"
		Josephine	6	"
William Harris	under $\frac{1}{4}$ mile	Ernest	10	Church of England.
		Florence	8	"
		Percy	6	"
		Jessy	4	"
James Edwards	1 mile	Charles	13	"
Bernard Tierney	2 miles	Mary	6	Roman Catholic.
		William	4	"
		Michael	2	"
		Ellen	10	"
		Mary	12	"
Brian Carrol	4 miles	James	8	"
		Kitty	6	"
		Agnes	6	"
		James Gilles	12	"
George Smith	3 miles	Eveline	7	Church of England.
		Henry	5	"
James Rowe	$\frac{1}{4}$ mile	James	13	Roman Catholic.
		Edward	10	"
		Louisa Jane	6	"
		Catherine	12	"
Valentine Hector	3 miles	Thomas	10	"
		Bridget	8	"
		Valentine	6	"
		Edward	4	"
Timothy Moroney	$\frac{1}{4}$ mile	Francis Edward	14	"
		Maria Jane	12	"
		Catherine	10	"
		Geo. Thomas	8	"
		Clara	6	"
James Pitman	1 mile	Hannah Francis	11	Church of England.
		Charles	8	"
		George	6	"
Isaac Lancater	3 miles	John	10	"
		James	8	"
		Thomas	6	"
David Macgregor	1 mile	Kate	11	Presbyterian.
		Jane	9	"
		Mary	7	"
		George	6	"
		Duncan	5	"
James Edwards (Guardian)	"	James Taylor	7	Church of England.
J. Poole	"	Aleck	13	"
		Henry	10	"
		Harriett	8	"
his W. + King	$\frac{1}{2}$ mile	Agnew	9	Roman Catholic.
mark		Andrew	7	"

No. 2.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 26 November, 1875.
I am directed by the Council of Education to acquaint you that your formal application for the establishment of a Public School at Broke, presented by W. C. Browne, Esq., M.P., is now under consideration, and that a further communication respecting it will be addressed to you as soon as the Council has arrived at a decision thereon. Signed also by 5 others.

I have, &c.,
W. WILKINS,
Secretary.

No. 3.

Memorandum from The Secretary, Council of Education, to the Inspector of Schools, Maitland District.

Broke: Application for a Public School at.

Sir,

For your inquiry and report.

Council of Education Office, Sydney, 26 November, 1875.

W. WILKINS,
Secretary.

BROKE.—I visited Broke, and conferred with the Local Committee hereof, on the 4th instant. I also selected a more central and suitable site in place of the one already granted by the Crown.

Broke has already a certified C. E. School, but nearly all the people are dissatisfied with it, and are very anxious to have a Public School, which, when established, will inevitably drain the C. E. of all its scholars.

The people have raised no funds towards the cost of erecting the necessary school premises because of the Parliamentary declaration that Public Schools should be built solely by the State, and because such schools have been provided by the Council without local aid.

The Local Committee is composed of men who are influential, suitable, and very anxious to see the Public School established without delay.

The necessary details of information as to the attendance and school premises are annexed hereto.

Recommendation: I beg leave to recommend that the application for a Public School at Broke be favourably considered by the Council.

J. S. JONES,
Inspector.

[Annex to 3.]

Queries to be answered by Inspectors when reporting upon applications for aid in the establishment of Public Schools. (A.)

1. Where is the school to be situated? Broke—Post Town, Fordwich.
2. What is the nearest Post Town—mention its distance? Fordwich, nil.
3. Have you inspected the proposed site? Is it suitable? (1) Yes. (2) Yes.
4. Is the proposed site the property of the public, or of a private individual. In the latter case is the owner willing to convey the site to the Council? To the public. A grant of the land has not been obtained, but is to be applied for immediately.
5. What schools are in the neighbourhood? Broke, C.E.
6. Do a majority of the residents favour the establishment of a Public School? Yes.
7. Who are the Local Committee? State their professions or occupations, and religious denominations? Mr. George Watts, C.E., grazier; Mr. George Carter, C.E., grazier; Mr. Timothy Moroney, R.C., farmer; Mr. John A. Blaxland, C.E., grazier; Mr. Francis Hunt, R.C., blacksmith; Mr. Francis Dorrington, C.E., innkeeper.
8. Have they chosen one of their number to act as secretary, and another as treasurer? Yes. Mr. J. A. Blaxland, secretary. Mr. G. Watts, treasurer (nominal).
9. What is the population of the school district? About 250.
10. Is the district likely to be permanently inhabited? Yes.
11. State the number of children expected to attend the school, distinguishing males and females:—38 boys, 27 girls; total, 65.
12. State any information you may have received relative to the circumstances of the people likely to require the school? The people generally are in comfortable circumstances, and many of them well-to-do landowners.
13. What amount of local subscription has been raised, or is likely to be raised, towards the erection of the school buildings? (1.) None, the people having been informed by Mr. W. C. Browne, M.L.A., that the Council will build the school without local aid.
14. Will the amount subscribed be remitted to the secretary as required by article 6 of the Regulations? ———.
15. Have you conferred with the local promoters as to the nature of the proposed school buildings, and the materials to be used? State whether the probable amount of funds available will suffice for the erection of the buildings? If not, state whether you have brought this fact explicitly under the notice of the promoters, and their views thereupon? (1.) Yes, it has been deemed advisable to build the school of brick. (2.) ———. (3.) ———.

16. Have the Local Committee considered the necessity for fencing and out-offices in estimating the expense of the school buildings? ———.

17. How is it proposed to keep the building in repair? If it be the settled policy of the Council to exact a local quota towards the cost of effecting repairs, funds can be raised for the purpose, but not otherwise.

18. Have you given the Local Committee any information as to the articles of furniture usually deemed indispensable to the proper conduct of the school, and will they be provided? Yes.

19. Is it properly understood by the promoters of the school that school fees must be paid. What is the gross amount of fees likely to be paid annually? Yes. £50 or £60.

20. In addition to the matters above referred to, state any other circumstances within your knowledge connected with the application which you may consider material for the information of the Council?

The local certified C.E. school has fallen considerably in the estimation of the parents, nearly all of whom have guaranteed to withdraw their children therefrom, and send them to the Public School when erected.

J. S. JONES,
Inspector.

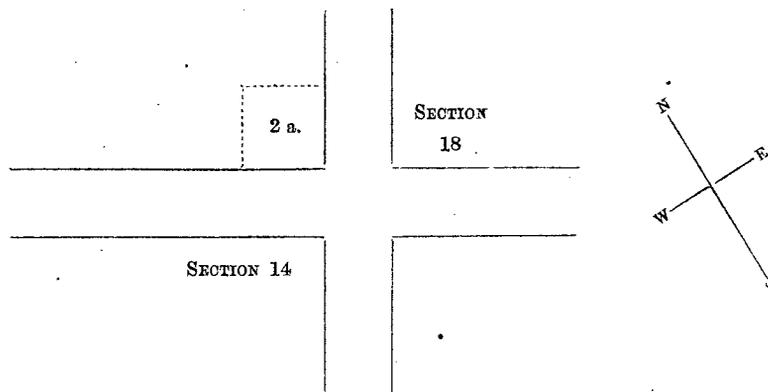
No. 4.

The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

(75-890.)

Broke P.: *Re* proposed change of site.

I BEG leave to report that the site already granted for a Public School hereat is not sufficiently suitable for the purpose. It is subject to floods, it forms part of a natural watercourse, and it is not as central as could be wished. I have inspected a better site, and it meets with the approval of the local committee. I would therefore advise the Council to have it selected in exchange for that already granted, and that the District Surveyor be instructed to consult Messrs. Blaxland, Dorrington, and Watts as to the *locus* of the land, a rough sketch of which is as follows:—



J. S. JONES,
Inspector.

No. 5.

The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

Inspector's Office, 22 December, 1875.

I ADVISE that school accommodation should be provided for sixty pupils in one department, the estimated average number in each department being as follows—

Boys, 30.

Girls, 30.

Infants,

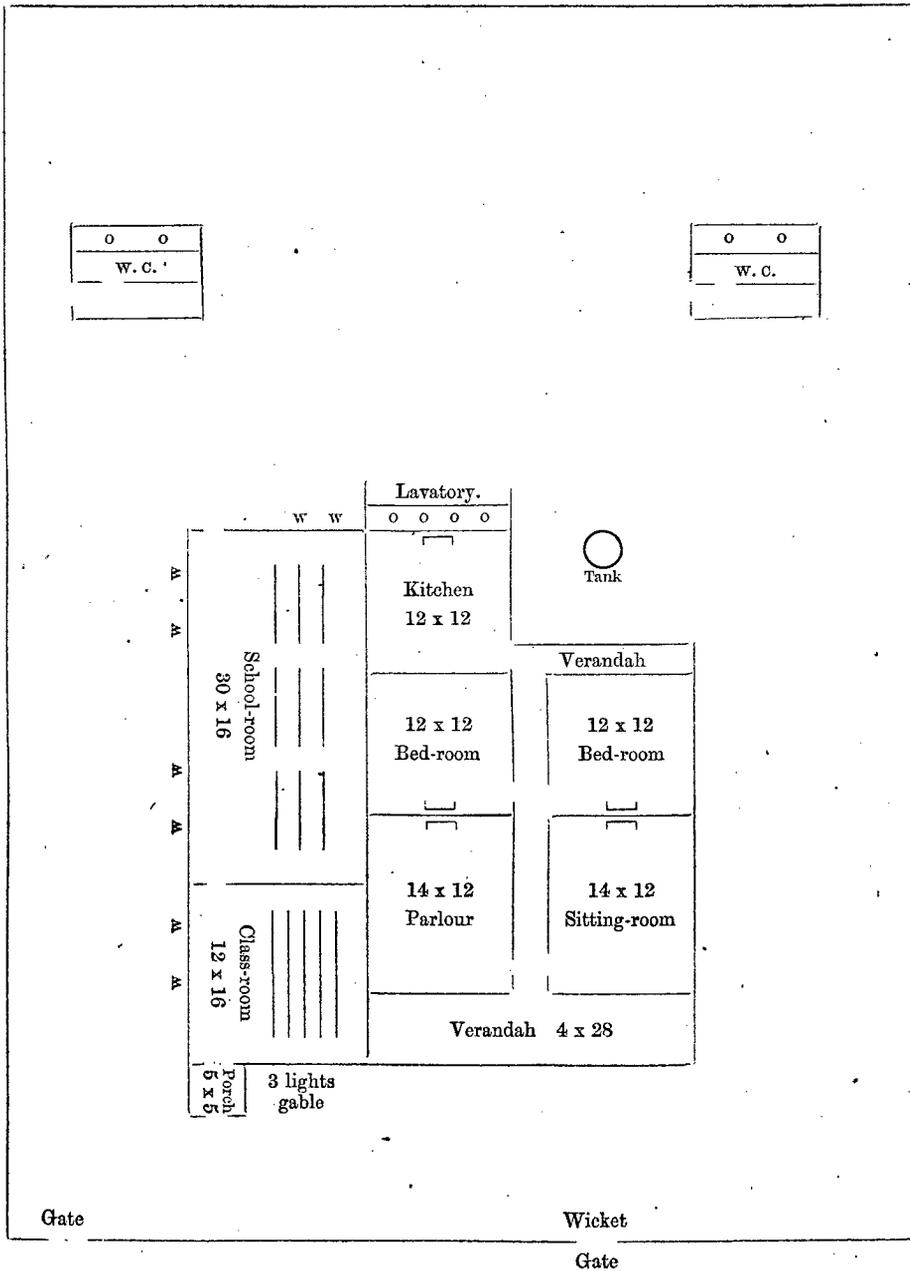
In addition to the above a classroom (1) will be necessary for 20 pupils.

A teacher's residence, consisting of four rooms and kitchen, is required.

The buildings should be constructed of brick on concrete foundation.

I estimate the cost, including out-offices, water supply, fencing, and furniture, at £450.

On the back of this memorandum I have given a rough plan of the school-site, showing the best position for the school-buildings, closets, and tank, and teacher's residence.



SECTION 18.

SECTION 14.

N.B.—The site has as yet not been granted, but applied for, and presumed to be 5 chains by 4 chains.—J.S.J.

J. S. JONES,
Inspector of Maitland District.

No. 6.

The Secretary, Council of Education, to The Inspector of Schools, Maitland District.
(B.C., 75-25,469.) Council of Education Office, Sydney, 22 December, 1875.

Broke: Your B.C., 75-890, dated 20th instant, recommending that another site be applied for.

THE description given by you of the proposed site is not sufficiently definite to enable the Council to make application to the Government for a grant thereof. Be good enough therefore to furnish a description, giving therein both the number of the section in which the land is situated, and the names of the streets it fronts.

W. WILKINS,
Secretary.

No. 7.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

(B.C., 75-468.)

Council of Education Office, Sydney, 7 January, 1876.

Broke: Your report, undated, on application for Public School.

THE Council desires that you will be good enough to report the number of pupils residing in the district, the school accommodation already provided, and the character of such accommodation.

W. WILKINS,
Secretary.

No. 8.

Memorandum from The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

Broke: *Re* proposed Public School at. (Your B.C., No. 76-468.)

THE number of children of school age residing in the district of Broke is between sixty-five or seventy.

2. There is no school building in the proper sense of the term. The school is conducted in a weatherboard church, the greater part of whose furniture is stowed away in the chancel.

3. The part of the church appropriated for school purposes measures 30 ft. by 15 ft. by 10 ft., and affords accommodation for about fifty children.

J. S. JONES,
Inspector.

No. 9.

Memorandum from The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

Broke: *Re* site of proposed Public School at. (Your B.C., 75-25,469.)

I AM unable to furnish the Council with a more definite description of the land defined in my B.C., 75-890, because,—

1. The land of which the proposed school site forms a part is an unsurveyed portion of the Government township.

2. The intended streets that are to run by the proposed school have not been measured or named.

J. S. JONES,
Inspector.

No. 10.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

(B.C. 76-1,288.)

Council of Education Office, Sydney, 19 January, 1876.

Broke: Your B.C. of 8th instant, notifying that you are unable to give a more definite description of proposed new Public School site.

THE description given in your B.C. 75-890 is insufficient to enable the Council to apply for the new site recommended by you.

13 and 14,

Herewith is transmitted copy of part of a plan of the village of Broke, showing the sections mentioned in your B.C. 75-890.

Be good enough to endeavour to give a definite description of the land in question, from the information given therein.

W. WILKINS,
Secretary.

No. 11.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 19 January, 1876.

Referring to the formal application, dated 10th July last, for the establishment of a Public School at Broke, I am directed by the Council of Education to state that the Council sees no objection to the proposal. Notice of the application has therefore been sent for publication in the Government Gazette, in accordance with the requirements of the 24th section of the "Public Schools Act of 1866."

2. A further communication will be made to you when the necessary notice has been published.

I have, &c.,
W. WILKINS,
Secretary.

No. 12.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

(76-1,287.)

Council of Education Office, Sydney, 19 January, 1876.

Broke: Application for a Public School.

NOTICE of the application for the establishment of a Public School at the above place has now been sent for publication in the Government Gazette, in accordance with the provisions of the 24th section of the Public Schools Act.

W. WILKINS,
Secretary.

No. 13.

No. 13.

Memorandum from The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

(B.C., 76-106.) Broke (P.): *Re* site of. (Your B.C., 76-1,288.)

THE proposed site of this school is marked by a cross in the annexed plan of the Broke township, and appears, from Mr. Blaxland's letter to me (29/1/76), sent herewith, to have been recently surveyed by the local surveyor, and divided into $\frac{1}{2}$ -acre blocks.

J. S. JONES,
Inspector.

[Annex to No. 13.]

J. A. Blaxland, Esq., to The Inspector of Schools, Maitland District.

My dear Sir,

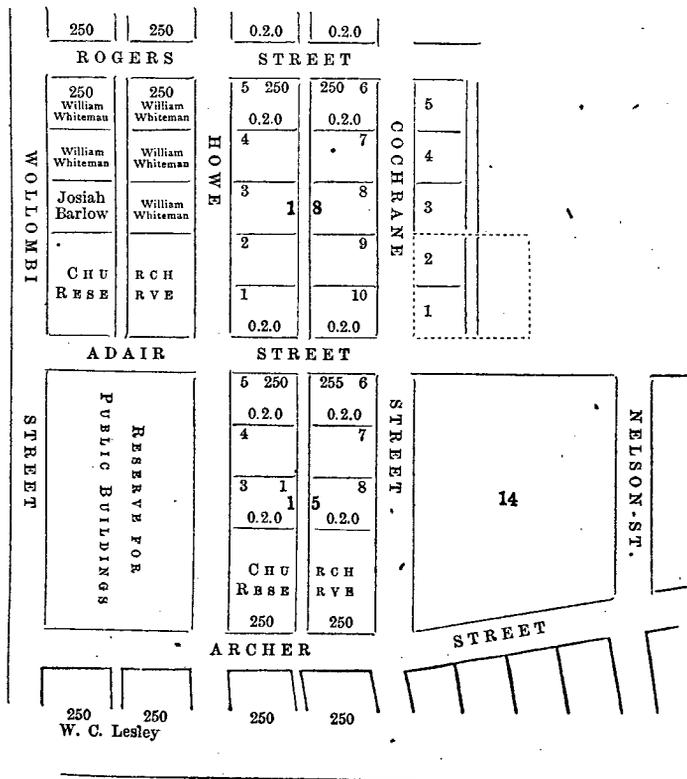
Broke, 29 January, 1876.

I am in receipt of yours of the 24th instant, and herewith send you the plan you enclosed to me, on which I have marked the Public School site with dotted lines.

The land has been surveyed since your inspection, and cut up, I believe, into $\frac{1}{2}$ -acre lots, which you may see by applying at the proper quarter.

Yours, &c.,
JOHN A. BLAXLAND,
Hon. Sec.

76-2,225
BROKE.
PORTION
OF
VILLAGE.



No. 14.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 3 February, 1876.

I am directed by the Council of Education to state that the Council would be glad if the Honorable the Minister of Justice and Public Instruction will be so good as to cause an application to be made to the Government for a grant, for Public School purposes, of the undermentioned land at Broke:— 2 acres in section 19, situated at the intersection of Cochrane and Adair streets.

2. The Council desires that this land should be granted, in exchange for that already dedicated for school purposes, which fronts Wollombi-street, and which is uncentral, subject to floods, and forms part of a natural watercourse. The exact position of the land now required can be pointed out to the surveyor by Mr. J. A. Blaxland, a local resident.

I have, &c.,
W. WILKINS,
Secretary.

No. 15.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 3 February, 1876.

I am directed by the Council of Education to acquaint you that application has now been made to the Government for a grant, for Public School purposes, of 2 acres of land in section 19, at Broke, situated at the intersection of Cochrane and Adair streets, in exchange for the land fronting Wollombi-street, already dedicated for a school site.

I have, &c.,
W. WILKINS,
Secretary.

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No. 16.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 11 February, 1876.

3 Feb., 1876.

In transmitting to you the accompanying copy of a letter from the Secretary to the Council of Education, I am directed to state, for the information of the Secretary for Lands, that the Minister of Justice and Public Instruction approves of the application therein made for 2 acres of land for Public School purposes at Broke.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 17.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

Council of Education Office, Sydney, 3 February, 1876.

Broke:—Your B.C., 76-106, dated 1st instant, as to proposed new site.

APPLICATION has now been made to the Government for a grant, for Public School purposes, of 2 acres of land in section 19 at the above place, situated at the intersection of Cochrane and Adair streets, in exchange for that already dedicated for a school site, which fronts Wollombi-street.

W. WILKINS,

Secretary.

No. 18.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 15 February, 1876.

With reference to a letter from this office, dated 18th ultimo, in which you were informed that notice of the application for the establishment of a Public School at Broke had been sent for publication in the Government Gazette, I am now directed by the Council of Education to acquaint you that notice of the proposal having been duly inserted in that publication, and no objection thereto having been notified to the Council, the Council has finally resolved to establish the school as a Public School, and to recognize the gentlemen signing the application as the Local Committee.

2. Plans and specifications of the proposed school buildings will be prepared in due course, and forwarded to the Public School Committee for tenders.

I have, &c.,

W. WILKINS,

Secretary.

No. 19.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

Broke: Application for a Public School.

Council of Education Office, Sydney, 15 February, 1876.

THE Council has now finally resolved to establish a Public School at the above place.

W. WILKINS,

Secretary.

No. 20.

Memorandum from The Secretary, Council of Education, to Council's Architect.

Broke: Sketch-plan to be prepared.

Council of Education Office, Sydney, 16 March, 1876.

THE Council desires that you will be good enough to prepare a sketch-plan of the proposed Public School buildings at the above place, in accordance with the information contained in the accompanying building form, dated the 22nd December last.

W. WILKINS,

Secretary.

SKETCH-plan of school and teacher's residence herewith transmitted, which I estimate will cost about £1,200, including water supply, fencing, and water-closets. Before proceeding with the fair plans it will be necessary to know whether stone suitable for foundations, sills, &c., can be obtained in the vicinity.—G. ALLEN MANSFIELD, Architect, 21 April, 1876.

No. 21.

No. 21.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 29 March, 1876.

In inviting your attention to my letter of the 3rd February ultimo, applying for certain land at Broke for Public School purposes, I am directed by the Council of Education to request that you will be good enough to have the matter again brought under the notice of the Honorable the Minister of Justice and Public Instruction, with a view to such steps being taken as will lead to an early decision in the matter.

I have, &c.,

D. J. COOPER,

For Secretary.

No. 22.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 11 April, 1876.

Referring to my letter of the 11th February, respecting the application of the Council of Education for a grant of land at Broke for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 23.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

(B.C., 76-6,262.)

Council of Education Office, Sydney, 24 April, 1876.

Broke: Ground plan of proposed school buildings.

A GROUND plan of the proposed Public School buildings to be erected at the above place is forwarded herewith for your approval. To be returned

If you deem any amendments desirable, be good enough to state precisely what alterations are recommended.

The Architect desires to be informed whether stone suitable for foundations, sills, &c., can be obtained in the vicinity.

W. WILKINS,

Secretary.

No. 24.

The Inspector of Schools, Maitland District, to The Secretary, Council of Education.

Broke P.: Your B.C., 76-6,262.

I HAVE no suggestions to offer respecting the plans of the school buildings hereof, beyond recommending what appears to have been over-looked, that water-tank, spouting, and guttering be provided.

2. Stone suitable for sills and foundations, hearths, and steps is, I believe, to be obtained in the vicinity.

J. S. JONES,

Inspector.

No. 25.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke, 15 May, 1876.

With reference to your communication of the 15th February last, stating that our application for a Public School at Broke had been favourably received, and that plans, &c., of said school would be forwarded to us in due course,—we now respectfully request that the same may be attended to as soon as possible, as the existing Denominational School is to be broken up immediately, the teacher having tendered his resignation, and the clergyman having decided not to appoint another teacher, in consequence of a Public School having been promised to the district.

I have, &c.,

JOHN A. BLAXLAND.

No. 26.

Memorandum from The Secretary, Council of Education, to The Council's Architect.

Council of Education Office, Sydney, 26 May, 1876.

Broke: Returning sketch-plan of proposed school buildings at.

THE Council now desires you to be good enough to prepare the full plans and specifications, making the alterations as marked on the sketch-plans. The sketch-plans should be returned to this office with the full plans and specifications.

It is desirable that this case should be made an urgent one.

Stone suitable for foundations, sills, &c., can be obtained in the vicinity.

GEORGE MILLER,

For Secretary.

Full plans of school and teacher's residence herewith transmitted, which are planned to seat seventy-five pupils. Estimated cost, about £1,100.—G. A. MANSFIELD, Architect, 8 June, 1876.

No. 27.

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No. 27.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 27 June, 1876.

With reference to your letter of the 15th ultimo, I am directed by the Council of Education to acquaint you that the plans and specifications of the proposed Public School buildings at Broke are completed.

2. Will you be good enough, therefore, to inform me, as soon as practicable, in what newspapers the Public School Committee recommend that advertisements inviting tenders for the works should be inserted, and to what place the plans and specifications should be sent, in order that intending tenderers may inspect them.

I have, &c.,

W. WILKINS,

Secretary.

No. 28.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke, 30 June, 1876.

We, the Public School Committee, wish you to withdraw from sale the allotments of ground in section 19, as we marked off on the plan sent to us for our Public School, and which we see are up for sale on 19th July next, at the Singleton Court House. We wish you to inform the Land Agent at Singleton to have the same withdrawn from sale.

Your letter of 27th is at hand; we, the School Committee, wish the plans to be sent to the Singleton Court House, also wish the same to be inserted in the *Maitland Mercury*.

I have, &c.,

JOHN A. BLAXLAND,

Hon. Sec.

No. 29.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 1 July, 1876.

In inviting attention to my letters, dated 3rd February and 29th March last, applying for certain land at Broke, for Public School purposes I am directed by the Council of Education to acquaint you, for the information of the Honorable the Minister of Justice and Public Instruction, that the Public School Board has now reported to the Council that the land in question is advertised for sale in Singleton on the 19th instant.

2. In view of the fact that the land is required for school purposes, the Council would be glad if Mr. Docker would be so good as to cause such steps to be taken as will lead to its being withdrawn from the proposed sale, and granted to the Council.

I have, &c.,

W. WILKINS,

Secretary.

No. 30.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 1 July, 1876.

Referring to my letter of the 11th April and previous correspondence, respecting the application of the Council of Education for a grant of land at Broke for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein, and communicated to me for the information of the Council.

2. I am to add that the Public School Board at that place report that the land is now advertised for sale at Singleton on 19th instant.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 31.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 1 July, 1876.

With reference to your letter dated 30th ultimo, I am directed by the Council of Education to acquaint you that the Government has now been requested to withdraw from the sale which you state will take place in Singleton on 19th instant, the land in section 19, at Broke, which is required for Public School purposes.

2. The question of advertising for tenders for the proposed new school buildings will be dealt with in a subsequent communication.

I have, &c.,

W. WILKINS,

Secretary.

No. 32.

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No. 32.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir, Department of Justice and Public Instruction, Sydney, 4 July, 1876.

Referring to your letter of 1st instant, intimating that certain land at Broke, applied for by the Council of Education as a site for a Public School at that place, is advertised for sale in Singleton on the 19th instant, and requesting that steps might be taken to lead to it being withdrawn from the proposed sale, and granted to the Council,—I am directed by the Minister of Justice and Public Instruction to state for the information of the Council that your communication has been brought under the notice of the Secretary for Lands, with a view to the request contained therein being complied with.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 33.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir, Council of Education Office, Sydney, 7 July, 1876.

With reference to your letter of the 30th ultimo, I am directed by the Council of Education to acquaint you that advertisements inviting tenders for the works in connection with the proposed Public School buildings at Broke have been forwarded for insertion in the *Maitland Mercury* and in the *Singleton Argus*. The tenders should be addressed to you on or before the 29th instant. When received by you, will you be good enough to submit them to the Council for approval, accompanied by the plan and specification?

2. The plan and specification, together with a few tender forms, are transmitted herewith. It is desirable that you should make the necessary arrangements, in order that intending tenderers may be enabled to see the plan and specification at the Court House at Singleton.

I have, &c.,
W. WILKINS,
Secretary.

No. 34.

Tender for School Buildings.

West Maitland, 28 July, 1876.

Tender for the erection of Public School and residence at Broke.

IN pursuance of advertisement in the *Maitland Mercury*, I, the undersigned, do hereby tender to provide the materials and perform the various works required for the erection and completion of school and teacher's residence at Broke, agreeably to the plan and specification, for the sum of one thousand five hundred and forty-two pounds, and to complete the same within six months from the date of the acceptance of this tender.

I propose the undermentioned persons as sureties for the due performance of the contract, viz. :—

Mr. William Taylor, carpenter, West Maitland.
Mr. David Fox, painter, West Maitland.

The Chairman and Local School Board for Public School, Broke.

JAMES PRITCHARD.

MEMORANDUM.

SHOULD the foregoing tender be accepted, we the undersigned, do hereby agree to be responsible for the due performance of the contract, and we hereby undertake that we will, within seven days from the date of the notification of the acceptance of the said tender, jointly and severally execute and deliver to the Council of Education or Local School Board, Broke, a bond to them in the penal sum of five hundred pounds for securing such performance.

JAMES PRITCHARD.
DAVID FOX.
WILLIAM TAYLOR.

Witness—WILLIAM LOVELL, West Maitland.

No. 35.

Tender for School Buildings.

Broke, 28 July, 1876.

Tender for Public School at Broke.

IN pursuance of advertisement in the *Maitland Mercury*, I the undersigned, do hereby tender to provide the materials and perform the various works required building a school, residence, and buildings, tank, fencing, school furniture, &c., agreeably to the plan and specification, for the sum of eleven hundred and seventy-five pounds (£1,175), and to complete the same within seven months from the date of the acceptance of this tender.

I propose the undermentioned persons as sureties for the due performance of the contract, viz. :—

Mr. Reginald Thomas Blaxland, grazier, Fordwich, Singleton.
Mr. Charles Picton, grazier, Yellow Rock, Singleton.

To the Secretary, Council of Education.

JOSEPH CLARKE.

MEMORANDUM.

MEMORANDUM.

SHOULD the foregoing tender be accepted, we the undersigned, do hereby agree to be responsible for the due performance of the contract, and we hereby undertake that we will, within fourteen days from the date of the notification of the acceptance of the said tender, jointly and severally execute and deliver to the Council of Education a bond to them in the penal sum of five hundred pounds (£500), or any amount that may be required for securing such performance.

JOSEPH CLARKE.
R. H. BLAXLAND.
CHARLES PICTON.

Witness—VALENTINE HEATON.

No. 36.

R. Blaxland, Esq., to The Council of Education.

Sir,

Broke, 31 July, 1876.

I have been requested by Mr. Joseph Clarke, who, I believe, has tendered for the erection of our school, to inform you that he is to my knowledge a thoroughly competent person to undertake such work. His reasons for doing so are, that he fears he may not be known to you as a builder. He has erected several of the largest buildings in this immediate neighbourhood. The Fordwich Steam Flour Mills and my father's house, which are brick on stone foundations, which have given great satisfaction.

Yours, &c.

R. BLAXLAND.

No. 37.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 7 August, 1876.

I am directed by the Council of Education to acquaint you that the specifications of the proposed Public School buildings at Broke, together with two tenders for the works, have been received at this office without any letter whatever accompanying them.

2. I am further to point out that the plan of the buildings has not been forwarded, and that a recommendation as to the more suitable tender for acceptance should be furnished by the Public School Committee to the Council. Will you be good enough, therefore, to transmit the plan referred to, and a report upon the tenders.

I have, &c.,

W. WILKINS,

Secretary.

No. 38.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke Public School, 11 August, 1876.

With reference to your letter of the 7th ult., informing the Board that the plan of the Public School at Broke had not been forwarded with the other papers, I shall write to the C.P.S., Mr. Dudding, and make inquiries—it may have been mislaid in the Court House, Singleton—and shall have it forwarded at once.

The Board were not aware that the tenders should have been opened here, or that they should have sent any recommendation. If the tenders are sent back to the Board they will be attended to.

We regret this error has occurred, but being all new hands at this work, had only the Secretary's instructions to follow.

I have, &c.,

JOHN A. BLAXLAND,

Hon. Sec.

No. 39.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke, 12 August, 1876.

In a separate parcel I beg to enclose, per this post, plan of the proposed Public School at Broke, which was found in the Court House, Singleton.

I have, &c.,

JOHN A. BLAXLAND,

Hon. Sec.

No. 40.

Memorandum from The Secretary, Council of Education, to The Council's Architect.

Council of Education Office, Sydney, 16 August, 1876.

Broke: Hon. Secretary's letter respecting tenders for School-buildings at.
For your perusal and report.

W. WILKINS,

Secretary.

Two tenders submitted, the lower of which is that of Mr. Joseph Clarke, for the sum of £1,175. This tender, although slightly above my estimate is reasonable. I would recommend its acceptance. All documents herewith.—G. ALLEN MANSFIELD, Architect, 17 August, 1876.

No. 41.

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No. 41.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke, 23 August, 1876.

I wrote to you on the 10th ult., informing you that I had found the plan of the propose. Public School at Broke, and had sent it in the same post to you, with two forms. Please let me know if you have received them.

I shall be much obliged if you will inform the Board what action or steps the Council of Education has taken with regard to the two tenders sent in, whether they are going to return them, or approve of one down there.

The Board will be much obliged if you will lay this matter before the Council of Education at once, and let them have an answer, as the building is very much required in this locality.

I have, &c.,

JOHN A. BLAXLAND,
Hon. Sec.

No. 42.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

(No. 76-13,651.)

Sir,

Council of Education Office, Sydney, 25 August, 1876.

Referring to previous correspondence, I am directed by the Council of Education to acquaint you that the Council has authorized the acceptance by the local committee at Broke, of Mr. Joseph Clarke's tender for the erection of Public School buildings, for the sum of one thousand one hundred and seventy-five pounds (£1,175), of which the Council will pay the whole.

2. I am further to state, however, that the Council cannot sanction the commencement of the buildings until the site has been granted. When notification has been received at this office from the Government, that the land applied for has been appropriated for school purposes, the Council will transmit the usual bonds, agreements, plans, and specifications for signature by the parties to the contract, and will authorize the Board to have the works proceeded with.

3. In reply to your letter of the 23rd instant, I am to inform you that the original plan of the buildings was duly received at this office on the 15th.

I have, &c.,

W. WILKINS,
Secretary.

No. 43.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

Council of Education Office, Sydney, 25 August, 1876.

Broke: Erection of School Premises authorized.

THE Council has authorized the performance of the undermentioned works in connection with the above school, at a cost of £1,175 (the works, however, are not to be commenced until the site has been granted):—Erection of school buildings.

When visiting the school you should inspect these works and report whether they have been faithfully executed.

W. WILKINS,
Secretary.

No. 44.

Memorandum from The Secretary, Council of Education, to Council's Architect.

Broke: Duplicate plans and specifications of proposed buildings.

Council of Education Office, Sydney, 25 August, 1876.

THE Council desires that you will be good enough to prepare duplicates of the accompanying plans and specifications of the proposed Public School buildings at the above place.

W. WILKINS,
Secretary.

DUPLICATE plan and specifications, together with originals, are herewith transmitted.—J. ALLEN MANSFIELD, Architect, 1 September, 1876.

No. 45.

J. A. Blaxland, Esq., to The Secretary, Council of Education.

Sir,

Broke, 2 October, 1876.

Referring to your letter of the 25th August, 1876 (No. 76-1365), the same stating that the tender of Mr. Joseph Clarke was accepted to build the Broke Public School, I beg to state that the committee is anxious to have the bond and other necessary documents signed that the contractor may go on with the work. We trust that you will use your influence to carry the same into effect as speedy as possible.

I have, &c.,

JOHN A. BLAXLAND,
Hon. Sec.

No. 46.

No. 46.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 10 October, 1876.

With reference to your letter of the 2nd instant, stating that the Public School Committee at Broke are anxious to have the bonds and agreements in connection with Mr. Joseph Clarke's contract for the erection of Public School buildings at that place signed, in order that the works may be proceeded with, I am directed by the Council of Education to invite your attention to my letter of the 25th August last (No. 76-13,651), in which it is notified that the Council cannot transmit the bonds and agreements for signature and authorize the commencement of the buildings until the site has been granted by the Government.

2. The Council has endeavoured to secure an early grant of the proposed site which was applied for on the 3rd February last, having sent two communications to the Government since that date relative to the matter, but without effect. The Government have now been again written to on the subject, and the Council hopes that the land will shortly be set apart for Public School purposes. When the site has been obtained a further letter will be addressed to you.

I have, &c.,

W. WILKINS,

Secretary.

No. 47.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 10 October, 1876.

With reference to your letter of the 4th July last (No. 76-5090), respecting certain land at Broke, required for Public School purposes, I am directed to state that the Council of Education would be glad if the Honorable the Minister of Justice and Public Instruction would be good enough to take such action as will lead to a speedy grant of the land.

2. I am to add that Public School buildings, for which a tender has been accepted, are urgently needed in the locality, but the Council cannot authorize their erection in consequence of the site not being granted, and the Council therefore trusts that Mr. Docker will move in the matter as requested in the first paragraph of this communication.

I have, &c.,

W. WILKINS,

Secretary.

No. 48.

The Under Secretary of Justice and Public Instruction to The Under Secretary of Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 13 October, 1876.

Referring to my letter of the 1st July and previous correspondence respecting the application of the Council of Education for a grant of land at Broke for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 49.

Memorandum to The Secretary, Broke.

Council of Education Office, Sydney, 15 November, 1876.

Mr. Lindsay Thompson, of the Lands Office, informed me this morning that there appears from the papers to be no objection to the Council's application being granted, and that the matter now only awaits the Minister's approval.

CHAS. CHATFIELD.

No. 50.

(76-18,374.) The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, 20 November, 1876.

With reference to my letter dated 10th ultimo, and to previous correspondence, relative to the application of the Council of Education for a grant of certain land at Broke for Public School purposes, I am directed to state, for the information of the Honorable the Minister of Justice and Public Instruction, that it has been ascertained, on inquiry at the Lands Office, that the land in question has been measured, and further, that there appears from the papers to be no objection to its being granted to the Council.

2. The case now awaits the decision of the Minister for Lands; but it is represented that a difficulty may be experienced in obtaining a speedy grant of the land, from the fact that it will be necessary that the Government should be placed in possession of the site which has already been dedicated for school purposes before granting the new site. It is therefore suggested that, in order to save time, the Council should re-convey to the Crown the land already dedicated, and thus enable the Minister for Lands to deal finally with the case at an early date. The Council is willing to adopt this course, if necessary, but would prefer that the new site for the school be at once granted, the re-conveyance of the old site to the Crown being apparently a matter of no very great urgency; while, on the other hand, tenders have been accepted for the erection of school buildings, and the contractor has been waiting for three months for permission to commence the work.

I have, &c.,

W. WILKINS,

Secretary.

No. 51.

17

No. 51.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 27 November, 1876.

Referring to my letter of 13th October last, respecting application of the Council of Education for grant of certain land at Broke for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a further communication has been received from the Secretary to the Council of Education on the subject, stating that it has been ascertained, on inquiry at the Lands Office, that the land in question has been measured, and further, that there appears from the papers to be no objection to its being granted to the Council.

2. The case now awaits the decision of the Minister for Lands; but it is represented that a difficulty may be experienced in obtaining a speedy grant of the land, from the fact that it will be necessary that the Government should be placed in possession of the site which has already been dedicated for school purposes before granting the new site. It is therefore suggested that, to save time, the Council should re-convey to the Crown the land already dedicated, and thus enable the Minister for Lands to deal finally with the case at an early date. The Council is willing to adopt this course if necessary, but would prefer that the new site for the school be at once granted, the re-conveyance of the old site to the Crown being apparently a matter of no great urgency; while, on the other hand, tenders have been accepted for the erection of school buildings, and the contractor has been waiting three months for permission to commence the work.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 52.

Memorandum to The Secretary on Broke.

Council of Education Office, Sydney, 6 December, 1876.

Mr. Thompson states that this case has not been decided yet, but that it will be submitted to the Minister to-morrow, with a recommendation to grant the new site prior to resuming the old one.

CHAS. CHATFIELD.

No. 53.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(76-19,323.)

Sir, Council of Education Office, Sydney, 8 December, 1876.

Adverting to my letter, dated 20th ultimo (No. 76-18,374), I am directed by the Council of Education to again inquire whether the Government has yet arrived at a decision upon the Council's application for a grant of certain land at Broke in exchange for the land formerly dedicated for school purposes.

2. As mentioned in my letter, there was apparently no objection to a compliance with the Council's application, and it has now been ascertained, from recent inquiries at the Lands Office, that it is proposed to grant the new site without delaying the matter until the old one has been resumed.

I have, &c.,

W. WILKINS,
Secretary.

No. 54.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 12 December, 1876.

Referring to my letter of 27th November last, respecting application of the Council of Education for a grant of certain land at Broke for Public School purposes, in exchange for the land formerly dedicated for school purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a further communication has been received from the Council of Education on the subject, inquiring whether any decision has yet been arrived at.

2. As mentioned in my letter above referred to, there was apparently no objection to a compliance with the Council's application, and it has been ascertained from recent inquiries at the Lands Office that it is proposed to grant the new site without delaying the matter until the old one has been resumed.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 55.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir, Department of Lands, Sydney, 4 January, 1877.

In reference to your letter of 27th November last, urging that the application of the Council of Education for a grant of 2 acres of land within section 19 at Broke, in the county of Northumberland, for Public School purposes, may be speedily dealt with, I am directed to inform you that the Honorable the Minister for Lands has approved of the land in question being appropriated for the purpose before-mentioned.

I have, &c.,

W. W. STEPHEN.

No. 56.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir, Department of Justice and Public Instruction, Sydney, 11 January, 1877.

County
Northumberland

With reference to your letter of the 8th December last (No. 76-19,323), I am directed by the Minister of Justice and Public Instruction to state, for the information of the Council of Education, that a communication has been received from the Department of Lands intimating that the Secretary for Lands has approved of the appropriation, for Public School purposes, of 2 acres of land, within section 19 at "Broke."

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 57.

Telegram from Secretary, Council of Education, to J. A. Blaxland, Esq.

Council of Education Office, Sydney, 13 January, 1877.

MINISTER of Lands has approved of appropriation for Public School purposes of 2 acres of land, within section 19 at Broke. Papers in connection with contract for school buildings will be sent on Monday.

No. 58.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir, Council of Education Office, Sydney, 15 January, 1877.

Also copy of
tender.

With reference to my letter of the 25th August last, intimating that the Council of Education had authorized the acceptance of Mr. Joseph Clarke's tender for buildings in connection with the Public School at Broke, I am now instructed to forward herewith plans, specifications, and bonds, in duplicate, and agreements in triplicate. All these documents require to be signed by the parties to the contract, and one copy of each must be returned to this office. The contractor should retain one copy of each, and the third copy of the agreement should remain in the hands of the Public School Committee. No payments on account of the works can be sanctioned until these documents have been received.

2. It is particularly requested that no alteration may be made in the wording of the documents.

3. I am further to impress upon the Committee the necessity for a strict observance of the directions contained in the accompanying circular as to payments.

I have, &c.,

W. WILKINS,
Secretary.

No. 59.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir, Council of Education Office, Sydney, 15 January, 1877.

I am directed by the Council of Education to invite the attention of the Public School Committee to the conditions upon which payments are made by the Council on account of erection of Public School Buildings, or of additions or repairs to existing premises.

1. The Council will not contribute towards the cost of any buildings, additions, repairs, or other works for which its sanction has not been previously obtained.

2. Remittances of local contributions should be made by bank draft, by cheque upon Sydney Bank, or by Post Office order.

3. Plans and specifications of the buildings, additions, or repairs required, will be prepared by the Council's Architect, or by local Architects approved of by the Council. In cases involving a small expenditure only, they may be prepared by the Public School Committee, and submitted to the Council for approval.

4. If the Architect's plan and specification be approved of, the tenders for the works will be invited by advertisement from this office, in such papers as may be decided upon.

5. The Public School Committee are in no case to accept tenders, on account of which the Council is expected to contribute, unless the Council's sanction has been expressly intimated to them in writing.

6. The Council, when a tender has been approved of, will authorize its acceptance by the Public School Committee, notifying at the same time the precise amount that will be contributed from the Public funds; and the Public School Committee may then enter into a contract with the tenderers. It should be clearly understood that the Council is not a party to the contract, but simply supplies the funds necessary for its execution.

7. When a tender for a specified amount has been accepted under the Council's sanction, no further sum for additions to the works, for "extras," or for inspection of the buildings by an architect, will be granted unless application be made in the first instance to the Council and the proposed expenditure be approved.

8. The forms of bonds and agreements will be prepared in this office, and forwarded for signature by the contractor and the Public School Committee. The attention of the Public School Committee is especially invited to the terms mentioned in the 2nd clause of the agreement on which payments will be made by the Council. By a strict observance of these terms much inconvenience and loss of time may be prevented.

9. Payments on account of contracts are made by cheques drawn by the Council in favour of the Public School Committee. It is not the practice of the Council to place moneys in a bank to the credit of a Public School Committee before the works have been commenced.

10.

10. When payments are due on account of works performed, *application should be made to this office for vouchers, accompanied by a certificate stating value of work performed.* The necessary blank forms of voucher will then be sent for signature. On the return of these forms (duly signed) to this office, payment will be made in accordance with the instructions given at the foot of the vouchers, which may be filled up in any of the following modes:—

1. *To Mr.* , at Sydney. In the event of this plan being adopted, personal application must be made to the cashier at this office during the usual business hours.
2. *To the credit of* in the Bank at Deposits for Country Banks will be made by crossed cheques, unless the cashier is authorized in writing to deduct the cost of a bank draft.
3. *To* , by Post Office Order. The cost of a Post Office Order will be deducted from the amount to be paid.
4. *To* , by post to In this case the cheque will be forwarded by post at the risk of the Cheques forwarded by post will be registered if explicit directions be given for that purpose, and a register stamp be forwarded with the vouchers; *but not otherwise.* No payment can be made unless the direction as to the mode of payment, as well as the receipt, be duly signed. The "date of receipt," the "number of the cheque," and "witness to payment" must be left blank.

I have, &c.,

W. WILKINS,
Secretary.

No. 60.

The Secretary, Council of Education, to J. A. Blaxland, Esq.

Sir,

Council of Education Office, Sydney, 16 January, 1877.

With reference to my telegram of the 13th instant, I am now directed by the Council of Education to acquaint you that the Minister for Lands has approved of the appropriation for Public School purposes of 2 acres of land at Broke, being portion of section 19.

2. The Government has been asked to furnish a tracing of the land in question, a copy of which, when received, will be forwarded to you.

I have, &c.,

W. WILKINS,
Secretary.

No. 61.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 16 January, 1877.

With reference to your letter dated 11th instant, notifying that the Honorable the Minister for Lands has approved of the appropriation for Public School purposes of 2 acres of land within section 19 at Broke, I am directed by the Council of Education to state that the Council would be glad to be furnished with a tracing of the land in question.

I have, &c.,

W. WILKINS,
Secretary.

No. 62.

Memorandum of The Secretary, Council of Education, to The Inspector of Schools, Maitland District.

Council of Education Office, Sydney, 16 January, 1877.

Broke: Appropriation of site at.

THE Minister for Lands has now approved of the appropriation for Public School purposes, of 2 acres of land within section 19, at the above place.

2. The Government has been asked to furnish a tracing of the land in question, a copy of which, when received, will be forwarded to you.

I have, &c.,

W. WILKINS,
Secretary.

No. 63.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 5 February, 1877.

Referring to your letter of 4 January last (76-11,137 Ms.), respecting application of the Council of Education for grant of certain land at Broke, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a further communication has been received from the Council of Education on the subject, requesting that they may be furnished with a tracing of the land in question.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(PUBLIC SCHOOL, SPRINGSIDE—CORRESPONDENCE, PAPERS, &c.)

Ordered by the Legislative Assembly to be printed, 9 July, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 24 April, 1877, That there be laid upon the Table of this House,—
 “Copies of all Letters and Papers relating to the establishment of a
 “Public School at Springside.”

(Mr. Coombes.)

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EDUCATION.

No. 1.

Application, &c.

Application for aid to a Provisional School at Springside.

Gentlemen,

Springside, 16 July, 1874.

We beg to request that you will grant assistance to the Provisional School established by us at Springside, in accordance with the 13th section of the Public Schools Act.

We submit the name of Miss Susan Mara as teacher of the school, knowing her to be a person of good moral character, and believing her to be competent to perform the required duties.

We have, &c.,
A. U. ALLEY.
his
H. + RING.
mark.

The Council of Education, Sydney.

Information to be supplied by Applicants.

1. Describe the position of the proposed school? Main road from Orange.
2. What other schools maintained or aided by the Council of Education are within 2 miles of the site of the proposed school? None.
3. If none are within 2 miles, what is the distance of the nearest school? 5 miles.
4. Are there any Primary Schools not aided by the Council of Education within 2 miles of the proposed school? If so, of what character, and how attended? None.
5. State the number of children from four to fourteen years of age living within a radius of 2 miles of the site of the proposed school, *e.g.*,—

Boys	...	...	...	...	...	...	13
Girls	...	...	...	...	...	...	19
Total	...	...	...	...	...	...	32

Religious Denominations:—

Church of England	...	...	...	...	...	...	3
Roman Catholic	...	...	...	...	...	...	21
Presbyterians	...	...	...	...	...	...	2
Wesleyans	...	...	...	...	...	...	5
Others	...	...	...	...	...	...	1
Total	...	...	...	...	...	...	32

6. Describe the school buildings as regards—(1) material; (2) dimensions; (3) accommodation afforded; (4) state of repair? (1) Zinc and wood; (2) 26 x 15 feet; (3) Thirty; (4) Good.

FORM to be filled up by Teachers of proposed Provisional Schools.

Name.	If Married.	Age.	Place where born.	Religious Denomination.	Where Trained.	Where Employed, and during what length of time, as Teacher in the Colony.
Susan Mara	Unmarried.	20	Kirkconnell, N.S.W.	Roman Catholic.	Untrained.	Sally's Flat, 10 months. German Hill, 14 "

SUSAN MARA.

Annex to Application for aid to a Provisional School.

WE, the undersigned, Parents (or Guardians) of children residing within the undermentioned distances from the site of the proposed Provisional School at _____ hereby undertake that our children, whose names are inserted below, shall attend the said School.

Name of Parent or Guardian. (To be written by himself.)	Distance from School.	Name of Child.	Age.	Religious Denomination.
Fredk. Bowhay	1 mile	Peter Bowhay	10	Church of England.
George Miller	2½ miles	Martha J. Miller	13	Catholic.
Richard Eslick	1 mile	Elizabeth Ann Eslick	12	Wesleyan.
		Sarah Eslick	10	"
Daniel Sherry	2 miles	William Sherry	10	Catholic.
		Teresa Sherry	12	"
William Mayfield	2 miles	Samuel Mayfield	8	Wesleyan.
		Alice Mayfield	6	"
James Dawson	1 mile	James Dawson	12	Catholic.
		Sarah Dawson	10	"
		William Dawson	8	"
		Edward Dawson	6	"
		Elizabeth Dawson	4	"
Henry Ring .....	.....	Mercella Ring	3	"
William Walsh	2 miles	Sarah Walsh	7	Roman Catholic.
George Seaton	2 miles	Alice Seaton	8	Baptist.
Robert Paton .....	.....	John Paton	4	Roman Catholic.
		Joseph Collins	14	"
John Collins	1 mile	John Collins	5	Catholic.
		Jahe Collins	4	"
		Ann Grinal	11	"
James Collins	1 mile	John Jisdore Collins	5	"
Henry Ring .....	.....	James Ring	11	"
		Mary Ann Ring	10	"
		Eliza Ring	5	"
A. M'Lean	2 miles	Lucy M'Lean	12	Protestant.
		Teresa M'Lean	10	"
James Owens	½ mile	Margaret Owens	7	Roman Catholic.
		John Owens	6	"
William Selwin	1½ mile	Caroline Selwin	10	Wesleyan.
A. U. Alley	1½ mile	Elizabeth Alley	9	Church of England.
		Evelyne Alley	6	"

No. 2.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Bathurst District.

Springside: Application for aid to a Provisional School at.

Council of Education Office, Sydney, 18 July, 1874.

For your report.

W. WILKINS,
Secretary.

No. 3.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 18 July, 1874.

I am directed by the Council of Education to acquaint you that your formal application for aid to a Provisional School at Springside is now under consideration, and that a further communication respecting it will be addressed to you as soon as the Council has arrived at a decision thereon.

I have, &c.,

W. WILKINS,
Secretary.

No. 4.

Application, &c.

Application for aid to a Provisional School at Springside, Canoblas.

Gentlemen,

Springside, 24 August, 1874.

We beg to request that you will grant assistance to the Provisional School proposed to be established by us at Springside in accordance with the 13th section of the Public Schools Act.

We submit the name of Miss S. Mara as teacher of the school, knowing her to be a person of good moral character, and believing her to be competent to perform the required duties.

We are, &c.,

A. U. ALLEY.
W. WALSH.
DANIEL SHERRY.

The Council of Education, Sydney.

Information to be supplied by applicants.

1. Describe the position of the proposed school? 8 miles from Orange, on the road to Four-mile Creek.

2. What other schools, maintained or aided by the Council of Education, are within 2 miles of the site of the proposed school? None.

3. If none are within 2 miles, what is the distance of the nearest school? (4) Four miles.

4. Are there any Primary Schools, not aided by the Council of Education, within 2 miles of the proposed school? If so, of what character, and how attended? There is a school kept by an old woman. The average attendance is about (6) six—ten on the roll.

5. State the number of children from four to fourteen years of age living within a radius of 2 miles of the site of the proposed school, *e.g.*,—

Boys	...	...	...	...	...	39
Girls	...	...	...	...	...	34
Total						73
Religious Denominations:—						
Church of England	...	...	...	...	...	10
Roman Catholic	...	...	...	...	...	34
Presbyterians	...	...	...	...	...	0
Wesleyans	...	...	...	...	...	27
Others	...	...	...	...	...	2
Total						73

6. Describe the proposed school buildings as regards—(1) material; (2) dimensions; (3) accommodation afforded; (4) state of repair? (1) Substantial slab-wood building with thatched roof; (2) 36 × 14 feet; (3) Forty; (4) Good.

FORM to be filled up by Teachers of proposed Provisional Schools.

Name.	If Married.	Age.	Place where born.	Religious Denomination.	Where Trained.	Where employed, and during what length of time, as Teacher in the Colony.
Susan Mara.....	Unmarried...	20	N.S.W.	Roman Catholic...	Untrained...	Sally's Flat, 10 months. German Hill, 14 "

SUSAN MARA.

Annex to Application for aid to a Provisional School.

We, the undersigned, Parents (or Guardians) of children residing within the undermentioned distances from the site of the proposed Provisional School at Springside, Four-mile Creek, near _____ hereby undertake that our children, whose names are inserted below, shall attend the said school.

Name of Parent or Guardian. (To be written by himself.)	Distance from School.	Name of Child.	Age.	Religious Denomination.
A. U. Alley	¾ mile	Elizabeth Lavinia	9	Church of England.
W. Walsh	¼ mile	Evelyne Maud.....	6	"
E. Giles	1½ mile	Sarah Walsh	7	Roman Catholic.
		James Giles.....	10	Wesleyan.
		Walter Giles.....	8	"
John Lane	2 miles	George Giles	6	"
		Ellen Lane	12	"
		Rachel Lane	10	"
		Arthur Lane	8	"
William Sharp	2½ miles	Elizabeth Lane	6	"
		Edward Sharp.....	11	"
Patrick Hoy	2 miles	Elizabeth Sharp	9	"
		William Henry	13	Roman Catholic.
		Sarah E. Hoy	9	"
		Caroline Hoy	6	"
William Gill	1 mile	Maria Gill	10	Wesleyan.
		Mary Jane Gill	8	"
Daniel Sherry.....	1 mile	William Sherry	10	Catholic.
		Teresa Sherry	12	"
Thomas Cummins	2 miles	William Cummins	10	"
		Thomas Cummins	7	"
		John Cummins	5	"
Fredk. Bowhay	1½ mile	Peter Bowhay.....	10	Church of England.
		Sarah Bowhay.....	6	"
Charles Sweeny	1½ mile	Hugh Sweeny	5	Roman Catholic.
		William Sweeny	4	"
		Thomas Sweeny	13	"
R. Eslick.....	1 mile	Eliza Eslick.....	12	Wesleyan.
		Sarah Eslick.....	10	"
James Owens	1½ mile	Margt. Owens.....	9	Roman Catholic.
		John Owens.....	7	"
Alex. M'Lean.....	3 miles	Lucy M'Lean.....	12	Church of England.
		Teresa M'Lean	10	"
James Dawson	2½ miles	Sarah Dawson	11	Roman Catholic.
		James Dawson	13	"
		William Dawson	9	"
		Edw. Dawson	7	"
		Eliza Dawson	5	"

No. 5.

Mr. A. Alley to The Council of Education.

Gentlemen, Springside, 5 October, 1874.
 In reference to our application for a Provisional School on the Four-mile Creek Road, near Springside, I have the honor to inform you that if you intend to entertain the application, and do not do so without further delay, the inhabitants will withdraw their promised support, and transfer it to a private school, already established at Springside.

I have, &c.,
 A. U. ALLEY,
 Secretary.

No. 6.

The Secretary, Council of Education, to Mr. A. Alley.

Sir, Council of Education Office, Sydney, 10 October, 1874.
 Referring to your letter of the 5th instant, inquiring as to the application for aid to a Provisional School at Springside, I am directed by the Council of Education to acquaint you that the Council's decision in the matter is deferred, pending the receipt of the District Inspector's report. That officer's attention has been again invited to the matter, and it is hoped that his report will soon be received.

I have, &c.,
 E. JOHNSON,
 (For Secretary).

No. 7.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Bathurst District.

Springside: Application for aid to a Provisional School.

Council of Education Office, Sydney, 10 October, 1877.

THE above application was referred to you for report on the 18th July last.

Be good enough to attend to the matter at your earliest convenience, as the applicants are complaining of the delay.

E. JOHNSON,
 (For Secretary).

No. 8.

Memorandum from The Inspector of Schools, Bathurst District, to The Secretary, Council of Education.

Springside: Application for aid to a Provisional School at.

Carcoar, 13 November, 1874.

SPRINGSIDE is a settlement of free selectors on the road leading from Orange to Cadia.

Two (2) applications have been made for aid to a Provisional School for the locality. In the first application (herewith returned) it was proposed to establish the Provisional School about $1\frac{1}{4}$ mile from the new Public School at Gosling Creek. The second application annexed was only forwarded after I had visited the place, and reminded the Committee that the means of education had already been provided for the locality by the establishment of the Gosling Creek school.

The site on which it is now proposed to establish a Provisional School is (according to the hon. secretary's statement to me) fully 4 miles from the Gosling Creek school, and all the children who would attend such school, if established, reside 3 miles or more from any existing school. The hon. sec. (Mr. A. U. Alley) further stated to me, at the time of my visit, that the locality of the intended site contained a school population of about twenty-five children, but in the application he has since forwarded such population is given as seventy-three.

Had the school population of the locality been insufficient to warrant the establishment of a Public School I should have recommended the Council to aid a Provisional School in accordance with the annexed application, but to grant such aid to a locality having a school population of seventy-three, would certainly be contrary to the Council's Regulations. At first I thought a mistake had been made in "returning" the school population as seventy-three, but from information since obtained I now believe the return made to be correct.

Miss Mara, the teacher secured for the proposed school, is in all respects a suitable person to have charge of a Provisional School, and the hon. sec. to the Committee stated that the residents would provide a good school building.

I beg to recommend that the local Committee be urged to take steps towards establishing a Public School for the locality.

J. HUFFER,
 Inspector.

[Annex to No. 8.]

Information to be supplied by Inspectors when reporting upon applications for aid to Provisional Schools. Proposed Provisional School at Springside.

1. Who are the persons signing the application as promoters of the school? State their occupations and respective religious denominations? Mr. Alex. U. Alley, free selector, C.E.; Mr. Henry Ring, free selector, R.C.

2. Are they suitable persons to act as a local Committee? Mr. Alley appears to be a suitable person to act as a member of a local Committee. Mr. Ring appears to be only moderately suitable for such an office.

3. Is the information supplied by the applicants correct as regards the distance of other schools? No; Gosling Creek Public School (new) is only $1\frac{3}{4}$ mile from the proposed school. The Spring Terrace School (at present closed) is only $3\frac{1}{2}$ miles distant, and the Orange schools are about $4\frac{1}{2}$ miles distant.

4. Is the information supplied respecting the number of children living within 2 miles of the proposed school correct? No; I believe there are about eighty children living within 2 miles of the proposed school.

5. Is the number of children residing within a reasonable distance of the proposed school insufficient to warrant the establishment of a Public School. (Public Schools Act, sec. 8.)? No; a Public School has now been established at Gosling Creek, $1\frac{3}{4}$ mile from the proposed school.

6. State the number of children expected to attend the school, distinguishing males and females? 13 boys; 19 girls; 32.

7. What do you consider will be the average attendance of pupils? From twenty to twenty-five.

8. Is the district likely to be permanently inhabited? Yes.

9. Describe the school buildings as regards—(1) material; (2) dimensions; (3) accommodation afforded; (4) state of repair? (1) slab walls, zinc roof, boarded floor; (2) 26 ft. x 15 ft.; (3) about thirty-five; (4) moderate.

10. Has sufficient school furniture been provided? If not, will the local Committee engage to provide it? A sufficient supply of tolerably suitable desks and forms has been provided.

11. State what information you have obtained relative to the teacher's character and qualifications? The teacher, Miss Susan Mara, was employed in the Provisional Schools at Sally's Flat and German Hill. Her character and qualifications are already known to the Council.

12. Are the local Committee aware that all Provisional Schools must be conducted as Public Schools? Yes.

13. In addition to the matters before mentioned, state any other circumstances within your knowledge connected with the application, which you may consider material for the information of the Council. As the proposed school is only $1\frac{3}{4}$ mile from the new Public School at Gosling Creek, the annexed application for aid ought not, I think, to have been made.

J. HUFFER,
Inspector.

15/11/74.

[2nd Annex to No. 8.]

Information to be supplied by Inspectors when reporting upon applications for aid to Provisional Schools.

Proposed Provisional School at Springside.

1. Who are the persons signing the application as promoters of the school? State their occupations and respective religious denominations? Mr. Alex. U. Alley, free selector, C.E.; Mr. Wm. Walsh, free selector, R.C.; Mr. Daniel Sherry, free selector, R.C.

2. Are they suitable persons to act as a local Committee? Yes, tolerably so.

3. Is the information supplied by the applicants correct as regards the distance of other schools? I have not visited the proposed site, but Mr. Alley informed me that a site not less than 4 miles from Gosling Creek school was to be selected, and that such site would be over 4 miles from any other school in the locality.

4. Is the information supplied respecting the number of children living within 2 miles of the proposed school correct? I have not been able to obtain definite information respecting this matter. Mr. Alley informed me when I visited the locality that there were about twenty-five children within 2 miles of the site to be selected for the school, but in the annexed application, which has since been filled in and forwarded to me, a "return" of seventy-three children is given.

5. Is the number of children residing within a reasonable distance of the proposed school insufficient to warrant the establishment of a Public School? (Public Schools Act, sec. 8.) As I have not been able to obtain definite information with regard to the number of children resident in the locality, I am unable to answer this question satisfactorily. If the number given under heading five in the annexed application be correct, however, there are sufficient for a Public School.

6. State the number of children expected to attend the school, distinguishing males and females? 18 boys; 20 girls; 38.

7. What do you consider will be the average attendance of pupils? From 21 to 25 (?)

8. Is the district likely to be permanently inhabited? Yes.

9. Describe the school buildings as regards—(1) material; (2) dimensions; (3) accommodation afforded; (4) state of repair? The committee intend to erect a building of the following description:—(1) substantial slab walls, thatched roof, boarded floor; (2) 36 ft. x 14 ft.; (3) for about forty-five; (4) the building is not yet erected.

10. Has sufficient school furniture been provided? If not, will the local Committee engage to provide it? The local Committee will engage to provide sufficient furniture.

11. State what information you have obtained relative to the teacher's character and qualifications? The teacher, Miss Susan Mara, was formerly employed as teacher of the Provisional Schools at Sally's Flat and German Hill. Her character and qualifications are already known to the Council.

12. Are the local Committee aware that all Provisional Schools must be conducted as Public Schools? Yes.

13. In addition to the matters before mentioned, state any other circumstances within your knowledge, connected with the application which you may consider material for the information of the Council? The annexed is the second application which has been made for aid to a Provisional School at Springside. The first application is herewith returned to the Council's office. In the first application the committee proposed to establish the school about $1\frac{3}{4}$ mile from the new Public School at Gosling Creek. When I visited Springside for inquiry respecting the first application, Mr. Alley, the honorary secretary to the Committee, informed me that a Provisional School of about twenty-five children could be established on a site fully 4 miles from the Public School at Gosling Creek, and he afterwards forwarded to me the annexed application (No. 2) for aid to such a school. From the information given in the application it would

would appear that there are seventy-three children of a school age in the locality, but this information does not agree with that given to me by Mr. Alley at the time of my visit. He then stated that there were about twenty-five children residing within 2 miles of the intended site.—J.H.

No. 9.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 26 November, 1874.

I am directed to acquaint you that the Council of Education has had under consideration the formal application, dated 24th August last, for aid to a Provisional School, Springside, together with the District Inspector's report thereon.

2. In reply, I am instructed to state that the Council declines to grant aid to the proposed school, on the ground that the number of children resident in the locality, as shown in the application, is sufficient to maintain a Public School. Under these circumstances the local Committee should at once take the necessary steps towards the establishment of a Public School.

I have, &c.,

E. JOHNSON,
(For Secretary).

Signed also by
N. Walsh and
D. Sherry.

73.

Forms B and C
for Public School
herewith.

No. 10.

Memorandum from The Inspector, Bathurst District, to The Secretary, Council of Education.

Council of Education Office, 26 November, 1874.

Springside: Application for aid to a Provisional School. Your memo. dated 13th instant.

THE Council has adopted your recommendation in this case, and the Committee have been urged to take steps towards the establishment of a Public School.

E. JOHNSON,
(For Secretary).

No. 11.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 22 December, 1874.

In reply to yours of the 26th November, 1874, refusing to grant aid to a Provisional School at Springside, on the ground that there are a sufficient number of children to maintain a Public School, I have the honor to inform you that it would be useless for us to apply for a Public School, as the pecuniary position of the inhabitants will not admit of their subscribing the necessary funds for the building.

I trust the Council will take this into their earnest consideration.

I have, &c.,

A. U. ALLEY.

No. 12.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 7 January, 1875.

I am directed by the Council of Education to acknowledge the receipt of your letter of 22 December last, in reference to an application made to the Council for aid to a Provisional School at Springside, and representing inability to take steps to establish a Public School.

I have, &c.,

W. WILKINS,
Secretary.

No. 13.

Memorandum from The Inspector, Bathurst District, to The Secretary, Council of Education.

Orange, 22 May 1875.

Springside: Relative to the applications that have been made for a Provisional School at.

A PUBLIC and not a Provisional School should be established at Springside, and I have advised Mr. Alley, the Secretary to the local Committee, to apply to the Council for the proper forms. On the plan showing my recent inspection of school site a piece of land marked thus: o, appears. This land is the site that will probably be recommended by the local Committee, and I was given to understand that no other Crown land could be obtained, but shortly after my arrival in Orange I ascertained that a site central to Spring Terrace and Springside could be found.

The result of a second visit to the locality enables me to recommend a most suitable site for a school, central to Springside and Spring Terrace.

Such a school will command an attendance of (50) fifty pupils.

I am aware that the Council has a school site at Spring Terrace, but I believe that the site I now propose will be found much better situated for the whole locality.

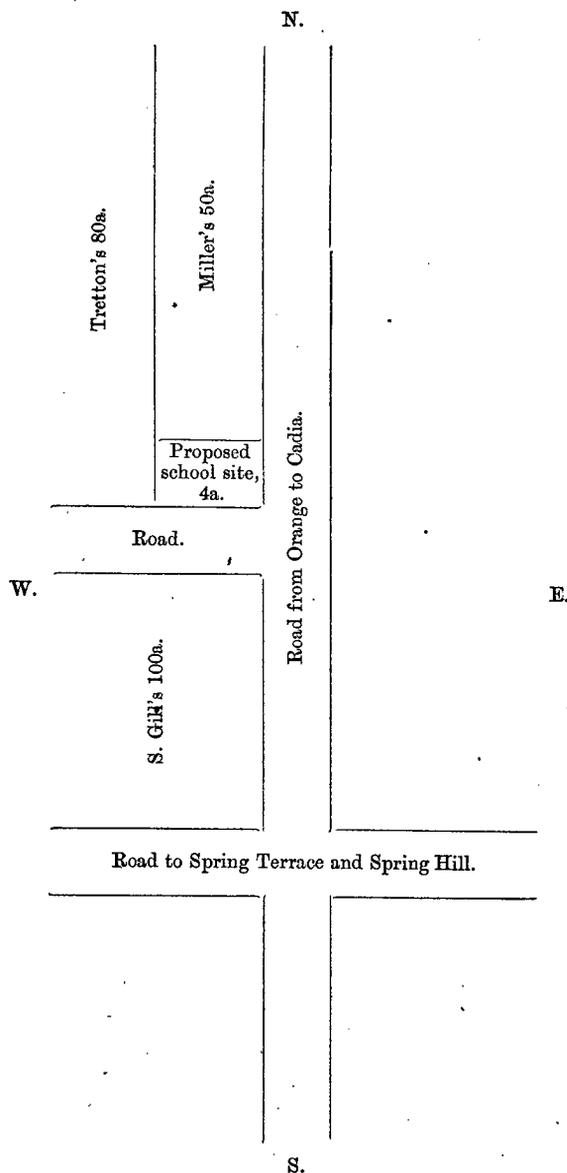
I have annexed a description of the land in question; it contains 4 acres.

J. W. ALLPASS,
Inspector of Schools.

The proposed site is 2 miles from the present Spring Terrace site, and is 5½ miles from Spring Hill.—J.W.A.

No. 14.

9



No. 14.

The Secretary, Council of Education, to Mr. A. Alley.

(75/10,543.)

Sir,

Council of Education Office, Sydney, 11 June, 1875.

I am directed to acquaint you that the Council of Education has had under consideration a report received from an Inspector relative to the establishment of a Public School at Springside.

2. In view of this report the Council has instructed me to transmit herewith forms to enable the local School Committee to make application for the establishment of a Public School at the place mentioned. I am therefore to request that you will be good enough to have these documents properly filled up, signed, and returned to this office, together with a description of the land approved by the residents in the locality as a site for the school, when the Council will be in a position to take further steps in the matter.

I have, &c.,

W. WILKINS,
Secretary.

No. 15.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 15 July, 1875.

I have the honor, by direction of the Council of Education, to invite your attention to the letter which was addressed to you from this office on the 11th June ultimo, on the subject mentioned below, and to request that you will be good enough to furnish an early reply.

I have, &c.,

W. WILKINS,
Secretary.

Subject: Forwarding form of application for the establishment of a Public School at Springside, and requesting a description of the proposed site.

454-B

No. 16.

No. 16.

The Secretary, Council of Education, to Mr. A. Alley.

Sir, Council of Education Office, Sydney, 14 August, 1875.
 Referring to my letter of the 11th June last (No. 75/10,543), forwarding a form of application for the establishment of a Public School at Springside, and to a further letter from this office dated 15th July ultimo (No. 75/13,377) on the same subject, I am directed by the Council of Education to request that you will be good enough to state whether the local Committee intend to make application for the establishment of a Public School at the place mentioned.

I have, &c.,
 GEORGE MILLER,
 (For Secretary.)

No. 17.

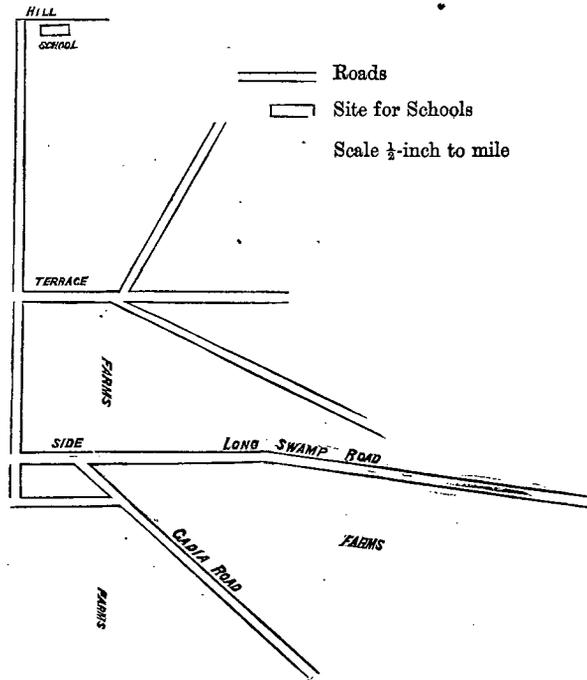
Mr. W. Selwood to The Council of Education.

Springside, 9 September, 1875.

ABOUT three months since, a special Inspector visited this locality and saw the three sites purposed to build a Public School on, and I am told approved of the 4-acre block of Government land at Springside, as it is the best and most central, which I trust you will perceive by the rough sketch I send, showing the three sites as situated from Spring Hill where I believe there is a Public School.

We should have taken steps in the matter long since but thought it useless, as the local Inspector approved and decided to build the school at Spring Terrace, which decision we considered absurd, as it is within 3 miles of Spring Hill. I am requested by several parties to write and ascertain whether the Council approve of the 4-acre block of Government land at Springside, and for such information as required with a form, that immediate steps may be taken in the matter for the erection of a Public School at Springside.

I have, &c.,
 WILLIAM SELWOOD.



No. 18.

Mr. A. Alley to The Council of Education.

Gentlemen, Springside, 13 September, 1875.
 In reply to yours of the 14th August (No. 13/775) received yesterday, I have the honor to inform you that the local School Committee intend to make immediate application for the establishment of a Public School at Springside. If possible, all necessary information will be forwarded to the Council of Education next week. My temporary absence from home for the last five months prevented me replying to your two last letters.

I have, &c.,
 A. U. ALLEY.

No. 19.

The Secretary, Council of Education, to Mr. W. Selwood.

Sir, Council of Education Office, 16 September, 1875.
 With reference to your letter dated 9th instant, inquiring as to the proposed Public School site at Springside, and requesting that a form of application may be forwarded to you, I am directed by the Council of Education to acquaint you that all the necessary forms to enable the local Committee to apply for the establishment of a Public School at the place mentioned were transmitted to Mr. Alley on 11th June last. A communication has however now been received from that gentleman, in which he states that immediate steps will be taken in the matter.

2. It is believed that the site mentioned in your letter is identical with that which the Council has approved of. In order to avoid confusion, it is desirable that the correspondence with the Council respecting the school should be conducted by one person acting on behalf of the local Committee.

I have, &c.,
W. WILKINS,
Secretary.

No. 20.

Application, &c.

Application for the establishment of a Public School at Springside.

GENTLEMEN,

Springside, 16 September, 1875.

We the undersigned residents at Springside and Spring Terrace request that you will be pleased to establish a Public School at that place, under the provisions of the "Public Schools Act of 1866," and we hereby engage to raise, by local subscriptions, £ for the erection of schoolhouse, teacher's residence, out-buildings, and fences—for providing furniture and apparatus, and for other necessary purposes—the total cost of which we estimate to be £ . We further submit the following as the names of persons by whom payment of the sum of £ will be guaranteed, viz. :—

We have, &c.,

Local Committee { ARTHUR UNDERWOOD ALLEY.
THOMAS COMMINS.
WILLIAM SELWOOD.

The Council of Education.

Information to be supplied by local Committee.

1. Describe the position of the proposed school? Parish of Beneree, bounded north and south by Government road; east by the main Cadia Road; west by Mr. Benjamin Fourthun's selection.

2. What other schools, maintained or aided by the Council of Education, are within 2 miles of the site of the proposed school? There are no schools aided by the Council of Education within 2 miles of the proposed school.

3. If none are within 2 miles, what is the distance of the nearest school? 5 miles from the proposed site to school at Gosling Creek.

4. Are there any primary schools, not aided by the Council of Education, within 2 miles of the proposed school? If so, of what character, and how attended? One temporary private school, kept by Miss Eslick, seventeen children in attendance; no room for more; will only be continued till the Public School should be opened.

5. State the number of children, from four to fourteen years of age, living within a radius of 2 miles of the site of the proposed school, e.g. :—

Boys	...	...	...	...	...	...	43
Girls	...	...	...	...	...	...	54
Total	...	...	...	...	...	...	97
Religious Denominations :—							
Church of England	...	...	...	...	...	...	15
Roman Catholic	...	...	...	...	...	...	32
Presbyterians	...	...	...	...	...	...	0
Wesleyans	...	...	...	...	...	...	48
Baptists	...	...	...	...	...	...	2
Total	...	...	...	...	...	...	97

6. Give a technical description of the proposed site, according to the dimensions and bearings of its boundaries by survey. If possible annex a plan of the ground. See reply to No. 1 question and plan taken by Mr. Inspector Allpass.

7. By whom is the site granted, and on what terms? The land belongs to Government.

8. Is a right-of-way to the site secured? A right-of-way is secured by Government road passing through the land.

9. Is the ground level, or otherwise? The ground is not quite level, but will require very little raising, having a slight incline in one direction.

10. What is the nature of the ground upon which the building is to rest? Is it of a rocky, clayey, or sandy character? How drained? How affected by floods? The foundation is of a rocky character, naturally well drained. Impossible to be flooded. A portion of the land is very good.

11. Of which of the following materials are the proposed buildings to be constructed?

Hewn masonry.
Rubble.
Brick.
Studs and weatherboards.
Sawn or split slabs.

At a meeting of the inhabitants, held at Springside on Thursday, the 16th inst., it was carried that the school, &c., be built of brick, roofed with shingles.

12. Are these materials suitable in all respects? These materials are suitable in all respects.

13. Of what materials are the public or best buildings in the neighbourhood constructed? Slabs and shingles.

14. What is the cost of building stone, and of what description?

Ashlar or rubble?
Of bricks, per 1,000? £2 per 1,000 in Orange; carriage about 10s. per ton.
Of stone or shell lime, per bushel? Stone lime, 1s. 6d. per bushel delivered.

15. State the price of hardwood, cedar, and pine per 100 feet, and of shingles, per 1,000? Hardwood per 100 feet, 20s. delivered; shingles per 1,000 delivered, 22s.

16. What timber in the locality is most suitable for shingles and flooring boards? What is the usual length of the shingles? Stringy-bark is the best timber; length of shingles, 18 in.

17. Do the rates mentioned include carriage to the school site? If not, state cost of carriage. Rates included.

18. What is the current rate of wages paid in the district to workmen employed in building? From 6s. to 10s. per day.

19. Is there a natural supply of water, or will a tank or well be required? If a well, at what depth will water be obtained? There is a good spring on the ground, but it will require a well about 10 feet deep.

20. State the quantity and quality of fencing required, and the cost per rod? 3 acres to be fenced with a three-rail split fence; cost per rod, 5s.

21. Add any other circumstances deemed desirable for the information of the Council? It is very probable that any one taking the contract for building would have all the bricks made on the school ground, as there is every facility for such being done. It will also be necessary for the land to be cleared a short distance around the proposed site for the school. It is very lightly timbered.

[Annex to No. 20.]

Annex to Application for establishment of a Public School at Springside.

We, the undersigned Parents (or Guardians) of children residing within the undermentioned distances from the site of the proposed Public School at Springside, hereby undertake that our children, whose names are inserted below, shall attend the said School.

Name of Parent or Guardian. (To be written by himself.)	Distance from School.	Name of Child.	Age.	Religious Denomination.
A. U. Alley.....	1½ mile	Elizabeth L. Alley	10	Church of England.
		Evelyne M. Alley	7	"
		Arthur U. Alley	5	"
William Walsh .....	.....	Sarah E. Walsh	8	Roman Catholic.
		William Walsh	5	"
George Seaton	1 mile	Alice Seaton.....	9	Baptist.
		Amy Seaton.....	7	"
Pro Richard Eslick (A.W.A.)	1 mile	Elizabeth Eslick	13	Wesleyan.
		Sarah Eslick	10	"
		George Eslick	8	"
		John Eslick	7	"
		Richard Eslick	4	"
Joseph M'Cooley.....	1 mile	Edward	11	Roman Catholic.
		Patrick	10	"
		Jane	8	"
		Lucinda	7	"
		Alexander	4	"
Pro Frederick Sara (A.U.A.)	1½ mile	William James	9	Church of England.
		Thomas Arthur	5	"
		Fanny Louisa	7	"
W. Selwood	½ mile	William	15	Wesleyan.
		Phillip	13	"
		Caroline	11	"
		Eliza	10	"
		Joseph	7	"
		Mary	6	"
		Martha Selwood	6	"
		John Selwood	4	"
Pro George Miller (A.U.A.)	¾ mile	Martha Jane	14	Roman Catholic.
		George	11	"
		Elizabeth	6	"
		Robert William	4	"
B. Trathan	¼ mile	Mary Louisa	11	Wesleyan.
		Emily Isabella.....	9	"
		Susan	7	"
William Gill	½ mile	Maria	11	"
		Mary Jane	9	"
		William	6	"
John Hayes	¼ mile	Christina	14	Roman Catholic.
		Louis	6	"
Thomas Commins	¾ mile	William	11	"
		Thomas	9	"
		John	7	"
		Patrick	4	"
Daniel Sherry.....	¾ mile	Teresa	13	"
		William James	11	"
		Elizabeth	6	"
		Richard	4	"
Pro Chas. Susan (A.U.A.)	¾ mile	Michael M.	7	"
Michael Carty.....	½ mile	John Carty	4	"
Joseph Glasson	1 mile	William John	7	Wesleyan.
		Chas. Randolph	5	"
		Thos. Henry	4	"
Chas. Glasson.....	.....	William Henry	8	"
		Albert Josiah	7	"
		Frederick	5	"
Alex. Nebitt	1½ mile	Edward Albert	14	"
		Ellen	12	"
		Sobina	9	"
David Wenban	1½ mile	Emily	11	Church of England.
		William Robert	8	"

Annex to Application—*continued.*

Name of Parent or Guardian. (To be written by himself.)	Distance from School.	Name of Child.	Age.	Religious Denomination.
William Baker	2 miles	George	8	Wesleyan.
		Caroline	7	"
Henry Powter	2 miles	Martha Jane	11	"
		Herbert	8	Church of England.
T. Barne	2 miles	Adolphus	6	"
		Ebenezer	11	"
<i>Pro</i> Edward O'Grady (A.U.A.) ..	1½ mile	Susan	7	"
		Bridget	4	Roman Catholic.
<i>Pro</i> Pat. Cummins (A.U.A.)	1 mile	Mary	5	"
		William	4	"
Patrick Hony	1½ mile	William Henry	14	"
		Saml. Adolphus	12	"
John Trewilla	1½ mile	Sarah Elizabeth	10	"
		Caroline Frances	7	"
J. B. Thomas	1½ mile	Evelyn	4	"
		Catherine	13	Wesleyan.
John Harrett	2 miles	Mary Jane	11	"
		Rosana	9	"
John Garin	1½ mile	Susan Emily	7	"
		Henrietta	4	"
William Henesy	1½ mile	Amelia	10	"
		Ambrose	8	"
Henry Thomas	½ mile	James	6	"
		Eliza	4	"
<i>Pro</i> Thomas Chuff (A.U.A.)	1 mile	Clara	12	"
		Caroline	8	"
Total.....	97	George Henry	5	"
		William	4	Roman Catholic.
Selina	8	Selina	8	Church of England.
		Mary	12	Wesleyan.
Eliza	10	Eliza	10	"
		Thomas	8	"
Emily	6	Emily	6	"
		Charles	4	"
William	9	William	9	Church of England.
		Florence Mary	7	"

No. 21.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 17 September, 1875.

I have the honor to enclose application for a Public School at Springside, with the names of ninety-seven children. We have given you all the information with respect to proposed building, and cost of material, &c., that it was possible for us to obtain, and we earnestly hope that the Council of Education will lose no time in calling for tenders for the erection of a Public School and residence for teacher, as it is most urgently required.

I have, &c.,

A. U. ALLEY.

No. 22.

Mr. W. Selwood to The Secretary, Council of Education.

Dear Sir,

Springside, 18 September, 1875.

Your letter of the 16th instant is to hand. In reply I beg to state as an explanation for my proceedings with the Council, it was told us some months since Mr. Alley received letters from the Council. Hearing no more about it, and Mr. Alley has advertised the good will of the farm which he had for six years, and intended to leave the district if he could do so, and keeping us in ignorance, we thought he was disinterested in the matter. Consequently I was requested by several parties to write to the Council. If we had known that all the necessary forms to enable a local Committee to apply for the establishment of a Public School was in Mr. Alley's possession, I certainly should not have written to the Council requesting them.

Trusting this is sufficient to show my ignorance of Mr. Alley's proceedings with the Council up to that date,

I remain, &c.,

WILLIAM SELWOOD.

No. 23.

Government Gazette Notice.

New Public Schools.

Council of Education Office, Sydney, 29 September, 1875.

It is hereby notified for general information, in accordance with the provisions of the 24th section of the "Public Schools Act of 1866," that applications have been received at this office for the establishment of Public Schools at Springside, Woodhouselee.

By Order of the Council of Education,

W. WILKINS,

Secretary.

No. 25.

No. 24.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 30 September, 1875.

Referring to the formal application, dated 16th instant, for the establishment of a Public School at Springside, I am directed by the Council of Education to state that the Council sees no objection to the proposal. Notice of the application has therefore been sent for publication in the Government Gazette, in accordance with the requirements of the 24th section of the "Public Schools Act of 1866."

2. A further communication will be made to you when the necessary notice has been published.

I have, &c.,

W. WILKINS,
Secretary.

No. 25.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Bathurst District.

Council of Education Office, Sydney, 30 September, 1875.

Springside: Application for a Public School.

NOTICE of the application for the establishment of a Public School at the above place has now been sent for publication in the Government Gazette, in accordance with the provisions of the 24th section of the Public Schools Act.

W. WILKINS,
Secretary.

No. 26.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(75-21,031.)

Sir,

Council of Education Office, Sydney, 22 October, 1875.

I am directed by the Council of Education to state that the Council would be glad if the Hon. the Minister of Justice and Public Instruction will be so good as to cause an application to be made to the Government for a grant for Public School purposes, of the undermentioned land at Springside, viz., 4 acres, parish of Beneree; bounded on the north by Miller's selection of 50 acres; on the south by a road; on the east by the road from Orange to Cadia; and on the west by Tretton's 80 acres. The exact position of the site can be pointed out by Mr. A. U. Alley, a resident in the locality.

I have, &c.,

W. WILKINS,
Secretary.

No. 27.

The Secretary, Council of Education, to Mr. A. Alley.

(75-21,032.)

Sir,

Council of Education Office, Sydney, 22 October, 1875.

With reference to a letter from this office, dated 30th ultimo, in which you were informed that notice of the application for the establishment of a Public School at Springside had been sent for publication in the Government Gazette, I am now directed by the Council of Education to acquaint you that notice of the proposal having been duly inserted in that publication, and no objection thereto having been notified to the Council, the Council has finally resolved to establish the school as a Public School, and to recognize the gentlemen signing the application as the local Committee.

2. Application has been made to the Government for a grant of 4 acres of land, bounded on the north by Miller's selection of 50 acres; on the south by a road; on the east by road from Orange to Cadia; and on the west by Tretton's 80 acres. A further communication will be addressed to you when the decision of the Government has been notified to this office.

3. Plans and specifications of the proposed school buildings will be prepared and forwarded to you, in due course, in order that tenders for the works may be procured by the local Committee.

I have, &c.,

W. WILKINS,
Secretary.

No. 28.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Bathurst District.

Springside: Application for a Public School.

Council of Education Office, Sydney, 22 October, 1875.

THE Council has now finally resolved to establish a Public School at the above place.

W. WILKINS,
Secretary.

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No. 29.

The Secretary, Council of Education, to Mr. E. Gell.

(75-21,097.)

Sir,

Council of Education Office, Sydney, 22 October, 1875.

I am directed by the Council of Education to inquire (1) whether you would be willing to undertake the preparation of plan and specification of a proposed Public School at Springside, near Orange, and superintend the erection of the buildings; and (2) in the event of your agreeing to do so, upon what terms?

2. It is necessary to explain that, owing to the great press of business, the Council's architect, G. Allen Mansfield, Esq., is not able to supply the requisite plans and specifications with sufficient rapidity. To prevent loss of time from this cause, the Council has resolved to employ under certain limitations, and wherever practicable, local architects to prepare plans and to superintend the erection of school buildings. The principal conditions upon which local architects will be employed, are the following:—

1. As a rule the Council's architect will furnish a sketch plan of the proposed buildings.
2. Fair working plans, elevations, and sections are to be prepared by local architects, with all details, subject to revision when considered desirable by the Council's architect.
3. The Council may, when deemed advisable, send its own architect to inspect works carried on under the superintendence of local architects.
3. The revision by the Council's architect is intended to secure the advantage of that officer's long and extensive experience in the construction of school buildings, and his inspection of buildings may be found necessary in cases of disputes.
4. In the case of Springside however it is intended that the matter should rest entirely in your hands, should you be disposed to undertake the work on terms acceptable to the Council.

I have, &c.,

W. WILKINS,

Secretary.

No. 30.

Mr. E. Gell to The Secretary, Council of Education.

Sir,

Bathurst, 27 October, 1875.

I have the honor in reply to yours of the 22nd (No. 75-21,097) to state that I shall be glad to prepare plans and specification for and superintend the erection of the proposed Public School at Springside.

My terms are 5 per cent. upon the cost, and a further charge of two guineas per day travelling expenses.

I have, &c.,

ED. GELL.

No. 31.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 27 October, 1875.

In transmitting to you the accompanying copy of a letter from the Secretary to the Council of Education, I am directed to state, for the information of the Secretary for Lands, that the Minister of Justice and Public Instruction approves of the application therein made for 4 acres of land for Public School purposes at Springside.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 32.

(75-22,604.) The Secretary, Council of Education, to Mr. E. Gell.

Sir,

Council of Education Office, Sydney, 12 November, 1875.

Referring to your letter of the 27th ultimo, I am directed by the Council of Education to state that the Council has agreed to pay you for preparing plans and supervising the works in connection with the proposed Public School buildings at Springside at the rate of 5 per cent. upon the cost of such buildings, together with £2 2s. per day for travelling expenses when supervising the works.

2. Will you be good enough, therefore, to prepare and forward to this office as soon as practicable a sketch plan of the proposed buildings (including teacher's residence), to accommodate sixty pupils and to be constructed of brick, with shingled roof. A plan (ground) showing the position of the porch and lavatory and the most convenient way of placing the desks is transmitted herewith for your guidance. The teacher's residence should consist of three rooms and a kitchen, 12 feet by 12 feet each, and a small storeroom (say 12 feet by 6 feet); water-closets and a tank will also be required.

I have, &c.,

W. WILKINS,

Secretary.

No. 33.

Mr. E. Gell to The Secretary, Council of Education.

Sir,

Bathurst, 20 November, 1875.

In accordance with your instructions (No. 75-22,604), I forward a sketch of plan for the proposed Public School at Springside.

When returning the sketch I shall be glad to receive any remarks your experience may suggest.

I have, &c.,

ED. GELL.

No. 34.

No. 34.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(75-24,483.)

Sir,

Council of Education Office, Sydney, 10 December, 1875.

In inviting your attention to my letter of the 22nd October last (No. 75-21,031), applying for certain land at Springside for Public School purposes, I am directed by the Council of Education to request that you will be good enough to have the matter again brought under the notice of the Honorable the Minister of Justice and Public Instruction, with a view to such steps being taken as will lead to an early decision in the matter.

I have, &c.,

W. WILKINS,

Secretary.

No. 35.

(75-24,780.) The Secretary, Council of Education, to Mr. E. Gell.

Sir,

Council of Education Office, Sydney, 14 December, 1875.

With reference to your letter of the 20th ultimo, enclosing sketch plan of the proposed Public School buildings at Springside, I am directed to acquaint you that the Council of Education approves of the plan of the schoolroom, but notes that the plan submitted by you does not include a hall, that the rooms are not of the prescribed dimensions, and moreover that exception may be taken to their arrangement.

2. A rough sketch, showing the usual dimensions and arrangement of the teacher's residence, is forwarded herewith for your information; and I am to request that you will be good enough to adopt this plan, and to prepare as soon as practicable the full plans and specification of the whole of the works, including a tank, spouting, two water-closets, furniture, and fencing for 4 acres of land, with the necessary gates. The plans and specifications, when completed, should be duly submitted to the Council for approval. The Council will be glad if you will complete this matter at an early date, as there are other works that may be placed in your hands.

3. I am to add that the water-closets should be constructed separately for the sexes, and that the one for the use of the boys should have a urinal attached.

4. With regard to the furniture, it is desirable that you should confer with the District Inspector as to the articles required for the school. A few blank forms of plans and specifications are transmitted herewith for your guidance. One of these forms, filled up, is usually attached to the specification of the buildings.

I have, &c.,

W. WILKINS,

Secretary.

No. 36.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 16 December, 1875.

Referring to my letter of the 27th October, respecting the application of the Council of Education for a grant of land at Springside for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 37.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 18 December, 1875.

I have the honor to acknowledge the receipt of yours of the 22nd October (No. 75/21/032), informing me that plans and specifications for the proposed school buildings at Springside would be forwarded to me in due course of time, but up to the present I have not received them, though anxiously looking for them by every mail.

If it is the intention of the Council to build us a schoolhouse, &c., unless tenders are called for and obtained at once there is no possibility of a school being built for, at the very least, twelve or eighteen months, because it is impossible to get timber out of the bush in this district during winter, so that unless it is obtained this summer it cannot be obtained until next, and if we are to be so long without this much required building, as far as the present school children are concerned we might as well be without it altogether.

I have, &c.,

A. U. ALLEY.

No. 38.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 28 December, 1875.

With reference to your letter of the 18th instant, respecting the erection of the proposed Public School buildings at Springside, I am directed by the Council of Education to acquaint you that the Council's architect has been unable, through press of work, to prepare the necessary plans and specifications. The services of an architect at Bathurst have, however, been secured to draw these documents, and to supervise the works. The Council therefore hopes to be in a position shortly to authorize the local School Committee to procure tenders.

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2. I am, however, to remind you that until the land applied for by the Council has been granted by the Government the erection of the buildings cannot be proceeded with.

I have, &c.,
W. WILKINS,
Secretary.

No. 39.

Mr. E. Gell to The Secretary, Council of Education.

Sir,

Bathurst, 21 January, 1876.

By this mail I forward plans and specification for the proposed school at Springside.
Hoping they will receive the approval of the Board,

I remain, &c.,
ED. GELL.

No. 40.

The Secretary, Council of Education, to Mr. E. Gell.

(76-1,906.)

Sir,

Council of Education Office, Sydney, 31 January, 1876.

With reference to your letter of the 21st instant, forwarding plans and specifications of the proposed Public School buildings at Springside, I am directed to state, that the Council of Education has approved the documents submitted, and will cause tenders for the works to be procured by the local School Committee as soon as a notification has been received at this office from the Government granting the land applied for as a school site.

2. In the meantime, I am to request that you will be good enough to prepare duplicate plans and specifications, and forward them to this office in due course. The original plans and specifications are transmitted herewith.

I have, &c.,
W. WILKINS,
Secretary.

No. 41.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(76-2,188.)

Sir,

Council of Education Office, Sydney, 4 February, 1876.

In inviting your attention to my letters of the 22nd October and 10th December last, applying for certain land at Springside for Public School purposes, I am directed by the Council of Education to request that you will be good enough to have the matter again brought under the notice of the Honorable the Minister of Justice and Public Instruction, with a view to such steps being taken as will lead to an early decision in the matter. Nos. 75-21,031
and 24,483.

2. I am to add that the Council cannot proceed in the matter of the erection of the necessary school buildings until a site has been granted.

I have, &c.,
W. WILKINS,
Secretary.

No. 42.

Mr. E. Gell to The Secretary, Council of Education.

Springside: Public School plans.

Sir,

Bathurst, 7 February, 1876.

In accordance with instructions No. 76-1,906, I forward duplicate plans and specifications of Springside School, &c.

Awaiting your further instructions,

I remain, &c.,
E. GELL.

No. 43.

Mrs. E. Gell to The Council of Education.

Bathurst, 10 February, 1876.

Mrs. Gell begs to inform the Council of Education that Mr. Gell is away at Mudgee and cannot be back till Monday or Tuesday next, when he will be sure to send the plans required.

No. 44.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 15 February, 1876.

Referring to my letter of the 16th December and previous correspondence respecting the application of the Council of Education for a grant of land at Springside for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

2. I am to add that the Council cannot proceed in the matter of the erection of the necessary school buildings until a site has been granted.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

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No. 45.

The Secretary, Council of Education, to Mr. A. Alley.

(B 9.)

Sir,

Council of Education Office, Sydney, 19 February, 1876.

Referring to your letter, dated 18th December last, I have now the honor, by direction of the Council of Education, to forward herewith the full plans and specifications of the proposed Public School buildings at Springside, in order that tenders for the works may be procured by the Public School Committee, and submitted to the Council for approval.

2. The plans and specifications should be returned to this office with the tenders.

I have, &c.,

W. WILKINS,
Secretary.

No. 46.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 18 March, 1876.

I have the honor to acknowledge the receipt of yours of the 19th February (which did not reach me till the 26th), forwarding plans and specifications for Public School at Springside. I have advertised for tenders, and hope to be able to forward them to you by the end of the month.

I beg to call your attention to the fact that no class-room is provided for in the plans, and if it has been an oversight on the part of the architect it might yet be added to the end where the lavatory is, and the lavatory moved further back.

I have, &c.,

A. U. ALLEY,
Hon. Secretary.

No. 47.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 23 March, 1876.

With reference to your letter of the 18th instant, I am directed by the Council of Education to state that the omission of a class-room from the plans and specifications of the proposed Public School buildings at Springside is not an oversight, inasmuch as the Council is of opinion that it is not expedient to erect such rooms in connection with small Public Schools.

I have, &c.,

W. WILKINS,
Secretary.

No. 48.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(76-5,726.)

Sir,

Council of Education Office, Sydney, 10 April, 1876.

Referring to my letter of the 4th February last (No. 76-2,188), with respect to an application from this office for a grant of certain land at Springside for Public School purposes, I am directed to state that the Council of Education will be glad to be informed whether the Government has yet decided on the application.

2. If no decision has been arrived at, I am instructed to request that you will be good enough to invite the attention of the Honorable the Minister for Justice and Public Instruction to the matter, who, the Council trusts, will take such steps as will lead to the early settlement thereof.

3. I am further to add that the erection of the requisite school buildings will have to remain in abeyance until the site has been granted.

I have, &c.,

W. WILKINS,
Secretary.

No. 49.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 24 April, 1876.

Referring to my letter of the 23rd November and previous correspondence, respecting the application of the Council of Education for a grant of land at Springside for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 50.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 24 April, 1876.

In reply to yours of the 19th February last, I have the honor to forward two tenders, together with the plans, &c., for the proposed school buildings at Springside.

The Public School Committee also wish to recommend that the Council of Education appoint Mr. John Hale, architect, Orange, to superintend the erection of the building, as he has been chiefly instrumental in

in obtaining the tenders, and had to go to a good deal of trouble to do so, the builders being so full-handed did not care about it.

I also enclose account for advertising.

I have, &c.,
A. U. ALLEY,
Hon. Sec.

[Annex to No. 50.]

Western Examiner Office, Anson-street, Orange, 31 March, 1876.

Mr. A. U. Alley Dr. to George Hall, Printer and Publisher,—
1876 to 4 insertions tenders for school, March 4th to 25th, at 3s. 9d., 15s.

[2nd Annex to No. 50.]

Blayney, 18 April, 1876.

Tender for Schoolhouse and Teacher's Residence.

In pursuance of advertisement in the *Western Examiner*, we the undersigned do hereby tender to provide the materials and perform the various works required at Springside, build schoolhouse and teacher's residence, fencing, &c., agreeably to the plan and specification, for the sum of £1,879, and to complete the same within nine months from the date of the acceptance of this tender.

We propose the undermentioned persons as sureties for the due performance of the contract, viz. :—
Mr. George Hawke, junior, storekeeper and miller, Blayney; Mr. Clarke Chambers, farmer and grazier, Blayney.

To A. U. Alley, Esq., Secretary, School Board, Springside.

WILLIAM CHAMBERS.
JAMES HAUGH.

MEMORANDUM.—Should the foregoing tender be accepted, we the undersigned do hereby agree to be responsible for the due performance of the contract, and we hereby undertake that we will, within seven days from the date of the notification of the acceptance of the said tender, jointly and severally execute and deliver to the Committee a bond to them in the penal sum of £200 for securing such performance.

WILLIAM CHAMBERS.
JAMES HAUGH.
GEO. HAWKE, Blayney.
CLARKE CHAMBERS, Blayney.

[3rd Annex to No. 50.]

Orange, 19 April, 1876.

Tender for Springside Public School.

In pursuance of advertisement in the local papers, I the undersigned do hereby tender to provide the materials and perform the various works required in the erection and completion of the above building agreeably to the plan and specification, for the sum of £1,385, and to complete the same within six months from the date of the acceptance of this tender.

I propose the undermentioned persons as sureties for the due performance of the contract, viz. :—
Mr. John Atkinson, bread and biscuit manufacturer, Anson-street, Orange; Mr. Robert Shyms, hotel-keeper, Bing and Lord Streets, Orange.

The Council of Education, Sydney.

THOMAS TAYLOR.

No. 51.

Memorandum from The Secretary, Council of Education, to The Council's Architect.

Council of Education Office, Sydney, 26 April, 1876.

Springside: Honorary Secretary's letter, submitting plans, specifications, and tenders for school buildings at.

FOR your perusal and report.

W. WILKINS,
Secretary.

BEFORE taking into consideration the tenders here submitted, I must draw your attention to the fact that the plans and specifications are not sufficiently complete to allow me to recommend the acceptance of any offer for the erection of the buildings.

- 1st. The width or depth of the concrete is not marked on plans or specified.
- 2nd. The filling-in of the trenches with concrete is specified on a wrong principle.
- 3rd. The sizes of the foundation-wall should be either marked on plans or specified.
- 4th. The external walls of residence are unnecessarily thick, nine-inch brickwork being ample for the same.
- 5th. The damp course should on no account be of zinc, but of slate, well bedded in cement.
- 6th. Corbels at the external angles are not desirable when barge boards are used.
- 7th. The sizes of the window-openings and fire-places should be marked on plans.
- 8th. The porch is badly designed, being unsightly, and the roof too low.
- 9th. The crown of tank is too flat; it should be formed semi-circular.
- 10th. The depth of soil-pits are not shown on plan or specified.
- 11th. The schoolroom should be ventilated at the floor level and also at the eaves. I append a clause to be inserted in the specification for that purpose.
- 12th. The roof of schoolroom as shown is very expensive and heavy for the size of building, as is also constructed on a wrong principle. I append a sketch of a principal roof suitable for the structure.
- 13th. No collar-ties or struts are shown to the other roofs, which are very necessary.
- 14th. The school floors should be raised to form platforms for the desks, each 4 inches high, as shown in pencil.
- 15th. Kerosene wood preserving oil should be freely used on all timber near the ground.
- 16th. The lengths of desks should be marked on plan or specified.
- 17th. The "furniture form" is not filled in properly. See red ink corrections.

18th.

- 18th. Doors to the water-closets are unnecessary; they should be omitted.
 19th. The urinal should be constructed of brick, cemented, and connected to soil-pit with 3-inch earthenware pipe.
 20th. No bell has been provided for.

With these alterations I would advise that fresh tenders be invited.

G. ALLEN MANSFIELD,
 Architect.

28th April, 1876.

No. 52.

The Secretary, Council of Education, to Mr. E. Gell.

(76-7,955.)

Sir,

Council of Education Office, Sydney, 27 May, 1876.

With reference to the plans, specifications, and tenders, for the proposed Public School buildings at Springside, I am directed by the Council of Education to acquaint you that the matter having been submitted to the Council's architect, that officer reports as follows:—

“Before taking into consideration the tenders here submitted, I must draw your attention to the fact that the plans and specifications are not sufficiently complete to allow me to recommend the acceptance of any offer for the erection of the buildings:—

- 1st. The width or depth of the concrete is not marked on plans or specified.
- 2nd. The filling in of the trenches with concrete is specified on a wrong principle.
- 3rd. The sizes of the foundation-wall should be either marked on plans or specified.
- 4th. The external walls of residence are unnecessarily thick, 9-inch brickwork being ample for the same.
- 5th. The damp course should on no account be of zinc, but of slate, well bedded in cement.
- 6th. Corbels at the external angles are not desirable when barge boards are used.
- 7th. The sizes of the window openings and fire-places should be marked on plans.
- 8th. The porch is badly designed, being unsightly and the roof too low.
- 9th. The crown of tank is too flat; it should be formed semicircular.
- 10th. The depth of soil-pits are not shown on plan or specified.
- 11th. The schoolroom should be ventilated at the floor-level and also at the eaves. I append a clause to be inserted in the specification for that purpose.
- 12th. The roof of schoolroom as shown is very expensive and heavy for the size of the building, and is also constructed on a wrong principle. A tracing showing a cheaper and better method of constructing the principal roof is appended hereto.
- 13th. No collar-ties or struts are shown to the other roofs, which are very necessary.
- 14th. The schoolfloor should be raised to form platforms for the desks each 4 inches high as shown in pencil.
- 15th. Kerosene wood preserving oil should be freely used on all timber near the ground.
- 16th. The lengths of desks should be marked on plan or specified.
- 17th. The “furniture form” is not filled in properly—see red ink corrections.
- 18th. Doors to the water-closets are unnecessary; they should be omitted.
- 19th. The urinals should be constructed of brick, cemented and connected to soil-pit with a 3-inch earthenware pipe.
- 20th. No bell has been provided for. With these alterations I would advise that fresh tenders be invited.”

2. In view of this report, will you be good enough to make the necessary alterations in the plans and specifications in accordance with the architect's recommendations, and return the documents to this office as early as practicable.

I have, &c.,
 W. WILKINS,
 Secretary.

Returned here
 with.

No. 53.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 27 May, 1876.

With reference to your letter of the 24th April ultimo, submitting tenders for the proposed Public School buildings at Springside, I am directed by the Council of Education to acquaint you that the matter having been referred to the Council's architect, that officer reports that certain alterations and amendments are necessary in the plans and specifications, which have been returned accordingly to the architect, Mr. Gell.

2. When completed and received at this office, the documents will be forwarded to the Public School Board, in order that fresh tenders may be invited for the works.

I have, &c.,
 W. WILKINS,
 Secretary.

No. 54.

Mr. E. Gell to The Secretary, Council of Education.

Sir,

Bathurst, 9 June, 1876.

I have the honor to acknowledge the receipt of the plans and specifications without tracings and duplicate specifications prepared for proposed Public School and teacher's residence at Springside.

The alterations suggested shall be made as soon as possible. I beg however to state that it is rather late to take exception to part of the design, a sketch plan having been furnished and approved of subject to certain alterations to the teacher's residence (see No. 75/24,780), in accordance with which the plans were prepared. I may also add, that as directed, I consulted the district Inspector as to the articles of furniture required and the form is filled up with his approval.

In

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In accepting the conditions set forth in your letter No. 75/21,097, I certainly did not contemplate having the plans criticised in the manner of paragraph 8, No. 76/7,955, more particularly in this case, exceptional as it is in the light of the latter part of the letter containing these conditions.

I have, &c.,
EDWARD GELL.

No. 55.

Memorandum from The Secretary, Council of Education, to The Council's Architect.

Springside: Mr. E. Gill's letter respecting plans and specifications of proposed School buildings.

Council of Education Office, Sydney, 14 June, 1876.

FOR your perusal in connection with your memorandum of 28th April last, it may be mentioned that at the time Mr. Gell was instructed to prepare the plans and specifications he was given to understand they were not to be subject to criticism. This understanding was unfortunately overlooked when the tenders were sent to you for report.

W. WILKINS,
Secretary.

IN reporting on the plans I was not of course aware of the nature of the arrangement made with Mr. Gell.

My suggestions for alterations were made only where experience seemed to point out a real necessity for them, or where it appeared that some point had been overlooked.

I regret very much if any portion of my criticism has been displeasing to Mr. Gell, and on referring to paragraph 8 (No. 76/7955), I find that it is expressed in terms hardly so courteous as those which I would desire to use towards a brother professional. On this point I shall communicate with Mr. Gell direct.

It is not, I think, advisable that any conditions should be made with local architects exempting their plans from criticism. Such criticism is, perhaps, the least pleasant portion of my duties; but, in view of the grave errors contained in many of the plans which have been submitted to review, it would, I think, be inexpedient to accept such plans without amendment.

Some of these errors are in matters of school arrangement; others on the still more serious question of construction.

I may point out that very few architects have any practical knowledge of school building or arrangement. It is a branch of the profession distinct from all other, and requiring special experience; and it should in no way be considered as a slight by architects that their plans are submitted to a friendly revision by one who has had exceptional opportunities of studying all the details and requirements of Public Schools.

G. ALLEN MANSFIELD,
Architect.

17 June, 1876.

No. 56.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 17 July, 1876.

I must again urge upon you the necessity of forwarding the plans and specifications for the proposed Public School at Springside if we are to have the building erected before next year. It is now twelve months since the Council entertained our application for a school, and matters are about as far forward as when we applied.

Our first application was made about two and a-half years ago.

I have, &c.,
A. U. ALLEY.

No. 57.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 21 July, 1876.

With reference to my letter of the 10th April last (No. 76/5,726), respecting an application from the Council of Education for a grant, for Public School purposes, of certain land at Springside, I am directed by the Council to request that you will have the goodness to again bring the matter under the notice of the Honorable the Minister of Justice and Public Instruction, with a view of such steps being taken as will lead to an early decision.

I have, &c.,
W. WILKINS,
Secretary.

No. 58.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 24 July, 1876.

With reference to previous correspondence, I am directed by the Council of Education to acquaint you that the plans and specifications of the proposed erection of Public School buildings at Springside are completed.

2. Will you be good enough therefore to inform me, as soon as practicable, in what newspapers the Public School Committee recommend that advertisements inviting tenders for the works should be inserted, and to what place the plans and specifications should be sent for inspection by persons who desire to tender.

I have, &c.,
W. WILKINS,
Secretary.

No. 59.

No. 59.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 25 July, 1876.

Referring to my letter of the 22nd April and previous correspondence, respecting the application of the Council of Education for a grant of land at Springside, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein, and communicated to me for the information of the Council.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 60.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir, Department of Lands, Sydney, 22 August, 1876.

In reference to your letter of the 25th ultimo, and previous correspondence, I am directed to apprise you, for the information of the Honorable the Minister for Justice and Public Instruction, that the Minister for Lands has approved of the appropriation of 4 acres in the parish of Benere, county of Bathurst, for Public School purposes.

I have, &c.,

W. W. STEPHEN.

No. 61.

The Secretary, Council of Education, to Mr. A. Alley.

Sir, Council of Education Office, Sydney, 7 September, 1876.

I have the honor, by direction of the Council of Education, to invite your attention to the letter which was addressed to you from this office on the 24th July last, on the subject mentioned below, and to request that you will be good enough to furnish an early reply.

I have, &c.,

GEO. MILLER,
(For Secretary.)

Subject: Inquiring in what newspapers the Public School Committee at Springside recommend that advertisements calling for tenders for the erection of the proposed Public School buildings at that place should be inserted.

No. 62.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

(76-6,492.)

Sir, Department of Justice and Public Instruction, Sydney, 7 September, 1876.

With reference to your letter of the 21st July last, I am directed by the Minister of Justice and Public Instruction to state, for the information of the Council of Education, that a communication has been received from the Department of Lands intimating that the Secretary for Lands has approved of the appropriation, for Public School purposes, of 4 acres at Springside, parish of Benere, county of Bathurst.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 63.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(76-14,547.)

Sir, Council of Education Office, Sydney, 12 September, 1876.

With reference to your letter dated 7th instant, notifying that the Honorable the Minister for Lands has approved of the appropriation for Public School purposes, of 4 acres of land at Springside, parish of Benere, county of Bathurst, I am directed by the Council of Education to state that the Council would be glad to be furnished with a tracing of the land in question.

I have, &c.,

GEORGE MILLER,
(For Secretary.)

No. 64.

The Secretary, Council of Education, to Mr. A. Alley.

(76-14,548.)

Sir, Council of Education Office, Sydney, 12 September, 1876.

I am directed by the Council of Education to acquaint you that the Honorable the Minister for Lands has now approved of the appropriation for Public School purposes of 4 acres of land at Springside, parish of Benere, county of Bathurst.

2. I am further to state that the Government has been asked for a tracing of the land in question, of which a copy will be forwarded to you in due course.

I have, &c.,

GEORGE MILLER,
(For Secretary.)

No. 65.

No. 65.

Memorandum from The Secretary, Council of Education, to The Inspector of Schools, Bathurst District.

Council of Education Office, Sydney, 12 September, 1876.

Springside: Appropriation of School site.

THE Honorable the Minister for Lands has now approved of the appropriation, for Public School purposes, of 4 acres of land at the above place, parish of Beneree, county of Bathurst.

The Government has been asked to furnish a tracing of the land, a copy of which will be forwarded to you in due course.

I have, &c.,

GEORGE MILLER,
(For Secretary.)

No. 66.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 23 September, 1876.

Referring to your letter of the 22nd August last, stating that the Minister for Lands had approved of the appropriation of 4 acres of land in the parish of Beneree, county of Bathurst, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a communication has been received from the Council of Education requesting that they may be furnished with a tracing of the land in question.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 67.

Mr. A. Alley to The Council of Education.

Gentlemen,

Springside, 30 September, 1876.

In reply to yours of the 12th instant (No. 76-14,548), I am happy to hear that the Honorable the Minister for Lands has at last approved of the appropriation of 4 acres of land for Public School purposes.

As there can now be no further obstacle in the way of the building being proceeded with, I trust the Council of Education will cause the plans and specifications to be forwarded to me at once, so that tenders may be obtained, and the work be proceeded with while the fine weather lasts.

I have, &c.,

A. U. ALLEY.

No. 68.

(76-15,663.) The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 4 October, 1876.

With reference to your letter dated 30th ultimo, requesting that the plans and specifications of the proposed Public School buildings at Springside may be forwarded to you, in order that tenders for the works may be procured, I am directed by the Council of Education to invite your attention to my letters, dated 24th July and 7th September last, informing you that the plans and specifications of the proposed buildings were completed and requesting you to inform me in what newspapers the Public School Committee recommend that advertisements calling for tenders for the erection of the same should be inserted, and to what place the plans and specifications should be sent for inspection by persons who desire to tender.

2. Will you be good enough therefore to furnish me with the necessary information as early as practicable.

I have, &c.,

W. WILKINS,
Secretary.

No. 69.

Mr. A. Alley to The Secretary, Council of Education.

Sir,

Springside, 14 October, 1876.

In reply to yours of the 4th instant (No. 76-15,663), referring me to your letters of the 24th July and 7th September for reply, I have the honor to inform you that yours of the 24th July has never reached me, and that of the 7th September I only received to-day, it having been addressed to Lucknow, as well as that of the 4th instant. Many letters of yours have lain at Lucknow for weeks for the same reason.

The local Committee recommend that the advertisements calling for tenders for the proposed school at Springside be inserted in the *Western Examiner* and *Carcoar Chronicle*, and that the plans and specifications be left with Mr. John Hale, architect, Orange.

I have, &c.,

A. U. ALLEY.

No. 70.

The Secretary, Council of Education, to Mr. E. Gell.

Sir,

Council of Education Office, Sydney, 24 October, 1876.

I am directed by the Council of Education to acquaint you that advertisements inviting tenders for the erection of the proposed Public School buildings at Springside have been inserted in the newspapers published at Carcoar, Orange, and Bathurst. The tenders should be addressed to Mr. A. U. Alley, the honorary Secretary to the Public School Committee at Springside, on or before the 18th November next.

2.

2. The duplicate plans and specifications are transmitted herewith, in order that intending tenderers may be enabled to inspect them. The original documents have been forwarded to Mr. Alley.

3. Will you be good enough to return the plans and specifications to this office after the date mentioned.

I have, &c.,
W. WILKINS,
Secretary.

No. 71.

The Secretary, Council of Education, to Mr. A. Alley.

Sir, Council of Education Office, Sydney, 24 October, 1876.

With reference to your letter of the 14th instant, I am directed by the Council of Education to acquaint you that advertisements, inviting tenders for the works in connection with the proposed Public School buildings at Springside, have been forwarded for insertion in the newspapers published at Carcoar, Orange, and Bathurst. The tenders should be addressed to you on or before the 18th November next. When received by you, will you be good enough to submit them to the Council for approval, accompanied by the plan and specification.

2. The plan and specification, together with a few tender forms, are transmitted herewith. It is desirable that you should make the necessary arrangements with regard to the plan and specification, in order that intending tenderers may be enabled to inspect them. A duplicate set of the documents referred to have been sent to E. Gell, Esq., architect, Bathurst, who will supervise the erection of the buildings.

I have, &c.,
W. WILKINS,
Secretary.

No. 72.

The Secretary, Council of Education, to Mr. C. Austen.

Sir, Council of Education Office, Sydney, 24 October, 1876.

I am directed by the Council of Education to request that you will be good enough to have the accompanying advertisement, in connection with the proposed Public School buildings at Springside, inserted in the undermentioned newspapers, and to charge the cost thereof to the Council's account (three insertions):—*Carcoar Chronicle, Orange Western Examiner, Orange Western Advocate, Bathurst Times, Bathurst Free Press, Bathurst Western Independent.*

I have, &c.,
W. WILKINS,
Secretary.

No. 73.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir, Department of Lands, Sydney, 17 November, 1876.

In compliance with the request contained in your letter of the 23rd September last, I am directed to forward, herewith, for the information of the Council of Education, a tracing showing the land in the parish of Beneree, county of Bathurst, proposed to be dedicated for Public School purposes.

Tracing, Spring side.

I have, &c.,
W. W. STEPHEN.

No. 74.

Mr. A. Alley to The Council of Education.

Gentlemen, Springside, 20 November, 1876.

I enclose one tender for proposed School buildings at Springside. I think one or more must have miscarried to me, or else have been forwarded to you, as I was promised two others. I will see the parties next week and ascertain. I will also forward the plans and specifications next week when I go to Orange.

I have, &c.,
A. U. ALLEY.

B.C., Inspector of Bathurst District, for your report as to the number of children expected to attend this school. Do you consider the expenditure of £1,275 in providing school buildings justifiable? W.W., 15/12/76. I have made careful inquiries, and from information received I consider that the attendance will be about fifty (50). I consider that the cost of a brick school-house—provided there be no ornamentation—for fifty children should, if the class-room be omitted, not cost more than £1,000.—J. W. ALLPASS, Inspector, 30/12/76.

[Annex to No. 74.]

Orange, 14 November, 1876.

Tender for erection of Public School, Springside.

In pursuance of advertisement in the I, the undersigned do hereby tender to provide the materials and perform the various works required in building the abovenamed Public School agreeably to the plan and specification, for the sum of thirteen hundred and seventy-five pounds ten shillings (£1,375 10s.), and to complete the same within time required from the date of the acceptance of this tender.

I propose the undermentioned persons as sureties for the due performance of the contract, viz.:—Mr. Martin Byrne, baker, Summer-street, Orange; Mr. Edward Smith, baker, Summer-street, Orange.

GEORGE SAMUEL JAMES,
Builder, Summer-street, Orange.

[2nd.]

[2nd Annex to No. 74.]

Orange, November 15, 1876.

Tender for Public School, Springside.

In pursuance of advertisement in the local papers, I, the undersigned, do hereby tender to provide the materials and perform the various works required in the Public School building and teacher's residence, and to complete the whole of the works agreeably to the plan and specification, for the sum of £1,275; and to complete the same within seven months from the date of the acceptance of this tender.

I propose the undermentioned persons as sureties for the due performance of the contract, viz. :—
Mr. John Atkinson, biscuit manufacturer, Anson-street; Mr. Robert Stynes, hotel-keeper, Byng-street and Lord's place.
The Secretary, Council of Education.

THOS. TAYLOR,
Contractor.

No. 75.

The Under Secretary of Justice and Public Instruction, to The Secretary, Council of Education.

Sir, Department of Justice and Public Instruction, Sydney, 23 November, 1876.

Referring to your letter of the 12th September last and previous correspondence (No. 76-14,547) respecting Land for Public School purposes at Springside, I am directed by the Minister of Justice and Public Instruction to inform you that a communication has been received from the Department of Lands on the subject, forwarding tracing showing the land in the parish of Beneree, county of Bathurst, proposed to be dedicated for Public School purposes.

Tracing forwarded.
Parish Beneree,
county Bathurst.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 76.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

(76-18,783.)

Sir,

Council of Education Office, Sydney, 27 November, 1876.

I am directed by the Council of Education to acknowledge the receipt of your letter, dated 23rd instant, forwarding a tracing of 2 acres of land at Springside, proposed to be dedicated for Public School purposes.

2. In reply, I am to point out that in your letter of 7th September last (No. 76-6,492) it is notified that the Minister for Lands had approved of the appropriation for Public School purposes of 4 acres of land at the place mentioned.

3. In view of this fact, and as the Council applied for a grant of 4 acres (see my letter of 22nd October, 1875), the Council would be glad to know whether an area of 4 acres or of 2 acres has been granted; and, if the latter, whether there are any special reasons for a refusal of its application for the larger amount of land.

I have, &c.,

W. WILKINS,
Secretary.

No. 77.

Memorandum from The Secretary, Council of Education, to the Council's Architect.

Council of Education Office, Sydney, 30 November, 1876.

Springside: Hon. Sec's. letter, enclosing plan, specification, and tender for Schoolbuildings at Springside.
For your perusal and report.

W. WILKINS,
Secretary.

Two tenders is submitted, the lower of which is that of Mr. Thos. Taylor, for the sum of £1,275.

This tender is slightly above the usual rate for this class of building, but may be considered reasonable for that locality.

Provided the contractor is known to be a good and trustworthy tradesman, and his sureties responsible persons, I would recommend the acceptance of this tender.

All documents herewith.

G. ALLEN MANSFIELD,
Architect.

6 December, 1876.

No. 78.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 11 December, 1876.

Referring to your letter of 17th November last, forwarding tracing of certain land at Springside, parish of Beneree, and county of Bathurst, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a further communication has been received from the Council of Education on the subject, stating that in your letter of 22nd August last (No. 76-3,071 Ms.) it is notified that the Minister for Lands had approved of the appropriation for Public School purposes of 4 acres of land at the place mentioned.

Returned herewith.

2. In view of this fact, and as the Council applied for a grant of 4 acres (see my letter 27th October, 1875 (75-8,228), they would be glad to know whether an area of 4 acres or of 2 acres has been granted; and, if the latter, whether there are any special reasons for a refusal of its application for the larger amount of land.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 79:

The Secretary, Council of Education, to Mr. E. Gell.

Sir,

Council of Education Office, Sydney, 19 January, 1877.

I am directed to acquaint you that the Council of Education has had under notice the tenders of the proposed Public School buildings at Springside, the lowest of which amounts to £1,275. This sum is regarded by the Council as excessive.

2. In view of the high rate of the tender, the Council declines to authorize its acceptance, and has decided to procure fresh tenders. Before such tenders are however invited, the undermentioned alterations in the plans and specifications should be made, viz. :—Fencing to consist of two-rail fence, to be erected round the site. All paling and batten fencing to be omitted. Underground tank to be reduced to 10' x 10' with a flat cover of planks.

3. Will you be good enough therefore to amend the plans and specifications as indicated above, and to return them to this office as soon as practicable, accompanied by an estimate of the cost of the whole of the works.

I have, &c.,

W. WILKINS,

Secretary.

No. 80.

The Secretary, Council of Education, to Mr. A. Alley.

Sir,

Council of Education Office, Sydney, 19 January, 1877.

I am directed to acquaint you that the Council of Education has had under notice your letter of the 26th November last, enclosing plan, specification, and tenders for the proposed Public School buildings at Springside.

2. In reply, I am to state that in view of the high rate of the lowest tender, which amounts to £1,275, the Council declines to authorize its acceptance, and has decided to procure fresh tenders. Before such tenders are however invited, certain alterations are to be made in the plans and specifications, and the documents have accordingly been forwarded to Mr. E. Gell to be amended.

3. A further communication will be addressed to you in due course, when the plans and specifications have been returned to this office by Mr. Gell.

I have, &c.,

W. WILKINS,

Secretary.

No. 81.

Mr. T. Cummins to The Secretary, Council of Education.

Sir,

Beneree, Orange, 2 March, 1877.

It is seven years and eight months since myself and others of my neighbours made an application to the Council of Education for aid to a Provisional School. Six months after your Inspector, Mr. M'Credie, inspected the school, found 22 children in attendance, found our teacher competent, but he told us our Committee were all Catholics, that we were within 3 miles of Spring Terrace, where he intended having a Public School built in three months, and that we would not get any aid. I was rather too imprudent in reminding this well paid officer of the injustice, and also that Spring Terrace could never be a central place for a school. I wrote at the time to your Hon. Council, through the Hon. Saul Samuel, then Member for Orange, protesting against this injustice to our children in depriving them of the benefit the State sought to confer, but M'Credie was all powerful. Our teacher left, Mr. M'Credie did not build the school at Spring Terrace as stated, and my children and those of my neighbours are left seven years without the benefit of any education.

Some two years ago another more humane of your staff visited our neighbourhood, found no school in existence, and a large number of children growing up in ignorance; he recommended a site for a Public School that the people of Spring Terrace approved of, and also those of a part of the parish of Waldgrave, and would at any time, now known as Springside. Our local Secretary, Mr. Alley, is all this time corresponding with you, plans and specifications have been sent, tenders called twice but none accepted; consequently it looks as if this unfortunate part of New South Wales was doomed to be seven years more without any education. Being the father of seven sons, the oldest not 13, the youngest not 1 month, I do honorable gentlemen consider it anything but justice rendered to us.

Excuse my humble attempt to explain my grievance.

Yours, &c.,

THOS. CUMMINS.

No. 82.

The Secretary, Council of Education, to Mr. E. Gell.

Sir,

Council of Education Office, Sydney, 3 March, 1877.

I have the honor, by direction of the Council of Education, to invite your attention to the letter which was addressed to you from this office on the 19th January last, on the subject mentioned below, and to request that you will be good enough to furnish an early reply.

I have, &c.,

D. J. COOPER,

(For Secretary.)

Subject:—Requesting you to make certain amendments in the plans and specifications of the proposed Public School buildings at Springside.

No. 83.

27

No. 83.

Mr. E. Gell to The Secretary, Council of Education.

Sir, Bathurst, 9 March, 1877.
 In reply to yours (No. 77-3,688), I beg to state that the plans will be completed and forwarded early next week.
 I have, &c.,
 ED. GELL.

No. 84.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir, Department of Lands, Sydney, 10 April, 1877.
 With reference to your letter of the 11th December last, asking for information as to the amount of land proposed to be granted for Public School purposes at Springside, in the parish of Beneree, and county of Bathurst, I am directed to inform you that 4 acres is the amount of land stated in the list of dedications in which the site for Public School is included.
 I have, &c.,
 W. W. STEPHEN.

No. 85.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir, Council of Education Office, Sydney, 17 April, 1877.
 Adverting to my letter, dated 27th November last (No. 76-18,783), respecting the area of the site for a Public School at Springside, parish of Beneree, county of Bathurst, I am directed by the Council of Education to state that the Council would be glad if the Honorable the Minister of Justice and Public Instruction would be good enough to cause the information desired to be furnished at an early date.
 I have, &c.,
 W. WILKINS,
 Secretary.

No. 86.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 24 April, 1877.
 Referring to your letter of the 10th instant and previous correspondence respecting the application of the Council of Education for a grant of land at Springside for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein, and communicated to me for the information of the Council.
 I have, &c.,
 W. E. PLUNKETT,
 Under Secretary.

No. 87.

The Secretary, Council of Education, to Mr. E. Gell.

Sir, Council of Education Office, Sydney, 26 April, 1877.
 I am directed by the Council of Education to acquaint you that advertisements inviting fresh tenders for the erection of the proposed Public School buildings at Springside have been inserted in the newspapers published at Carcoar, Orange, and Bathurst. The tenders should be addressed to Mr. A. U. Alley, the honorary secretary to the Public School Committee at Springside, on or before the 23rd May next.
 2. The duplicate plans and specifications are transmitted herewith, in order that intending tenderers may be enabled to inspect them. The original documents have been forwarded to Mr. Alley.
 3. Will you be good enough to return the plans and specifications to this office after the date mentioned.
 I have, &c.,
 W. WILKINS,
 Secretary.

No. 88.

The Secretary, Council of Education, to Mr. A. Alley.

Sir, Council of Education Office, Sydney, 26 April, 1877.
 With reference to my letter of 19th January last, I am directed by the Council of Education to acquaint you that advertisements, inviting fresh tenders for the works in connection with the proposed Public School buildings at Springside, have been forwarded for insertion in the newspapers published at Carcoar, Orange, and Bathurst. The tenders should be addressed to you on or before the 23rd May next. When received by you, will you be good enough to submit them to the Council for approval, accompanied by the plan and specification.
 2. The plan and specification, together with a few tender forms, are transmitted herewith. It is desirable that you should make the necessary arrangements with regard to the plan and specification, in order that intending tenderers may be able to inspect them. A duplicate set of the documents referred to have been sent to E. Gell, Esq., architect, Bathurst, who will supervise the erection of the buildings.
 I have, &c.,
 W. WILKINS,
 Secretary.

No. 89.

No. 89.

The Secretary, Council of Education, to Mr. C. Austin.

Sir,

Council of Education Office, Sydney, 26 April, 1877.

Three insertions. I am directed by the Council of Education to request that you will be good enough to have the accompanying advertisement in connection with the proposed Public School buildings at Springside, inserted in the undermentioned newspapers, and to charge the cost thereof to the Council's account:—
Carcoar Chronicle, Orange Western Examiner, Orange Western Advocate, Bathurst Times, Bathurst Free Press, Bathurst Western Independent.

I have, &c.,
 W. WILKINS,
 Secretary.

No. 90.

The Under Secretary for Lands to The Under Secretary for Justice and Public Instruction.

Sir,

Department of Lands, Sydney, 16 June, 1877.

Referring to your letter of the 24th April last, further respecting the Public School site at Springside, I am directed to invite your attention to my letter of the 10th April last, and to inform you that the dedication of the land being now complete the deed of grant will be prepared in due course.

2. I am to forward, for the information of the Council of Education, the enclosed tracing, which shows by blue tint the position of the site referred to.

I have, &c.,
 W. W. STEPHEN.

No. 91.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir,

Department of Justice and Public Instruction, Sydney, 21 June, 1877.

Referring to your letter of 17th April last, and previous communication respecting application of the Council of Education for grant of certain land at Springside for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that it has been ascertained from the Department of Lands that 4 acres is the amount of land stated in the list of dedications in which the site for the Public School is included; the dedication of the land being now complete, the deed of grant will be prepared in due course.

2. I am to forward herewith for the information of the Council of Education, a tracing received from the Lands Department, which shows by blue tint the position of the site referred to.

I have, &c.,
 W. E. PLUNKETT,
 Under Secretary.

MEMO.—This Paper is issued in substitution for one bearing a similar heading, distributed 7 March, 1877.

*Legislative Assembly Chamber,
Sydney, 20 March, 1877.*

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(PUBLIC SCHOOL BUILDINGS—DENOMINATIONAL SCHOOLS.)

Ordered by the Legislative Assembly to be printed, 20 March, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 16 August, 1876, That there be laid upon the Table of this House,—

“(1.) A Return of all Public School Buildings erected by the Council of Education since 1st January, 1867, showing in the case of each School the name of the town or locality where it is situated, the cost of its erection, and the proportion granted from the Public Revenue, and the proportion locally contributed; the number of pupils the School is designed to accommodate, and the material of its construction, including walls and roof.

“(2.) A Return of all Denominational Schools to which Certificates have been granted since the issue of Certificates to the Schools taken over from the Denominational School Board in 1867, giving like particulars, so far as they can be given, in each case.”

(*Mr. Parkes.*)

EDUCATION.

The Secretary to the Council of Education to The Under Secretary, Department of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 2 February, 1877.

As requested in your letter of the 21st August last (No. 76/6401) I am directed by the Council of Education to transmit herewith, for the information of the Honorable the Minister of Justice and Public Instruction, the accompanying documents relative to school buildings and certificates to Denominational Schools, which are to be laid before the Legislative Assembly at the instance of Henry Parkes, Esq., M.P., viz. :—

- “(1.) A Return of all Public School buildings erected by the Council of Education since 1st January, 1867, showing in the case of each school the name of the town or locality where it is situated, the cost of its erection, and the proportion granted from the Public Revenue, and the proportion locally contributed, the number of pupils the school is designed to accommodate, and the material of its construction, including walls and roof.
- “(2.) A Return of all Denominational Schools to which certificates have been granted since the issue of certificates to the schools taken over from the Denominational School Board in 1867, giving like particulars as far as they can be given in each case.”

I have, &c.,

W. WILKINS,

Secretary.

RETURN of all Public School Buildings erected by the Council of Education since 1st January, 1867.

Name of School.	Town or locality where situated.	Cost of erection.	Proportion granted from Public Revenue.	Proportion locally contributed.	Number of Pupils.	Material of Construction.	
						Walls.	Roof.
		£ s. d.	£ s. d.	£ s. d.			
1867.							
Hanbury	Waratah	1,500 0 0	1,200 0 0	300 0 0	246	Brick	Shingle.
Limekilns	Limekilns	481 5 0	381 5 0	100 0 0	88	Stone	do
1868.							
Araluen	Araluen	851 18 0	701 18 0	*150 0 0	291	Weatherboards	do
Botany	Botany	1,049 0 0	899 0 0	*150 0 0	174	Brick	do
Bowling Alley Point	Bowling Alley Point	415 0 0	276 13 4	138 6 8	92	Weatherboards	do
Bulli	Bulli	525 0 0	425 0 0	*100 0 0	120	do	do
Burkeville	Lyndhurst	243 18 4	183 18 4	60 0 0	48	Slabs	do
Candelo	Candelo	340 0 0	226 13 4	113 6 8	96	Brick	do
Crudine	Crudine	220 0 0	170 0 0	50 0 0	83	do	do
Ghinni Ghinni	Ghinni Ghinni	261 10 0	207 13 4	†53 16 8	99	Sawn slabs	do
Glenmore	Oaks	460 0 0	385 0 0	*75 0 0	100	Stone	do
Gundaroo	Gundaroo	293 10 0	213 10 0	80 0 0	44	Rubble (stone)	do
Hay	Hay	1,205 0 0	803 6 8	401 13 4	112	Brick	Iron.
Kangaloon West	Kangaloon	256 10 0	171 0 0	*85 10 0	72	Weatherboards	Shingle.
Lake Albert	Near Wagga Wagga	365 0 0	290 0 0	*85 0 0	56	do	do
Leichhardt	Petersham	650 0 0	550 0 0	*100 0 0	82	Brick	do
Marlec	Wingham	250 0 0	205 0 0	45 0 0	71	Sawn slabs	do
Mitchell Island	Croki	229 0 0	189 0 0	40 0 0	62	Weatherboards	do
Mittagong Upper	Mittagong	305 0 0	285 0 0	*20 0 0	62	Brick	do
Mosquito Island	Near Newcastle	266 0 0	191 0 0	75 0 0	48	Weatherboards	do
Mummell	Mummell	295 11 0	197 0 8	98 10 4	48	Stone	do
Narrabri	Narrabri	919 12 0	613 1 4	306 10 8	98	Brick	do
Picton	Picton	788 0 0	638 0 0	*150 0 0	80	do	do
Pipeclay Creek	Near Mudgee	160 0 0	110 0 0	50 0 0	68	Slabs	do
Rainbow Reach	Rainbow Reach	149 0 0	118 16 6	30 3 6	56	do	do
Rose Valley	Kiama	169 0 0	169 0 0	†	56	do	do
Taralga	Taralga	408 10 0	408 10 0	†	79	Stone	do
Thurgoona	Thurgoona	390 0 0	290 0 0	100 0 0	88	Brick	do
Tumut	Tumut	638 0 0	488 0 0	150 0 0	139	do	do
Warkworth	Warkworth	485 0 0	403 0 0	82 0 0	88	do	do
William Town	William Town	220 0 0	160 0 0	60 0 0	56	Sawn slabs	do
Woodford Dale	Lawrence	417 0 0	278 0 0	139 0 0	97	Weatherboards	do
Woodford Leigh	Lawrence	295 0 0	196 13 4	98 6 8	35	do	do
1869.							
Adelong Crossing	Adelong Crossing	281 15 0	181 15 0	100 0 0	38	Sawn slabs	do
Bellinger River	Boat Harbour	250 0 0	166 13 4	83 6 8	46	Slabs	do
Berrima	Berrima	425 0 0	296 13 4	128 6 4	94	Stone	do
Bundarra	Bundarra	460 0 0	306 13 4	153 6 8	59	Brick	do
Burrowa	Burrowa	398 0 0	265 6 8	132 13 4	76	do	do
Chatsbury	Turlo	180 0 0	120 0 0	60 0 0	44	Slabs	do
Coonabarrabran	Coonabarrabran	400 0 0	266 13 4	133 6 8	66	Sawn slabs	do
Coonamble	Coonamble	330 0 0	220 0 0	110 0 0	68	do	do
Cunningar	Binalong	325 0 0	216 13 4	108 6 8	49	Pisé (mud)	do
Dundas	Field of Mars	576 0 0	447 0 0	*129 0 0	162	Brick	do
Guyong	Guyong	450 0 0	300 0 0	150 0 0	56	Stone	do
Hill End	Hill End	466 0 0	310 13 4	155 6 8	218	Weatherboards	do
Jembaicumbene	Jembaicumbene	300 0 0	200 0 0	100 0 0	56	Slabs	do
Kangaroo Valley	Kangaroo Valley	212 0 0	141 6 8	70 13 4	58	do	do
Marengo	Marengo	180 0 0	145 0 0	35 0 0	50	Stone	Iron.

* In addition to a site.

† In addition to a residence.

‡ Site and part building given locally.

Name of School.	Town or locality where situated.	Cost of erection.	Proportion granted from Public Revenue.	Proportion locally contributed.	Number of Pupils.	Material of Construction.	
						Walls.	Roof.
1869—contd.		£ s. d.	£ s. d.	£ s. d.			
Nelligen	Nelligen	220 0 0	146 13 4	73 6 8	52	Slabs	Shingle.
Norwood	Goulburn	50 0 0	50 0 0		68	Brick	do
Rocky River	Rocky River	323 0 0	262 0 0	61 0 0	81	do	do
Rylstone	Rylstone	495 0 0	345 0 0	150 0 0	72	Rubble stone	do
Shell Harbour	Shell Harbour	670 0 0	480 0 0	*190 0 0	92	Stone	do
Swan Creek	Grafton	598 0 0	398 13 4	199 6 8	78	Brick	do
Teralba	near Newcastle	174 18 0	116 12 0	58 6 0	36	Slabs	do
Turon, Upper	Turon	220 0 0	146 13 4	73 6 8	63	do	do
Wentworth	Wentworth	909 15 0	606 10 0	303 5 0	118	Brick	do
Windsor	Windsor	867 0 0	617 0 0	250 0 0	192	do	do
Wolumla, South	Wolumla	245 0 0	163 6 8	81 13 4	50	Slabs	do
1870.							
Aldavilla	Warneton	190 0 0	126 13 4	63 6 8	44	do	do
Brokenback	Near Maitland	155 0 0	105 0 0	50 0 0	56	do	do
Bulli, North	Bulli	150 0 0	150 0 0	*	56	Slabs	do
Burwood	Burwood, near Sydney	1,220 0 0	929 5 4	*290 14 8	273	Brick	do
Campsie	Vacy	102 10 0	80 16 0	*21 14 0	67	Slabs	do
Grafton	Grafton	1,957 8 6	1,957 8 6	†	233	Brick	do
Hunter's Hill	Hunter's Hill	1,427 0 0	1,051 6 8	*375 13 4	171	Freestone	do
Kiama	Kiama	1,123 15 0	749 3 4	374 11 8	145	Stone	do
M'Donald, Central	M'Donald	50 0 0	50 0 0		35	Slabs	do
Paddington	Paddington	3,660 0 0	3,660 0 0		475	Brick	do
Richmond	No. Richmond	693 0 0	493 0 0	*200 0 0	100	do	do
Rydal	Rydal	168 7 10	125 14 8	42 13 2	59	do	do
Wallsend	Wallsend	1,500 0 0	1,093 6 8	*406 13 4	287	do	do
Wombat	Wombat	330 0 0	220 0 0	110 0 0	88	do	do
1871.							
Albion Park	Albion Park	265 0 0	189 10 0	*75 10 0	85	Weatherboards	do
Alummy Creek	W. Grafton	292 12 0	195 1 4	97 10 8	56	do	do
Belmore River	Gladstone	219 15 0	156 15 0	63 0 0	66	do	do
Bergalia	Bergalia	149 0 0	149 0 0	*	57	do	do
Bundywalla	Broughton Creek	120 0 0	80 0 0	40 0 0	50	do	do
Currawang	Currawang	300 0 0	200 0 0	100 0 0	90	Brick	do
Forbes	Forbes	670 0 0	446 13 4	223 6 8	120	do	do
Grenfell	Grenfell	784 0 0	522 13 4	261 6 8	206	do	do
Gunning	Gunning	610 0 0	406 13 4	203 6 8	104	do	do
Hamilton, Pitt Town	Hamilton	1,085 0 0	856 13 4	*228 6 8	182	do	do
Hargraves	Hargraves	382 0 0	254 13 4	127 6 8	82	Sawn slabs	do
Ironbarks	Ironbarks	348 0 0	248 0 0	100 0 0	72	Weatherboards	do
Jerilderie (burnt)	Jerilderie	292 0 0	194 13 4	97 6 8	37	Subsequently destroyed by fire; new ones erected in 1875 (See under that year.)	
Liverpool	Liverpool	495 0 0	395 0 0	100 0 0	109	Brick	Shingle.
M'Donald Lower	M'Donald	120 0 0	120 0 0		36	Slabs	do
Menangle	Menangle	475 0 0	346 16 3	*128 3 9	68	Brick	do
Menindie	Menindie	243 11 0	162 7 4	81 3 8	50	do	Iron.
Moorooloolen	Moorooloolen	240 12 6	180 8 4	*60 4 2	56	Weatherboards	Shingle.
Murrumbateman	Murrumbateman	109 0 0	72 13 4	36 6 8	53	Brick	do
Nundle	Nundle	460 0 0	306 13 4	153 6 8	72	do	do
Pennant Hills	Pennant Hills	528 0 0	388 0 0	*140 0 0	90	do	do
Prospect	Prospect	410 0 0	282 6 8	127 13 4	76	do	do
Robertson	Robertson	374 11 0	269 14 0	104 17 0	62	Stone	do
Tantawanglo	Kameruka	200 0 0	133 6 8	66 13 4	56	Slabs	do
Tumberubah	Tumberubah	364 3 2	242 15 5	121 7 9	56	Brick	do
Wagga Wagga	Wagga Wagga	2,415 0 0	1,787 1 10	627 18 2	157	do	do
Wallgrove	Eastern Creek	293 0 0	199 13 4	93 6 8	60	Weatherboards	do
Wilton	Wilton	230 0 0	163 7 0	66 13 0	44	do	do
1872.							
Barraba	Barraba	315 0 0	210 0 0	105 0 0	60	Slabs	do
Boggabri	Boggabri	800 0 0	533 6 8	266 13 4	74	Brick	do
Broughton Village	Broughton Creek	175 0 0	175 0 0	*	63	Weatherboards	do
Dubbo	Dubbo	1,057 0 0	838 0 0	†219 0 0	155	Brick	do
Dunmore	Largs	395 0 0	330 0 0	*65 0 0	81	do	do
Gullen	Gullen	250 0 0	166 13 4	83 6 8	70	Rubble	do
Guntawang	Guntawang	329 0 0	319 6 8	*9 13 4	69	Brick	do
Hornsby	Hornsby	370 0 0	253 6 8	*116 13 4	72	do	do
Howlong	Howlong	407 10 0	271 13 4	135 16 8	80	do	do
Panbula	Panbula	156 17 0	104 11 4	52 5 8	78	Rubble	do
Penrith	Penrith	570 0 0	380 0 0	190 0 0	270	Brick	do
Perth	Queen Charlotte Vale	505 0 0	336 13 4	168 6 8	72	do	do
Roughit	Scott's Flat	327 0 0	224 13 4	*102 6 8	64	Weatherboards	do
Seaham	Seaham	95 0 0	63 6 8	31 13 4	52	do	do
Wattle Flat	Wattle Flat	311 0 0	207 6 8	103 13 4	100	Brick	do
Woomargama	Ten-mile Creek	212 0 0	156 7 0	55 13 0	62	do	do
Wyagdon	Wyagdon	348 0 0	245 6 8	*102 13 4	33	do	do
Wyralah	Wyralah	275 0 0	223 6 8	51 13 4	95	Weatherboards	do
1873.							
Araluen, West	Araluen	127 0 0	84 13 4	42 6 8	154	do	do
Bateman's Bay	Bateman's Bay	142 0 0	94 13 4	47 6 8	67	Slabs	do
Brand Hill	Kiama	290 0 0	206 13 4	*83 6 8	60	Weatherboards	do
Brewarrina	Brewarrina	780 0 0	520 0 0	260 0 0	38	Brick	do
Cowper	Brush Grove	380 0 0	253 6 8	126 13 4	76	Weatherboards	do
Crookwell	Crookwell	270 0 0	180 0 0	90 0 0	70	Rubble	do
Gosling Creek	near Orange	332 0 0	248 0 0	84 0 0	72	Weatherboards	do
Gulgong	Gulgong	970 0 0	646 13 4	323 6 8	274	do	Iron.

* In addition to a site.

† Proceeds of sale of old site devoted to this building.

Name of School.	Town or locality where situated.	Cost of erection.	Proportion granted from Public Revenue.	Proportion locally contributed.	Number of Pupils.	Material of Construction.	
						Walls.	Roof.
		£ s. d.	£ s. d.	£ s. d.			
<i>1873—contd.</i>							
Gundurimba	Near Lismore	278 0 0	185 6 8	92 13 4	64	Weatherboards	Shingle.
Kinchela Creek	Macleay River	245 0 0	163 6 8	81 13 4	70	Sawn slabs.....	do
Kincumber	Kincumber	331 0 0	220 13 4	110 6 8	54	Slabs	do
Maitland, East	Maitland	1,050 0 0	700 0 0	350 0 0	323	Brick	do
Maitland, West	Maitland	1,812 0 0	1,141 6 8	670 13 4	423	do	do
Merimbula	Merimbula	303 7 0	222 4 8	*81 2 4	58	Stone	do
Murwillumba	Murwillumba	120 0 0	80 0 0	40 0 0	53	Slabs	do
Onybygambah	Onybygambah	146 0 0	97 6 8	48 13 4	64	Weatherboards	do
Parkesbourne	Brcadalbane	135 0 0	90 0 0	45 0 0	42	Stone	do
Plattsburgh	near Wallsend	1,137 0 0	824 13 4	*312 6 8	208	Brick	do
Rocky Mouth	Rocky Mouth	310 0 0	206 13 4	103 6 8	76	do	do
Tempé	Tempé	1,271 5 0	944 3 4	*327 1 8	113	Stone	do
Tinonee	Tinonee	149 0 0	99 6 8	49 13 4	122	Weatherboards	do
Wilbertree	Near Mudgee	172 0 0	114 13 4	57 6 8	40	Slabs	do
Young	Young	1,150 0 0	766 13 4	383 6 8	239	Brick	do
<i>1874.</i>							
Alstonville	Alstonville	133 0 0	88 13 4	44 6 8	45	Weatherboards	do
Collector	Collector	565 4 6	475 4 6	90 0 0	35	Stone	do
Greta	Branxton	456 0 0	304 0 0	152 0 0	74	Weatherboards	do
Glen Innes	Glen Innes	1,580 0 0	1,363 1 8	+216 13 4	200	Brick	do
Gunnedah	Gunnedah	905 0 0	603 6 8	301 13 4	95	do	do
Hopefield	Corowa	483 0 0	374 16 0	108 4 0	68	do	Iron.
March	Orange	270 0 0	180 0 0	90 0 0	44	do	Shingle.
Maryland	Maryland	396 0 0	264 0 0	132 0 0	66	Weatherboards	do
Palmer's Island	Palmer's Island	275 0 0	243 6 8	31 13 4	72	do	do
Parkes	Parkes	1,265 0 0	1,017 11 1	247 8 11	60	Brick	do
Peelwood	Peelwood	220 0 0	146 13 4	73 6 8	100	Weatherboards	do
Portland, Lower	Portland	285 0 0	225 0 0	*60 0 0	56	Stone	do
Raymond Terrace	Raymond Terrace	350 0 0	233 6 8	116 13 4	72	Weatherboards	do
Rooty Hill	Rooty Hill	436 0 0	346 0 0	*90 0 0	60	do	do
Scone	Scone	1,265 0 0	1,232 12 6	32 7 6	150	Brick	do
Tattaila	Moama	359 5 0	239 10 0	119 15 0	60	do	do
Tirrania Creek	Tirrania Creek	296 10 0	197 13 4	98 16 8	52	Weatherboards	do
Waratah	Waratah	722 0 0	481 6 8	240 13 4	108	Brick	do
Wilcannia	Wilcannia	900 0 0	600 0 0	300 0 0	42	Stone	Iron.
Woola Woola	Taree	145 0 0	93 7 4	51 12 8	70	Sawn slabs.....	Shingle.
<i>1875.</i>							
Campbelltown	Campbelltown	1,280 0 0	980 0 0	300 0 0	152	Brick	do
Doughboy Hollow	Murrurundi	175 0 0	175 0 0	.....	56	Weatherboards	Iron.
Gerringong	Gerringong	650 0 0	433 6 8	216 13 4	70	Stone	Shingle.
Greghamstown	Blayney	490 0 0	390 0 0	100 0 0	24	do	do
Jerrelderie	Jerrelderie	530 0 0	397 10 0	132 10 0	37	Brick	Iron.
Jindera	Albury	408 16 0	408 16 0	.....	50	do	Shingle.
Newcastle, South	Newcastle	1,207 0 0	1,054 13 4	152 6 8	160	do	do
Oberon	Oberon	460 0 0	445 0 0	15 0 0	60	do	do
Strontian Park	Grafton	330 0 0	230 0 0	100 0 0	54	Weatherboards	do
Woodburn	Woodburn	147 0 0	108 0 0	39 0 0	48	Sawn slabs.....	do
SCHOOL Buildings commenced 1876.							
Balmain	Balmain	4,200 0 0	4,200 0 0	.....	624	Asliar masonry	do
Bathurst	Bathurst	9,150 0 0	9,150 0 0	.....	800	Brick	do
Bingera	Bingera	711 0 0	711 0 0	.....	62	Weatherboards	do
Bourke	Bourke	2,660 0 0	2,410 0 0	250 0 0	100	Brick	do
Bowring	Yass	340 0 0	340 0 0	.....	60	do	do
Clarence Town	Clarence Town	1,200 0 0	1,200 0 0	.....	100	Weatherboards	do
Cooyal	Near Mudgee	417 0 0	417 0 0	.....	40	Slabs	Iron.
Five Dock	Five Dock	1,975 0 0	1,975 0 0	.....	150	Brick	Shingle.
Forest	Guyong	555 0 0	480 0 0	75 0 0	50	Sawn slabs.....	do
Gladstone	Gladstone	397 0 0	397 0 0	.....	53	do	do
Grafton, South	Grafton	1,250 0 0	1,250 0 0	.....	110	Brick	do
Jamberoo	Jamberoo	2,251 0 0	2,251 0 0	.....	200	Rubble stone...	do
Kangaroo River	Kangaroo Valley	675 0 0	675 0 0	.....	54	Sawn slabs.....	do
Lanc Cove	Lanc Cove	1,957 0 0	1,957 0 0	.....	110	Stone	do
Morebringer	Howlong	495 10 0	452 10 0	43 0 0	60	Sawn slabs.....	do
Murrurundi	Murrurundi	1,628 0 0	1,628 0 0	.....	80	Brick	do
Narellan	Narellan	1,045 8 0	1,045 8 0	.....	48	do	do
Newtown	Newtown	7,890 0 0	7,890 0 0	.....	900	do	Slate.
O'Connell	O'Connell	430 0 0	373 4 7	56 15 5	40	do	Shingle.
Orange	Orange	1,145 15 0	1,145 15 0	.....	100	do	do
Peakhurst	Gannon's Forest	1,363 16 6	1,363 16 6	.....	60	Rubble stone...	do
Queanbeyan	Queanbeyan	1,554 7 0	1,254 7 0	300 0 0	145	Stone	do
Raymond Terrace	Raymond Terrace	350 0 0	233 6 8	116 13 4	72	Weatherboards	do
Round Swamp	Ilford	330 0 0	255 0 0	75 0 0	38	Slabs	do
Ryde	Ryde	2,730 0 0	2,730 0 0	.....	304	Stone	do
Southgate, Lower	Brush Grove	525 0 0	450 0 0	75 0 0	72	Weatherboards	do
Spring Grove	Spring Grove	1,079 0 0	1,079 0 0	.....	72	Rubble stone...	do
Sussex-street	Sydney	8,365 0 0	8,365 0 0	.....	774	Brick	Slate.
Sydney, North	Sydney	2,218 0 0	2,218 0 0	.....	140	Stone	Shingle.
Tamworth	Tamworth	2,490 0 0	2,490 0 0	.....	339	Brick	do
Uarby	Uarby	420 0 0	310 0 0	110 0 0	48	Slabs	do
Watson's Bay	Watson's Bay	2,170 0 0	2,170 0 0	.....	100	Stone	do

* In addition to a site.

† Proceeds of sale of old premises devoted to buildings.

SCHOOL Buildings completed since 20th August, 1876. -

Name of School.	Town or locality where situated.	Cost of erection.			Proportion granted from Public Revenue.			Proportion locally contributed.			Number of Pupils.	Material of Construction.	
		£	s.	d.	£	s.	d.	£	s.	d.		Walls.	Roof.
Ashfield	Ashfield	2,390	0	0	2,390	0	0	.....	.....	.....	284	Brick	Shingle.
Baulkham Hills.....	Baulkham Hills	1,077	0	0	1,077	0	0	.....	.....	.....	60	do	do
Bell's Creek	Braidwood	295	0	0	251	3	6	43	16	6	50	Weatherboards	do
Cassilis	Cassilis	1,406	0	0	1,406	0	0	.....	.....	.....	62	do	do
Condobolin.....	Condobolin	360	0	0	240	0	0	120	0	0	58	do	do
Coogee.....	Coogee	2,331	0	0	2,331	0	0	.....	.....	.....	150	Stone	do
Germanton.....	Ten-mile Creek	463	0	0	463	0	0	.....	.....	.....	50	Brick	do
Guilford	Guilford	811	6	9	811	6	9	.....	.....	.....	56	do	do
Hurstville	Gannon's Forest	1,685	0	0	1,685	0	0	.....	.....	.....	60	Stone	do
Inverell	Inverell.....	1,093	14	0	986	0	8	112	13	4	200	Brick	do
Koggarah	Koggarah	1,346	15	0	1,346	15	0	.....	.....	.....	103	Rubble-stone...	do
Lauriston	Lauriston	187	10	0	187	10	0	.....	.....	.....	50	Weatherboards	do
Markwell	Myall River	218	0	0	218	0	0	.....	.....	.....	60	do	do
Parramatta Sth.....	Parramatta	1,990	11	7	1,693	15	2	296	16	5	300	Brick	do
Urana	Urana	615	15	0	449	1	8	166	13	4	58	do	Iron.

RETURN of all Denominational Schools to which Certificates have been granted since 1st January, 1867.

Name of School.	Town or locality where situated.	Cost of erection.			Proportion granted from Public Revenue.			Proportion locally contributed.			Number of Pupils.	Material of Construction.	
		£	s.	d.	£	s.	d.	£	s.	d.		Walls.	Roof.
1867. Lane Cove, R.C.	Lane Cove .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	Iron	Iron.
1868. Sydney Hebrew.....	Sydney .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	224	.....	.....
Villa Maria, R.C.	Hunter's Hill .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69	Stone	Shingle.
1873. Adelong R.C.	Adelong .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104	do	do
Grenfell R.C.	Grenfell .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132	Iron	Iron.
Hill End R.C.	Hill End .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170	Brick	Shingle.
Petersham C.E.	Near Sydney.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	do	do
1874. Gulgong R. C.	Gulgong .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	128	Bark (weather-board lining)	Bark.
Lambton R.C.	Lambton .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125	Weatherboards	Shingle.
1875. Plattsburg R.C.	Near Wallsend.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125	Stone	do
1876. Hamilton R.C.	Hamilton .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	162	Brick	do
Wagga Wagga R.C.	Wagga Wagga.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	do	do

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(CORRESPONDENCE RESPECTING CLOSING OF CERTIFIED DENOMINATIONAL ROMAN CATHOLIC SCHOOL AT LIVERPOOL.)

Ordered by the Legislative Assembly to be printed, 13 March, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 19 January, 1877, That there be laid upon the Table of this House,—

“ A Return of all Correspondence between the Rev. E. J. Luckie and the Colonial Secretary, the Minister for Justice and Public Instruction, and the Council of Education, relative to the closing of the Roman Catholic Denominational School, Liverpool, for half a day, on or about the 15th of November, 1876.”

(Mr. W. Long.)

SCHEDULE.

NO.	PAGE.
1. Rev. E. J. Luckie, Chairman of Roman Catholic Certified Denominational School, Liverpool, to the Honorable the Colonial Secretary, reporting closing of that school on 15 November, 1876—minutes thereon. 15 November, 1876	2
2. Principal Under Secretary to Rev. E. J. Luckie, acknowledging receipt of No. 1. 16 November, 1876	2
3. Secretary, Council of Education, to the Teacher of the Public School at Liverpool. 30 November, 1876	2
4. Same to the Teacher of the Certified Denominational Church of England School, Liverpool. 30 November, 1876	2
5. Same to the Teacher of the Certified Denominational Roman Catholic School at Liverpool. 30 November, 1876	2
6. Rev. E. J. Luckie to the Honorable the Minister of Justice and Public Instruction, further respecting Nos. 1 and 2—minute thereon. 1 December, 1876	2
7. Under Secretary of Justice and Public Instruction to Rev. E. J. Luckie, acknowledging No. 6. 5 December, 1876	3
8. Teacher of the Certified Denominational Church of England School, Liverpool, to the Secretary, Council of Education, in reply to No. 4. 4 December, 1876	3
9. Teacher of the Public School, Liverpool, to same, in reply to No. 3. 4 December, 1876	3
10. Teacher of Certified Denominational Roman Catholic School, Liverpool, to same, in reply to No. 5. 5 December, 1876	3
11. Secretary, Council of Education, to Under Secretary of Justice and Public Instruction, respecting Nos. 1 and 3—minute thereon. 14 December, 1876	4
12. Under Secretary of Justice and Public Instruction to Rev. E. J. Luckie, in reply to No. 6. 21 December, 1876	4
13. Rev. E. J. Luckie to the Honorable the Minister of Justice and Public Instruction, respecting No. 12—minute thereon. 29 December, 1876	4
14. Same to Secretary, Council of Education. 29 December, 1876	5
15. Under Secretary of Justice and Public Instruction to Rev. E. J. Luckie, acknowledging No. 13. 4 January, 1877	5
16. Secretary, Council of Education, to Rev. E. J. Luckie, acknowledging No. 14. 9 January, 1877	5
17. Rev. E. J. Luckie to Secretary, Council of Education, further respecting No. 16. 10 January, 1877	5

EDUCATION.

No. 1.

The Rev. E. J. Luckie to The Colonial Secretary.

Sir,

Liverpool, 15 November, 1876.

I have the honor to acquaint you that I have just learned that the certified Catholic School of this town was closed to-day, and upon inquiry as to the cause, and knowing that the Local Board was not consulted about it, I was told that certain members of the New South Wales Ministry, namely, Messrs. Lackey and Burns, gave the children a holiday.

As this alleged act of these gentlemen was done in contravention of regulation 89 of the Rules and Regulations of the Council of Education, and in utter disregard of the authority of the Local Board, I desire to be informed at your earliest convenience by what authority, if any, such holiday was granted?

I beg to point out to you that the regulation referred to is as follows:—"No. 89. No school is to be closed upon any school day without the written direction of the Local Board, who must satisfy themselves that circumstances warrant that step; and in no case for more than one day without the sanction of the District Inspector or the Council."

I have, &c.,

EUGENE J. LUCKIE, R.C.C.,
Chairman of Local Board.

The Under Secretary of Justice and Public Instruction.—H.H., B.C., 16/11/76. Acknowledge, 16.
The Council of Education.—J.D., 12/11/76. The Secretary to the Council of Education.—W.E.P.,
B.C., 20 Nov., 1876.

No. 2.

The Principal Under Secretary to The Rev. E. J. Luckie.

Reverend Sir,

Colonial Secretary's Office, Sydney, 16 November, 1876.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 15th instant, complaining of the closing of the Roman Catholic Denominational School at Liverpool on that date, and to inform you that your communication has been brought under the notice of the Minister of Justice and Public Instruction.

I have, &c.,

HENRY HALLORAN.

No. 3.

Memorandum from The Secretary, Council of Education, to Mr. C. Stratford.

(76-18,967.)

Council of Education Office, Sydney, 30 November, 1876.

BE good enough to state whether the above school was closed on 15th instant; and, if so, under what circumstances?

W. WILKINS,

Secretary.

No. 4.

Memorandum from The Secretary, Council of Education, to Mr. W. Long.

(76-18,968.)

Council of Education Office, Sydney, 30 November, 1876.

BE good enough to state whether the above school was closed on 15th instant; and, if so, under what circumstances?

W. WILKINS,

Secretary.

No. 5.

Memorandum from The Secretary, Council of Education, to Mr. J. Gribben.

(76-18,966.)

Unauthorized closing of school.

Council of Education Office, Sydney, 30 November, 1876.

THE Council is in receipt of information to the effect that the above school was closed on 15th instant, without the consent of the Local Board. Be good enough to state whether this is the case; and, if so, under what circumstances the school was closed?

W. WILKINS,

Secretary.

No. 6.

The Rev. E. J. Luckie to The Minister of Justice and Public Instruction.

Sir,

Liverpool, 1 December, 1876.

I have the honor to inform you that I received a communication of the 16th ultimo from the Colonial Secretary's Office, in reply to a letter of mine of the 15th ultimo.

In this reply I was informed that my letter was forwarded from that office to you, for the purpose, as I presume, of obtaining from you for it that attention I desired and the subject of it imperatively demanded.

I regret to say that up to the present date I have not received any reply informing me what decision you have arrived at with regard to the subject of my complaint.

As

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As my complaint was justified by the circumstances under which it was made, may I request you will be so good as to let me know at your earliest convenience what redress you have thought fit to give for the outrage committed by the official gentlemen complained of for having unwarrantably violated the rules and discipline of a school, and grossly insulted the authority of the Local Board.

I have, &c.,

EUGENE J. LUCKIE.

The Council of Education.—J.D., 4 Dec., 1876.
W.E.P., B.C., 5/12/76.

The Secretary to the Council of Education.—

No. 7.

The Under Secretary, Department of Justice and Public Instruction, to The Rev.
E. J. Luckie.

Reverend Sir, Department of Justice and Public Instruction, Sydney, 5 December, 1876.

I am directed by the Minister of Justice and Public Instruction to acknowledge the receipt of your letter of the 1st instant, further with reference to your complaint respecting the closing of Denominational School, Liverpool, by Messrs. Burns and Lackey, and to inform you that your communication has been brought under the notice of the Council of Education, with reference to your previous letter on the subject.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 8.

Mr. W. Long to The Secretary, Council of Education.

Sir,

Cert. Den. C.E. School, Liverpool, 4 December, 1876.

In reply to your memo. No. 76-18,968, of the 30th ultimo, requesting me to "state whether the above school was closed on the 15th November, 1876, and if so, under what circumstances," I beg to state that the Hon. J. Lackey, W. A. Long, Esq., M.P., Hon. J. F. Burns, accompanied by the Mayor of Liverpool, and N. G. Bull, Esq., J.P. (member of the Local School Board), visited this school on the 15th November, 1876, and remained for some time, observing the way in which it was conducted.

On leaving the school the Hon. J. Lackey and Mr. Long, M.P., requested me to give the children a half holiday. I stated that Mr. Bull could do so, and I obtained the consent of the Local Board for the purpose of complying with the wishes of the abovenamed gentlemen.

The school was closed for the afternoon.

I am, &c.,

WILLIAM LONG,

Teacher.

No. 9.

Mr. C. Stratford to The Secretary, Council of Education.

Sir,

Liverpool Public School, 4 December, 1876.

In reply to your letter, No. 76/18,967, I have the honor to state that the Liverpool Public School was closed half-day on the 15th ultimo.

On that date the Hon. J. Lackey, Hon. J. F. Burns, W. A. Long, M.L.A., and the Mayor and Aldermen of Liverpool visited the school, and asked half holiday for the pupils, which was granted with the consent of the Chairman of the Local Board.

I have, &c.,

CHAS. STRATFORD,

Teacher, Public School, Liverpool.

No. 10.

Mr. J. S. Gribbin to The Secretary, Council of Education.

Sir,

Certified Denominational R.C. School, Liverpool, 5 December, 1876.

I have the honor to reply to your memo. of 30th ultimo, No. 76/18,966, referring to the "unauthorized closing of above school on 15th ultimo."

On the date mentioned the school was closed from the mid-day recess only, at the request of two Cabinet Ministers and a number of other gentlemen who wished the children of this school, in conjunction with the children of the Public and E.C. Schools, to have a half-day's holiday.

At the time of the visit of these gentlemen (12.25 p.m.) I was preparing to dismiss the school for the mid-day recess, and I was under the impression that the Rev. E. J. Luckie, the Chairman of the Local Board, was away from home; but as I anticipated no objection on his part I did not offer any objections. Sir, I am just as fond of a holiday as my juniors. However, on reporting the matter to the Rev. E. J. Luckie he seemed very much annoyed, and stated he would report the matter.

The gentlemen who visited the school were—the Hon. the Minister for Works, the Hon. the Postmaster General, W. A. Long, Esq., M.L.A., S. Pearce, Esq., Mayor of Liverpool, C. A. Scrivener, Esq., J.P., S. Solomon, Esq., J.P., N. J. Bull, Esq., J.P., and others, of whose names I am not cognizant.

Further, I may add that the other members of my Local Board perfectly agree with me as to the course taken on the occasion.

I have, &c.,

JAMES STEELE GRIBBIN,

Master.

Unauthorized
closing of C.D.
R.C. School,
Liverpool, 15th
November, 1876.

No. 11.

No. 11.

The Secretary, Council of Education, to The Under Secretary, Department of Justice and Public Instruction.

FROM inquiries which have been made by the Council of Education it appears that the schools under its supervision at Liverpool, comprising the Public, Certified Denominational Church of England, and Certified Denominational Roman Catholic Schools were closed after the mid-day recess on the 15th ultimo, at the request of the Minister for Works, the Postmaster General, the Member for the District, and the Mayor and Aldermen of Liverpool, for the purpose of giving the children a half holiday.

Although in view of the provisions of clause 89 of the Regulations under the Public Schools Act there can be no doubt that a technical violation of a by-law was thus committed, yet, under the circumstances, the Council deems it to have been excusable, and therefore sees no reason for interfering in the matter.

B.C., 14 December, 1876.

W. WILKINS,
Secretary.

The Rev. E. J. Luckie may be informed in terms of report.—J.D., 19 December, 1876.

No. 12.

The Under Secretary, Department of Justice and Public Instruction, to The Rev. E. J. Luckie.

Sir, Department of Justice and Public Instruction, Sydney, 21 December, 1876.

Referring to your letter of 1st instant, and previous correspondence respecting conduct of Messrs. Burns and Lackey, in closing the Denominational School at Liverpool, and my reply thereto of 5th instant, stating that your communication had been forwarded for the information of the Council of Education,—

I am directed by the Minister of Justice and Public Instruction to inform you that under a communication which has been received it appears from inquiries made that the schools under the supervision of the Council of Education at Liverpool, comprising the Public, Certified Denominational Church of England, and Certified Roman Catholic Schools, were closed after the mid-day recess on the 15th ultimo, at the request of the Minister for Works, the Postmaster General, the Member for the District, and the Mayor and Aldermen of Liverpool, for the purpose of giving the children a half-holiday.

Although in view of the provisions of clause 89 of the Regulations under the Public Schools Act there can be no doubt that a technical violation of a by-law was thus committed, yet, under the circumstances, the Council deems it to have been excusable, and therefore sees no reason for interfering in the matter.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 13.

The Rev. E. J. Luckie to The Minister of Justice and Public Instruction.

Sir, Liverpool, 29 December, 1876.

I beg to acknowledge the receipt of your communication of the 21st instant, regarding the complaint of the Local School Board at Liverpool against the gentlemen mentioned in the communication under reply, for the outrage committed by them on this Board, and which concludes with the following determination of the case:—"Although in view of the provisions of the clause 89 of the Regulations under the Public Schools Act there can be no doubt that a technical violation of a by-law was thus committed, yet, under the circumstances, the Council deems it to have been excusable, and therefore sees no reason for interfering in the matter."

In reply, I beg to say that I cannot accept your decision as satisfactory, and least of all, as any reparation for the insult offered to the Local Board, or redress for the injury inflicted upon the discipline of the school with which it is connected.

Your communication admits that the law has been violated, and states it was "excusable," but fails to show any proper justification whatever for such violation. Permit me to say that this is unworthy of the Minister of Justice and Public Instruction.

If it could have been shown that the gentlemen complained of had interfered with the discipline of the school in ignorance of the law, or merely to gratify official vanity, the case might be viewed otherwise; but they were not ignorant of the law, or of the Regulations of the Act, and therefore their violation of it was done contumaciously, and is deserving of the severest censure of the Minister of Justice.

Here, where motives are better understood, there is no doubt, that in the case complained of the gentlemen culprits coquetted for political influence with certain parties in this town; and instead of censuring them for their conduct, and giving some guarantee against a recurrence of it, the Council of Education, and I regret to say, the Minister of Justice and Public Instruction, have not only condoned the violation of the law, and the insult offered to the Local Board, but they have thereby given an approval and encouragement to the exercise of the devices of political partisanship, to the weakening of school discipline and the indefinite train of immoralities that must necessarily flow from such condonation and encouragement.

I beg to submit this matter again for your reconsideration, with the hope that you will grant that reparation and redress which the circumstances of the case demand.

I have, &c.,
EUGENE J. LUCKIE.

Acknowledge.—J.D., 3/1/77.

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No. 14.

The Rev. E. J. Luckie to The Secretary, Council of Education.

Sir,

Liverpool, 29 December, 1876.

I beg to acquaint you, for the information of the Council of Education, that I have received a reply from the Minister of Justice and Public Instruction regarding a complaint, already well known to you, which I felt obliged to make lately, of the conduct of certain members of the present Ministry who, as I was informed, coquetted for political influence in this town, by unwarrantably taking upon themselves to give a holiday to school children, thereby violating rule 89 of the By-laws of the School Act, impairing the school discipline, and insulting the Local School Board.

The determination of the Minister of Justice and Public Instruction is expressed as follows:—
“Although in view of the provisions of clause 89 of the Regulations under the Public Schools Act there can be no doubt that a technical violation of a by-law was thus committed, yet, under the circumstances, the Council deems it to have been excusable, and therefore sees no reason for interfering in the matter.”

I beg to say I cannot accept this reply as satisfactory, for it not only shows no proper justification whatever for holding “excusable,” and condoning the gentlemen culprits conduct alluded to, but it refuses any reparation or redress for the outrage committed by them on the Local Board here.

I beg to submit this case for the consideration of the Council of Education, and to request it will have the goodness, as the Regulations of the Schools Act are apparently a dead letter, to give the Local Board here some protection against such political devices as have been resorted to in the case complained of,—the infringement of school discipline, and against insult and outrage to itself.

I have, &c.,

EUGENE J. LUCKIE.

No. 15.

The Under Secretary, Department of Justice and Public Instruction, to The Rev. E. J. Luckie.

Rev. Sir,

Department of Justice and Public Instruction, Sydney, 4 January, 1877.

I am directed by the Minister of Justice and Public Instruction to acknowledge the receipt of your letter of the 29th ultimo, further with reference to the closing of the Denominational School at Liverpool.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 16.

The Secretary, Council of Education, to The Rev. E. J. Luckie.

Rev. Sir,

Council of Education Office, Sydney, 9 January, 1877.

I am directed by the Council of Education to acknowledge the receipt of your letter of 29th ultimo, with reference to a complaint made by you regarding the closing of the Certified Denominational Roman Catholic School at Liverpool, at the instance of the Honorable the Minister for Works and the Honorable the Postmaster General.

2. In reply, I am instructed to state that the Council has already had this matter under consideration in connection with your complaint to the Honorable the Minister of Justice and Public Instruction, and that the Council must now decline to interfere further.

I have, &c.,

W. WILKINS,
Secretary.

No. 17.

The Rev. E. J. Luckie to The Secretary, Council of Education.

Sir,

Liverpool, 10 January, 1877.

I beg to acknowledge the receipt of your letter of yesterday's date, stating that “the Council of Education must decline to interfere further in the matter of the complaint I have brought before it.”

In reply I beg to acquaint you, for the information of the Council, that since the Council has shown by this reply that from some unaccountable inherent weakness it is either unable or unwilling to vindicate the grossly violated school regulations, or afford any protection to the Local School Board, which the Council has appointed to hold cognate jurisdiction with itself, the Chairman of this Board shall in future exclude from the schools under his supervision anyone—no matter what may be his rank or social condition—whom he shall have discovered to have violated the School Regulations, or abused the privileges of a visitor.

This compromise of the interests of justice and of the schools committed by the Council too vividly reminds me of what I have learned and witnessed in America, when I lately visited many of its schools, and presages similar disasters for education and society in this country.

I have, &c.,

EUGENE J. LUCKIE.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(INSUFFICIENCY OF CUBIC SPACE IN SCHOOLS—CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 31 July, 1877.

Dr. Bowker to The Council of Education.

Gentlemen,

Avoca, Darling Point, 6 July, 1877.

I take the liberty of writing to you on an extremely important matter, *i.e.*, the cubic space per head in the schools over which you preside.

I am presuming that your attention has not hitherto been directed to the subject, for doubtless had you been aware of the evil and its consequences, it (the evil) would not have continued in existence.

As a medical practitioner I have been consulted by so many teachers of public schools, and have felt myself obliged to give certificates of the necessity of rest and change so frequently, that I set myself to inquire as to the cause of teachers so often being obliged to become invalids, and my first inquiry was about the quantity of atmospheric air obtainable by them during their occupation of teaching, *i.e.*, about the cubic space for each and the ventilation in their schools and dwellings, this being the first and most important item towards the preservation of their health.

I was astonished at the replies I received. In no one case had they half of the minimum thought necessary by the best authorities. Dr. Budgett, a late Scotch writer, says—"In fact, all rooms for school purposes should be 12 feet high at least; thus a room of 20 × 30 feet would accommodate twenty pupils, &c." This would give a cubic space per head of 360 feet. Further on, the same author writes—"6 feet square and 10 to 12 feet high, is the minimum space allotted by the authorities on the Continent, and this arrangement supposes an effectual system of ventilation." This also gives 360 cubic feet per head as the minimum.

Parkes, in his "Practical Hygiene," says, as a sort of summing up (page 124):—"A change equal to four or five times an hour is I believe all that can be borne under conditions of warming in this country, and if this be correct, from 750 to 1,000 cubic feet should be the minimum allowance of the initial air space." The above calculation contemplates adults. With reference to children instead of adults, as in schools, he says—"Some persons however class two children as one adult; but if this rule be adopted, the rule should at any rate be restricted to children under five years old." (Children breathing more quickly, having to grow, and being more susceptible.) With regard to the inconvenience and expense of so much space to each, the same author observes:—"It has been found very difficult, without incurring greater expense than the Country could bear, to give every man even the 600 cubic feet; and as soldiers are healthy men and can bear rapid movements of air, and as some of the entering air is warmed by the barrack grate, the 600 feet may possibly suffice."

Now what do we find here? A remarkably intelligent patient has given me the following measurements and calculations about his school:—"Schoolroom 30 × 20 × 12½ = 7,500 cubic feet, making no allowance for furniture and spaces occupied by the bodies of the children; 7,500 ÷ 75 = 100 cubic feet space for each person. On many occasions there were between eighty and ninety children, while on others there would not be over fifty. Ventilation defective. About twenty boys and girls over fourteen years.

Teacher's bed-room for teacher and wife, 10 × 10 × 8 = 800 cubic feet. No ventilation other than a window within 3 feet of bedstead. Children's bed-room (ages 17, 13, 11 years) 10 × 8 × 8 = 640 cubic feet. No ventilation other than a window 1½ feet off bedstead.

Another teacher patient a few days ago answered my inquiry by estimating as nearly as he could guess the dimensions of his school at 30 × 20 × 12 = 7,200 cubic feet, and said that he had often 100 in his school. This would give only 72 cubic feet for each.

I have often myself, in visits to patients, passed through rooms in ordinary, small dwelling-houses—rooms absolutely crowded with children, with a young girl as teacher. I am sure the cubic space for each would be in these much less than in any I have mentioned, the ventilation almost nothing. I do not know if these schools are altogether private, or assisted by and therefore under the control of some Board. In either case the injury is as great.

I do not hesitate to say that children or young people who are thus obliged to breath impure air are being gradually poisoned, their constitutions gradually undermined, and themselves rendered more liable to pulmonary consumption—that great scourge of crowded communities. Education is an evil instead of a blessing under such circumstances. As Hufeland says, "On ne doit pas former l'esprit aux dépens du corps."

Besides, when such a state of matters becomes widely known compulsory education would be impossible; for all the power of the British Government would be unable to force parents to send their children to pest-houses, and a schoolroom inadequately provided with pure air is a veritable pest-house.

I believe that, when public schools shall have been examined by competent persons, it will be found that many have been built on wrong principles, and that the pavilion plan will be considered the best, with the teacher's house separate.

I remain, &c.,

R. R. G. BOWKER, M.D.,

L. R. College of Physicians, London,

F. R. Coll. Surg. England, L.A.S. London.

The Secretary, Council of Education, to Dr. Bowker.

Sir,

Council of Education Office, Sydney, 20 July, 1877.

I am instructed to acquaint you that the Council has had under consideration your letter of the 6th instant, in which you bring under its notice the subject of ventilation of schools.

2. In reply, I am to convey to you the thanks of the Council for the trouble you have taken in the matter, and to state that the subject will receive the Council's full and constant attention.

I have, &c.,

W. WILKINS,

Secretary.

[3d.]

Sydney: Charles Potter, Acting Government Printer.—1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LECTURES FOR PROMOTING TECHNICAL EDUCATION.

(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 18 September, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 6th June, 1877, That there be laid upon the Table of this House,—

“Copies of all Correspondence between the Government and the Committee of the Sydney Mechanics’ School of Arts, the Trustees of the Free Library, the Council of the Royal Society, the Senate of the Sydney University, the Committee of the Engineering Association, or any other body, respecting the formation of Evening Classes, and the delivery of courses of Scientific Lectures for promoting Technical Education in the Colony.”

(Mr. Dibbs.)

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LECTURES FOR PROMOTING TECHNICAL EDUCATION.

Sydney Mechanics' School of Arts.

No. 1.

The Secretary, Sydney Mechanics' School of Arts, to The Colonial Secretary.

Sir,

Sydney Mechanics' School of Arts, 21 October, 1874.

A deputation from the Committee of the Sydney Mechanics' School of Arts having been appointed to wait upon the Government respecting proposed extensions to its educational system, and also to endeavour to secure, on behalf of the Mechanics' Institutes of the Colony, the benefit of any instruction in science provided under the new Mining Act, I do myself the honor to request that you will be good enough to state at what time you will be pleased to receive such deputation. I have the honor also to enclose herewith a memorandum of request from the Committee, together with other papers relating to this institution.

I have, &c.,

JOHN ROGERS,
Secretary.

[Enclosure.]

MEMORANDUM of request to the Government of New South Wales from the Committee of the Sydney Mechanics' School of Arts.

PROVISION having been made in the new Mining Act for courses of lectures on science to be delivered by Professors appointed by the Government, the Committee of the Sydney Mechanics' School of Arts conceive, in view of its central position and large educational appliances, that it would be the most suitable place in the city for imparting a knowledge of the sciences of geology, mineralogy, and chemistry. Its large number of members proves it to be the most successful School of Arts in the Colonies, and having been founded in the year 1833 it may be cited as the Mother of the Mechanics' Institutes in Australasia. Some time since it was resolved to increase the present class operations by establishing a Working Men's College for giving evening instruction to the artisans and apprentices of the city. One great obstacle to the extension of its educational course has been the difficulty of obtaining and providing for suitable teachers on technical science in relation to the arts and manufactures; and it is believed if a School of Mines were affiliated with the Sydney Mechanics' Institute practical teaching in mineralogical science could be effected, and a great want in the community met. It is also thought that as there are seventy-six Schools of Art in the Colony subsidized from public funds, that by a union of these institutions they could be enabled to have arranged courses of scientific lectures by the teachers appointed by the Government. The following excellent recommendations of the recent Royal Commission on Scientific Instruction in Great Britain, under the presidentship of the Duke of Devonshire, are respectfully suggested as being worthy of adoption in this Colony:—

That courses of lectures be given in connection with the collection of physical and mechanical instruments, the establishment of which we have proposed; the object of these lectures being to illustrate the progress of scientific and mechanical discovery and invention.

That the establishment of lectures on science, accessible to all classes on payment of a small fee, should be promoted by the Government in the great centres of population.

That, in the first instance, with the view of carrying out the preceding recommendations the system of instruction of this kind, which has already been established by the Government in the metropolis, should be developed by the institution of courses of lectures on the principal branches of experimental and natural science.

The concluding paragraphs of the final report state that throughout the Commissioners have been guided by two convictions,—

The first, that the diffusion among the people of a general knowledge of science is in itself an object of great importance, and that in particular an acquaintance with the manner in which abstract science is brought to bear upon industrial occupations is of the greatest moment to the working classes of this country, not merely as tending to increase the skill of the artisan in his handicraft, but as the best means of awakening his intelligence by forcing him to reflect upon the general laws which are exemplified by the processes with which he is familiar in his daily life.

The second, that no real advancement of knowledge, and none of the higher benefits of science as educational discipline, are to be hoped for from merely general and occasional scientific instruction, whether it be derived from books or from lectures, but that such advancement and benefits will result only from systematic and sustained study.

In submitting their request to the Government the Committee desire to point out that for the past forty years the Sydney Mechanics' School of Arts has been the principal means of instruction to the youths and adults of the city, and that within the past three years the classes have been extended so as to include female students, with successful results. Some members, both male and female, have creditably passed the senior and junior examinations at the Sydney University. The following are classes of the institution, and 294 pupils attended them during the past year:—Latin, French, Chemistry and Physics, Writing and Arithmetic, Phonography, English Grammar and Elocution, School of Design, Ornamental Art, Architectural and Mechanical Drawing, Water Colors, and Singing. Very successful courses of class lectures on geology and mineralogy have been delivered during the past few years, but owing to the resignation of the teacher they have been recently discontinued, as the Committee cannot obtain a suitable lecturer. A well-attended course of lectures on experimental physics is now being delivered by the teacher of the chemistry class. There are also in connection with the institution a large chess club, and a successful debating class. The reading-room contains all the principal English, Foreign, and Colonial newspapers and periodicals, together with a large reference library. The circulating library consists of about 17,000 volumes of well selected literature and works relating to the Colony, and during last year was used by over 2,000 different members. The class accommodation is now fully occupied, and the Committee are desirous of establishing at once a Working Men's College, as nearly as possible upon the model of the one in Great Ormond-street, London, of which Thomas Hughes, Esq., M.P., is Principal. It has therefore been decided to resume the apartments now occupied by the Secretary, and to enlarge and improve the present building so as to supply the following additional class accommodation:—

Rooms—No. 1, about 26 + 15 feet.

No. 2, " 24 + 15 "

No. 3, " 24 + 15 "

No. 4, " 26 + 15 "

No. 5, a room on the ground floor, fitted with shelves, presses, &c., for chemicals and specimens. Table for lecturer and seats for students say about 24 + 15 feet.

No. 6—a room on upper floor, with skylight, fitted with hanging desks to walls and with sunlight; say about 35 feet + 25 feet for School of Design.

A separate ladies' reading room is also to be provided and the library accommodation increased 50 per cent. Other important improvements are to be made in the ventilation of the present building and to provide for the comfort and convenience of the members.

The principal reason for instituting a Working Men's College is that under present arrangements it has been found that owing to neglected elementary education and long hours of labour the artisans and apprentices are placed at great disadvantage

advantage in keeping up with and competing against those whose labour being of a less exhausting nature are in a better position to study. The Working Men's College will embrace the following classes:—English Grammar, English Literature, Physical Science, Political Economy, Arithmetic, Algebra, Mensuration, Geometry, Practical Geometry, School of Design (Mechanical Drawing, &c.), Mechanics, &c. It is proposed that many of these classes shall be free to members of the Institution engaged in the industrial arts. Scholarships will be founded and the degree of Associate conferred upon the students distinguishing themselves at the yearly examinations.

To meet the pressing requirements for increased class accommodation, competitive designs have been called for to afford the necessary room, and it is now hoped that the Government will place a sum of money on the Estimates for 1875 towards the proposed extensions. In order to help forward the development of the resources of this new country it is imperative that our artizans and apprentices should have technical instruction in mechanical and chemical science as applied to the arts and manufactures, and this it is believed can best be secured by evening scientific lectures in our Schools of Art.

Should the Government accede to the request of the Committee, expense in subsidizing two rival institutions for performing a similar work will be avoided, and the lectures can commence without delay, as there are now in the Sydney School of Arts excellent geological and mineralogical cabinets. It cannot but be admitted that efficiency and economy in working will be best promoted by all evening instruction in science being given at one central place in the City, and in connection with one institution. In affiliating the Mining School with the School of Arts the lecturers and students would have the advantage of a library and reading room containing the latest scientific publications and receiving all new books of special interest. The labours of the professors could not but be greatly assisted by the elementary knowledge obtainable by students in the various classes of the School of Arts. If the School of Mines were affiliated with the Sydney University it could only be used by a few students, and numbers of persons who cannot attend any but evening lectures will be practically debarred from profiting by any instruction in science provided by the Government.

A large block of land at the rear of the School of Arts, with entrance from George-street, has recently been secured by the Committee, and it is suggested that it would be a central and convenient site for the erection of a building should a School of Mines be affiliated with the Sydney Mechanics' Institute. On this land could also be erected an Industrial and Technological Museum similar to Institutions in the manufacturing Towns of Great Britain, with apparatus for illustrating science in its relation to agriculture, mining, and manufactures. The Engineering Association of New South Wales have recently applied to the Committee of the Sydney School of Arts for accommodation to give technical instruction in matters affecting the iron trades, and it cannot but be considered highly expedient that the thousands of apprentices and workmen employed in this City should have training in the science relating to their several callings, at our Mechanics' Institute.

[Copy of Act of Incorporation of the Sydney Mechanics' School of Arts—Report from the Select Committee of the Legislative Assembly on the Sydney Mechanics' School of Arts Incorporation Bill, ordered by the Legislative Assembly to be printed on 27th March, 1874—also, Annual Report of the Sydney Mechanics' School of Arts, for 1873, with Circular, inviting competitive plans for alterations to School of Arts—forwarded with this communication.]

The Minister of Justice and Public Instruction.—H.P., 23/10/74. The Under Secretary, Law Department.—H.H., B.C., 24 Oct., 1874.

No. 2.

The Principal Under Secretary to The Secretary, Sydney Mechanics' School of Arts.

Sir,

Colonial Secretary's Office, Sydney, 24 October, 1874.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 21st instant, requesting that a time may be stated to receive the deputation appointed to wait upon the Government respecting various matters relating to the Sydney Mechanics' School of Arts, and to inform you that your communication has been brought under the notice of the Minister of Justice and Public Instruction.

I have, &c.,

HENRY HALLORAN.

No. 3.

The Under Secretary of Justice, &c., to The Secretary, Sydney Mechanics' School of Arts.

Sir,

Department of Justice and Public Instruction, Sydney, 28 October, 1874.

Referring to your letter of 21st instant to the Colonial Secretary's Department, inquiring at what time a deputation will be received from the Committee of the Sydney School of Arts respecting proposed extension to its educational system, I am directed to inform you that the Minister of Justice and Public Instruction will receive the deputation on Friday next, the 30th instant, at 11 a.m.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 4.

The Secretary, Sydney Mechanics' School of Arts, to The Minister of Justice, &c.

Hon. Sir,

Sydney Mechanics' School of Arts, 5 April, 1875.

I do myself the honor, by direction of the Committee of the above Institution, to inquire at what time you will be pleased to receive a deputation from it respecting the proposed alterations and additions to that institution, and also for the purpose of respectfully suggesting that in the proposed new Mining Bill provision should be made for courses of lectures on mineralogical science in connection with the Mechanics' Institutes of the Colony.

I have, &c.,

JOHN ROGERS,

Secretary.

No. 5.

The Under Secretary of Justice, &c., to The Secretary, Sydney Mechanics' School of Arts.

Sir,

Department of Justice and Public Instruction, Sydney, 6 April, 1875.

Referring to your letter of the 5th instant, inquiring what time the Minister of Justice and Public Instruction would receive a deputation from the Sydney Mechanics' School of Arts respecting proposed alterations and additions to that building, and for making provision in new Mining Bill for courses of lectures on mineralogical science in connection with that institution, I am directed to inform you that Mr. Docker will receive the deputation on Thursday next, the 8th instant, at 11 a.m.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 6.

No. 6.

The President, Sydney Mechanics' School of Arts, to The Under Secretary of Justice, &c.

Sir,

Sydney Mechanics' School of Arts, 31 May, 1875.

With reference to the vote of £2,500 lately passed by the Assembly in aid of the Sydney Mechanics' School of Arts, I do myself the honor to request information as to whether the Government would pay the institution £1,500 of the sum voted on the institution showing that it had to the credit of its building fund in a Bank £3,000, of which sum £2,000 would be money raised on mortgage by the institution, and £1,000, its accumulated savings, not including any part of the £200 annually voted by Parliament. Should the sum of £1,500 be granted to the institution on these terms, we should not require any further portion of the sum of £2,500 voted by the Legislature, as that sum was asked for on the supposition that the institution would only have to raise pound for pound.

I am aware that the terms suggested are somewhat different to those on which aid is usually granted to institutions such as this, but I would at the same time point out that as the credit of the institution is good, and its affairs prosperous, we cannot expect the public to make donations to it such as less flourishing institutions obtain, in order that the Parliamentary vote may be secured.

And I would submit that the successful management which enables the institution to raise money to a certain amount upon its credit, but at the same time cuts it off from the ordinary resource of donations, should not be allowed to stand in the way of its obtaining the portion asked for of the Parliamentary vote.

The money will be entirely devoted to the improvement of the building as a teaching institution, and will be expended upon the enlargement of our library and reading-room, and in providing increased accommodation for our classes, the steadily increasing number of our members, of whom there were for the year ending the 31st of March last 2,101 on the roll, rendering the necessity for these improvements day by day more clearly apparent.

Trusting that this application may receive your favourable consideration,

I have, &c.,

W. C. WINDEYER,
President, Sydney Mechanics' School of Arts.

Cabinet, for consultation.—J.D., 4/6/75. Cabinet is of opinion that this request must be declined.—JOHN R., 21/6/75.

No. 7.

The Under Secretary of Justice, &c., to The President, Sydney Mechanics' School of Arts.

Sir,

Department of Justice and Public Instruction, 23 June, 1875.

Referring to your letter of 31st ultimo, requesting that £1,500 of the sum voted for the Sydney School of Arts should be paid to the institution on its showing a Bank credit of £3,000 to the building fund, I am directed by the Minister of Justice and Public Instruction to state that the matter has been submitted for the consideration of the Cabinet, and they are of opinion that your request cannot be complied with.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 8.

The President, Sydney Mechanics' School of Arts, to The Colonial Secretary.

Sir,

Sydney Mechanics' School of Arts, 25 November, 1875.

Referring to my interview with you relative to the payment by the Government of the sum of £2,500 voted by Parliament in aid of this institution, I do myself the honor to submit for the consideration of the Government the following circumstances as sufficient to justify the Government in paying over a portion of the money to the institution.

The sum of £2,500 has been voted by Parliament on the usual terms—that double that amount be raised by private subscription. The circumstances, however, of the Sydney Mechanics' School of Arts, preclude all hope of moneys being subscribed by the public in its aid, as by successful management the institution has been able to save £1,000 towards a building fund, and its financial position is such that it is in a position to borrow to a certain extent on mortgage, though not sufficiently to enable it to carry out proposed improvements. Under these circumstances it is quite impossible for the institution to obtain subscriptions as if struggling in difficulties, and as it did in its earlier days.

I would, however, submit that the success of the institution should not be allowed to prejudice its interests in its claim upon the consideration of the Government, and I would urge that the good use to which the aid annually granted it, in common with other similar institutions, has been put, gives it an additional claim for help in extending the sphere of its usefulness. I would submit that all that Parliament really required in voting this money, on condition that a certain sum should be contributed by private subscription, was an assurance that some interest was taken in it by the public—a safeguard against the whole burden of such institutions being thrown upon the Government, and a guarantee that self-interest would secure a judicious outlay of the money voted in their aid.

The sum required by the institution for the erection of new class rooms and the extension of its library and reading rooms is £4,500, and I would submit that, for the reasons given by me, the Government would be justified in paying the institution £1,500 of the amount voted by Parliament on condition that the institution raised £3,000, £1,000 of which would be money saved by it, and £2,000 raised upon mortgage of its property. In earnestly pressing our request upon the consideration of the Government I would point out that the Sydney Mechanics' School of Arts more nearly approaches the ideal of what such an institution should be than any other in the country, as will be seen by the Returns recently made to the Assembly. Of 2000 members 600 are mechanics and youths. We have a library of over 16,000 volumes, a most excellently supplied reading room, and a number of classes in full work, all which advantages are offered to our members for an annual subscription of £1. Trusting that our request may be acceded to,

I have, &c.,

W. C. WINDEYER,
President.

Immediate

Immediate. This letter, although addressed to the Colonial Secretary, would appear to have been intended for the Minister of Justice, &c., and was placed under cover to this Department. The previous papers are forwarded herewith by direction of Mr. Docker. The Principal Under Secretary, B.C., 30 November, 1875.—W.E.P.

£1,500 has been placed on Estimates of the Minister of Justice for 1876. Papers returned to Mr. Under-Secretary Plunkett.—H.H., B.C., 1/12/75. Inform.—J.D., 7/11/75. Mr. Windeyer, 9/12/75.

No. 9.

The Under Secretary of Justice, &c., to The President, Sydney Mechanics' School of Arts.

Sir,

Department of Justice, &c., 9 December, 1875.

Referring to your letter of 25th ultimo to the Colonial Secretary applying, for reasons therein stated, that a portion of sum of £2,500 in aid of building fund of the Sydney Mechanics' School of Arts may be paid to that institution, I am directed by the Minister of Justice and Public Instruction to inform you that £1,500 has been placed on Estimates for 1876 to replace a portion of the sum voted on Estimates for present year in a manner unsuited to position of that institution.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 10.

The Secretary, Sydney Mechanics' School of Arts, to The Minister of Justice, &c.

Honorable Sir,

Sydney Mechanics' School of Arts, 16 May, 1877.

I do myself the honor to inform you, that at a general meeting of the committee of the above institution a deputation of certain members of that committee was appointed to wait upon you for the purpose of representing the claims of this institution to some grant from the public funds for the furtherance and support of the Technical Classes and Working Men's College about to be established in connection with the institution.

Secondly. I beg also to enclose a memorandum concerning the imparting of scientific instruction in connection with the Mechanics' Schools of Art of the Colony, and other information respecting the action taken by this institution in the matter of technical education.

Thirdly. If it should, as I trust it will, be agreeable to you to receive the deputation, I have the honor to request that you will communicate to me the time when you would be pleased to meet them.

I have, &c.,

JOHN ROGERS,
Secretary.

[Enclosures.]

MEMORANDUM respecting imparting of Technical Scientific Instruction in connection with Mechanics' School of Art.

MECHANICS' Institutes are now established in nearly every important town of New South Wales, and the greater majority of them possess substantial buildings and good libraries. From a recently published Parliamentary Return it appears that in the year, 1874 the sixty-eight Schools of Art of the Colony had 6,887 members, of whom 1,981 were artisans and apprentices. The value of the property held by these institutions is now estimated at nearly £100,000. Very few lectures have been delivered in connection with Mechanics' Institute, owing to the great difficulty of obtaining suitable lecturers. Evening classes were only in operation at twelve Schools of Art in 1874. It is now believed that Mechanics' Institutes should be enabled to better accomplish their original mission by the initiation of a general scheme of Government Technical Scientific Instruction in connection with them.

The total amount of the annual Government subsidy given to Schools of Art in 1874 only amounting to £3,102, which sum was divided amongst sixty-eight institutions, at the rate of £1 for every £2 paid as subscriptions by their members, the yearly receipts of nearly all these institutions have been found barely sufficient for the purpose of their libraries and reading-rooms, leaving no funds available for the payment of teachers or lecturers.

On the passing of the "Mining Act of 1874," it was considered desirable to endeavour to secure for Schools of Art the services of the lecturers referred to in its 8th clause, and a deputation from the Committee of the metropolitan School of Arts waited upon the Government in the matter. As no School of Mines has yet been formed, it is hoped that the Mechanics' Institutes of the Colony may be allowed the instruction in geological, mineralogical, and chemical science provided for in the Mining Act.

The classes of the Sydney Mechanics' School of Arts have for a great many years imparted instruction to a large number of students, and the committee are now extending its operations by forming in connection with it a Working Men's College for training in technical science the artisans and apprentices of the city. Being centrally situated, and having already an excellent circulating and reference library, elementary classes and apparatus, it is believed that, with the increased accommodation about to be erected, that this institution will be found to be the most suitable place in the metropolis for imparting popular scientific instruction. In order to ascertain the views of the artisans of the city on the question of technical education, a sub-committee of the Sydney Mechanics' Institute some months since had several conferences with the Trades and Labour Council of New South Wales and the Engineering Association, and both these bodies expressed themselves highly favourable to the formation of a Working Men's College in affiliation with the Sydney School of Arts.

It is hoped, therefore, that in any scheme for diffusing a knowledge of technical science throughout New South Wales, that the claims of the various Mechanics' Schools of Art of the Colony may receive favourable consideration at the hands of the Government.

Extract from Herald, 21 June, 1872,

MINERALOGICAL SCIENCE.

To the Editor of the *Herald*.

Sir,

The present discussion in your columns as to the best means for securing popular instruction in mineralogy induces me to state a few facts in support of your assertion as to the want of science-teaching in this Colony. In the recent impetus given to mining enterprise, a great necessity has been felt for the diffusion of a knowledge of the principles of mineralogy. Many ludicrous mistakes have been made owing to prospectors not understanding how to apply its simplest tests. As pointed out by Mr. Krefft, the mere exhibition of groups of minerals would not, however, supply the instruction required, or afford much information to the casual observer. Even with the help of Dr. Thomson's excellent manual, the student would need oral instruction in making experiments for distinguishing the chemical composition of minerals. The suggestion made some time since by Mr. W. Tunks, M.P., for the delivery of systematic courses of scientific lectures in connection with the Schools of Art of the Colony, should be adopted with the founding of Mineralogical Museums. The intimate relation subsisting between geology, chemistry, and mineralogy renders it necessary that the subject matter of lectures should embrace these sciences. In 1869, on my motion, classes for the study of geology and mineralogy were formed in connection with the Sydney Mechanics' School of Arts. The splendid collection of geological and mineralogical specimens in that institution, for many years unused, were thus brought into requisition. By the kind help of Dr. Thomson and other gentlemen connected with the Sydney University, several courses of lectures were then delivered on these sciences. Owing to the departure for Europe of one of the lecturers, and the pressing studies of another, these classes had to be discontinued. For over twelve months efforts have been made to secure suitable teachers for these classes, but without success. Lectures on chemistry are, however, now being delivered every Friday by Mr. E. H. Rennie, B.A., affording instruction in this very useful science. Several members of the science classes at the School of Arts, being Public School teachers, have made use, as object lessons in their schools, of the information thus acquired. Would not a knowledge of the elements of mineralogy be of as much use to our Colonial youth as a smattering of a classical language? Instruction for one hour weekly for a few months would teach the senior scholars in our schools the use of the blowpipe tests. After leaving the primary school, any youth having thus acquired a taste for science might continue his studies in a Mechanics' Institute. It would be too much to expect, however, that our Schools of Art should bear the expense of a series of courses of scientific lectures, including fees and travelling expenses, especially as the small annual subsidy allowed to them of late years has been reduced one-half. The complaint as to the small attendance at lectures in this city is not true respecting scientific subjects popularly handled by a good lecturer. Could not the lecturers to the Mechanics' Institutes of Great Britain, in connection with the Society of Arts, be induced to deliver courses of scientific lectures in this Colony? On their return to England they would thus be furnished with reliable information as to our resources, which could be used in lecturing in the interests of the Colony. The endowment of science scholarships in connection with our Mechanics' Institutes would be a great stimulus to youth. We offer large rewards for the training of the body in aquatics, running, walking, &c., but little stimulus for the training of the mind. The scanty justice meted to the Rev. W. B. Clarke—the father of Australian geology—is very little inducement to our young men to undertake scientific observation; and yet if we wish for an intelligent development of the resources of our native country, our motto should be "science with practice."

Yours truly,

Blue's Point, June 19, 1872.

E. DOWLING.

ANNUAL MEETING OF SYDNEY MECHANICS' SCHOOL OF ARTS, 1873.

Extract from S. M. Herald, 5 February, 1873.

THE CHAIRMAN then called for any resolutions of which notice had been given.

Mr. DOWLING moved,—“That a Working Men's College be formed in connection with this institution, as suggested some years ago by its late president, Dr. Woolley.” He should have felt very diffident in moving this resolution had it not been that some years ago he had heard the late lamented Dr. Woolley, at one of the annual meetings, express a desire that such a college should be formed; and had not that lamented gentleman perished it would, as he believed, have been long ere this in existence. In the report they saw amounts set down for a library and reading-room, and other matters; but the part of the institution which he considered most valuable was unnoticed. There were other libraries in Sydney, but this was the only institution which afforded the means to labouring men of attending the evening classes, and participating in the benefits of education. In the report for the year 1857 the committee had regretted the absence of a working men's college; and it was ascribed to the want of means to provide substantial rewards to the diligent. The institution had been largely fettered by debt; but that debt would be cleared off, he believed, in the course of this year, and he thought the time would then arrive for the establishment of scholarships and degrees in science. The experiment had been tried in England, and found to work successfully, as Ruskin and other eminent men could testify. According to the last Census it appeared that there were 10,000 mechanics and apprentices in Sydney. It would be well if some of these could be gathered in and stimulated to study. There was the apparatus lying idle; they had £400, and gifts to about the same value, which were lying upon the shelves unused. He thought our youths ought to be stimulated to study science. In Melbourne so much stir had been made about this matter that a Technological Commission had been appointed. In England scholarships worth £100 and other large rewards were offered to industrious students in science; and he thought that if a college were established here many young men might be sent home to participate in these advantages. He adverted to the great progress in science made upon the Continent owing to the advantages of such colleges. He felt convinced that if a working man's institute could be formed many large-hearted men would come forward and endow it with scholarships, &c. He felt a great interest in this institution, of which he had been a member since he was nine years of age—(Cheers)—and as a native of the city, and a mechanic himself, he felt that the time had arrived to make a stand in this respect. He considered that the class-rooms ought to be extended; those at present used were incommodious and ill-ventilated. He urged that the mechanics and apprentices of the city ought to be brought in to participate in the advantages of this institution. He referred to Mr. Scott Russell's work on the progress of the colleges upon the Continent.

Mr. DALGARNO seconded. He felt assured that the suggestions made would have due weight with the meeting.

Mr. WANNAN said the proposer had hardly sketched out his scheme. He had no doubt, however, that if the matter were properly placed before the Government it would be supported.

Mr. M'RAE said that, while the project could hardly fail to meet with sympathy he feared that it would be altogether beyond the means of the institution at present. The absence of a mechanical class was simply due to the want of an application for that purpose by half-a-dozen members of the institution. So far as the desirability of a working man's college was concerned, he would be willing to support the resolution; but in its present shape he considered that it went rather too far.

A gentleman in the body of the hall expressed a desire for more particulars. Such a college was very desirable there could be no doubt. If anything could be done to supply a deficiency in this institution (one of the creditable fruits of which was Mr. Dowling), he for one should be very willing to support any endeavours which might be made.

Mr. M'RAE moved as an amendment “That it be an instruction to the committee to take steps with a view to determine whether it is practicable to establish a working man's college in connection with this institution, and, in the event of such being found practicable, a special general meeting to be called for the purpose of discussing the propriety of its establishment.”

Mr. DOWLING replied upon his motion. He was willing to accept the amendment. All he desired was that the matter should be well ventilated. His own view was that the working men's college should not interfere with existing classes, and the prizes—diplomas or certificates—should be given to any of the meritorious students. He thought however, that it was very desirable that the tuition should be under the auspices of the School of Arts. Four years ago he had moved for the establishment of classes in geology and mineralogy; but after establishment they had been discontinued for want of a teacher. In a college such as he proposed, however, he firmly believed that, with the support he believed they should receive from the outside public, gentlemen of attainments could be obtained to take charge of these classes. He quoted from and referred to two English works, “Learning and Working” and “The Working Men's College Magazine,” in which a great deal of information was to be obtained. He again urged the desirability of stimulating the youthful mechanics to studies in science.

The original proposition was withdrawn, and the amendment was carried without dissent.

Extract

Extract from Annual Report, 1874.

THE WORKING MEN'S COLLEGE.

At the last annual meeting the committee were instructed to endeavour to make arrangements for forming technical science classes for the instruction of the artisans and apprentices of the city. Although your committee are impressed with the necessity for the School of Arts fulfilling to a greater extent its mission as a Mechanics' Institute, the lack of sufficient accommodation has hitherto prevented them from obtaining teachers of science in relation to the arts and manufactures. The committee have, however, now succeeded in leasing, with the option of purchase, a portion of land at the rear of the institution with entrance from George-street, with a view of providing increased accommodation for the present or any future departments of the institution. Designs for the additions have been kindly furnished by several architects; and the Honorable the Colonial Secretary has promised that, on approved plans being submitted, the Cabinet will consider the advisability of placing on the Estimates a Government grant. Your committee have had several meetings for the consideration of the plans, but owing to the high price of labour and building material and other causes, they have not been able to arrive at any definite conclusion on the subject. The following important reports have been received from the sub-committee appointed to consider the feasibility of these objects:—

Report of the Working Men's College Committee.

April, 1873.

The committee appointed to consider the above subject beg to report to the general committee:—

That two meetings have been held; at the first of which they considered more especially the primary objects for which they were appointed, which they consider to be, how to improve the present system of classes in connection with the institution by making them, or a portion of them, more practical than at present they appear to be, and to add some others which might prove of great utility to the members. In this they were urged by the fact of the Government in the Mining Bill now before the Assembly providing, in one of its clauses, for appointing lectures in various sciences, such as geology, mineralogy, chemistry, &c., in connection with the School of Mines proposed to be established; and your committee considered that with the many advantages possessed by our institution, the Government might be induced to expend a portion of the sum to be voted for such purpose in establishing primary classes in the above sciences, from which students who may have successfully passed in their annual examinations may be admitted into the upper school, whenever it may be established, free of all fees that may be payable therein.

These are the somewhat crude ideas that your committee considered, and believing that the Mining Bill would be brought up without delay for discussion, they thought no time was to be lost in laying before some of the members of the Assembly their thoughts on the subject. With this object they consulted Messrs. Macintosh, Wearne, Tunks, and Hoskins, gentlemen more especially connected with this and kindred institutions, all of whom were more or less favourable to the plan proposed, but suggested that, as the Mining Bill was not likely to be considered this session, our plans should be more matured, and laid before the Premier, asking his co-operation. Concurring in this view, your committee propose that a deputation of the general committee should wait upon Mr. Parkes, stating the objects to be more especially—

1. The appointment of lecturers for the above purpose, as provided in the Mining Bill, who shall have classes not only in the Sydney School of Arts but in various institutions within a certain range, which may be divided into districts, giving courses of lectures, which may be varied in the different sciences in each session. This would make the diffusion of the above sciences more general than if confined to Sydney alone, whilst the same course of lectures would suffice for the various districts.
2. To bring to his notice the special advantages possessed by the Sydney School of Arts in rooms, specimens of mineralogy and geology, apparatus for mechanical science, &c., all of which could be utilised for the object in view.
3. The peculiar position of our institution being so central and available for evening classes, which—now that the institution is no longer encumbered by a debt that has, in a measure, restricted their usefulness by a want of space—can, we hope, shortly have better accommodation afforded them.
4. Should the plan proposed by Dr. Liversidge, in the *Herald*, be adopted, of placing the above School of Mines in the University, it would have so many disadvantages, and be so purely local, as compared with our modification, which would make a knowledge of the above sciences general throughout the colony.
5. Quote from the journal of the Society of Arts of the 10th January, 1873, what is being done at Melbourne by the Government in connection with the technological school.
6. Examinations might be held for honors, and the obtaining of the Whitworth Fellowships open to our colonists. These would be invaluable to our mechanics enabling the possessor to visit the most celebrated workshops of Europe.

These, we submit, are proposals worthy of the consideration of the general committee, and connected with the object for which we were appointed, and if not successful in obtaining any promise from the Government of this colony, might, we venture to submit, be the province of the general committee to carry out, after due deliberation of the merits or demerits of the subject now mooted.

Report dated June 5th, 1873.

The committee would urge upon the general committee the necessity of immediately carrying out the suggestion made in a previous report, namely, that a deputation wait upon the Honorable the Colonial Secretary, in order to endeavour to obtain for the institution the services of any professors or lecturers who may be appointed in connection with the department of mines.

Your committee is of opinion that it is advisable to extend the working of the classes, so as to place the educational advantages of the institution within the reach of the mechanics of the city and suburbs. For this purpose it is recommended that classes for mechanics be established, namely, mechanical drawing, architectural drawing, practical geometry, arithmetic, and mensuration; and further, that if possible these classes be free. In order to carry out this scheme it will be necessary to make alterations in the building, so as to allow of the erection of a large class-room. In connection with this matter the committee advises that the working of the commission for promoting industrial and technological instruction in the colony of Victoria be brought under the notice of the Government with the view of securing similar aid.

Classes.

For several years past the committee have recorded their regret that the institution had so few well ventilated class-rooms for the use of the students. The want of suitable meeting rooms has been more especially felt by the debating and chess clubs, and by the science classes.

Notwithstanding, however, this great drawback, the classes in operation generally show increased attendance, and the teachers report satisfactory results. Although the classes are the most important of the educational agencies in connection with the institution, your committee cannot but regret that hitherto no scholarships have been founded, so as to make them more popular with the rising youth of Sydney. It is to be lamented that the leisure time of great numbers of the young men of the city is devoted to questionable amusements, and, not being members of any literary society, that they cannot have realised the truth of an expression by the late lamented Dr. Woolley, "that an educated man is a gentleman, no matter what his occupation." If employers of labour could be induced to take a greater interest in the moral and intellectual welfare of their apprentices, there is no doubt that numbers might be persuaded to spend their evenings profitably in the classes of this institution.

Extract from Herald, 11 August, 1874.

ART SCHOOLS.

To the Editor of the *Herald*.

Sir,—The assertion of Mr. J. H. Thomas, that technical education has been found to be a mistake in England, may easily be disproved by reference to the final Report from the recent Royal Commission on Scientific Instruction in Great Britain, presided

presided over by the Duke of Devonshire. With a view to still further extend the benefits of technical education, that Commission has made the following recommendations :—

- “That the establishment of lectures on science, accessible to all classes on payment of a small fee, should be promoted by the Government in the great centres of population.
- “That in the first instance, with a view of carrying out the preceding recommendation, the system of instruction of this kind which has already been established by the Government in the metropolis should be developed by the institution of courses of lectures on the principal branches of experimental and natural science.
- “That the proposed lectures be of two kinds :—First, lectures of an elementary character, on the general principles and most important facts of science; secondly, lectures specially intended for the working classes, on the application of science to the arts and industries of the country.”

The concluding paragraphs of the Report state that throughout the Commissioners have been guided by two convictions :—

“The first, that the diffusion among the people of a general knowledge of science is in itself an object of great importance, and that, in particular, an acquaintance with the manner in which abstract science is brought to bear on industrial occupation is of the greatest moment to the working classes of this country, not merely as tending directly to increase the skill of the artisan in his handicraft, but as the best means of awakening his intelligence, by forcing him to reflect upon the general laws which are exemplified by the processes with which he is familiar in his daily life.”

The second “That no real advancement of knowledge and none of the higher benefits from science as educational discipline are to be hoped for from merely general and occasional scientific instruction, whether it be derived from books or from lectures, but that such advancement and benefits will result only from systematic and sustained study.”

A great Conference of Mayors of the principal towns in Great Britain, Chairmen of Science and Art Schools, and others, was held in London, on the 20th May last, to urge upon the Government the necessity of carrying out the recommendations of the Royal Commission, and appropriate resolutions were passed by a “representative meeting, at which there were deputies from all parts of the United Kingdom.” The Chairman (Lord Houghton) in his opening address said, “the object of this meeting was to discuss the necessity on the part of the Government to extend the usefulness of our public museums and galleries and make them subservient to the technical instruction of the people. The reasons for this action were two-fold. It was desired to promote those industrial and important effects which result from the introduction of museums and objects of art into the crowded localities of this country, an object which all who had turned their attention to the subject knew to be of essential importance to the manufacturing interests of the country, and which had been rather too much neglected.” (*Vide Journal of the Society of Arts, 22nd May, 1874.*)

Mr. Thomas thinks that the only place where technical education should be obtained is between the walls of the workshop; but even the *employés* of the Sydney firms named by him have decided otherwise, and, in meeting together for mutual instruction under the name of the “Engineering Association,” they have had many valuable discussions on subjects in technical science. It is for the purpose of still further carrying out the objects of this Association, and to enable workmen and apprentices in the other branches of the arts and manufactures to share in similar advantages, that the Scientific College is to be founded at the Sydney Mechanics’ School of Arts.

If the name of school of design be sometimes a misnomer, it is attributable to the fact that in some of the schools the pupils are taught to ignore the study of technical art; and, as in the case of many of the Mechanics’ Institutes, broadcloth and silk have ousted moleskin and print. The work displayed at the exhibitions of the schools of design in Victoria prove that they are not to be despised as educational institutions.

In the matter of the ornamentation of railway stations, I do not understand the canons of art-criticism sufficiently to decide between the dictums of Ruskin and Mr. Thomas, but it is evident that even in this city the comfort and utility of some of its largest edifices have been sacrificed to a weakness for architectural display.

Professional jealousy and a desire to keep intact the secrets of the workshop have often retarded the progress of the arts and manufactures. It is to be hoped, therefore, that in this Colony the practical teachings of such educational reformers as Albert the Good, Whitworth, and Scott Russell may have attention, and the material interests of the Colony be promoted by the encouragement of mechanical science. In nearly every Colony under the British Crown industrial or technological instruction is afforded by the Government. Let it not be said of New South Wales that she refused to take part in the race for commercial greatness, but with stately slowness refused her sons that scientific training which, by introducing new industries, might enable them to place Sydney in its proper position as one of the largest manufacturing cities in the world.

Yours truly,
E. D.

Blue’s Point, 10th August, 1874.

Extract from *Herald*, 31 August, 1874.

ART SCHOOLS.

To the Editor of the *Herald*.

SIR,—The recent report from the Royal Commission on Scientific Instruction in Great Britain, which strongly recommended the extension of instruction in technical science, has received but scant justice at the hands of Mr. J. H. Thomas. Australians have been charged with a lack of reverence, but I trust no countryman of mine would be guilty of so lightly treating the well matured opinions of the many high educational authorities who gave evidence before that Commission. I am, however, glad to find that although Mr. Thomas is not in favour of giving instruction in technical science, he earnestly advocates the formation of a Working Men’s College. Some time since on my motion it was resolved that a Working Men’s College be founded in connection with the Sydney School of Arts, and competitive designs are now advertised for to afford the necessary class accommodation. It has been thought that in the educational course of the proposed college technical science should have a place, in order that the School of Arts may fulfil one of its objects as a mechanics’ institute. The great impetus given of late years to the study of physical science, and the spirit of the times, also require that popular evening instruction be afforded in mechanical, chemical, and mineralogical science. It is one of the fundamental principles of the Working Men’s College in London that “it endeavours to impart to each man that knowledge he is most in need of;” and Dr. Birkbeck, the founder of mechanics’ institutes, was first induced to start them by noticing the inquisitive countenances of a circle of operatives who had crowded round a model of a centrifugal pump which had been constructed for him in their workshop. The original prospectus issued by Dr. Birkbeck is as follows :—“I shall during the next session deliver a course of lectures upon the mechanical affections of solid and fluid bodies, abounding with experiments and conducted with the greatest simplicity of expression and familiarity of illustration solely for persons engaged in the practical exercise of the mechanic arts; men whose situation in early life has precluded the possibility of acquiring even the smallest portion of scientific knowledge, and whose subsequent pursuits not always affording more than is necessary for their own support and that of their dependent connections, have not enabled them to purchase that information which curiosity, too active for penury wholly to repress, or the prevailing bias of their natural genius might prompt them to obtain. I have become convinced that much pleasure would be communicated to the mechanic in the exercise of his art, and that the mental vacancy which follows a cessation from bodily toil, would often be agreeably occupied by a few systematic philosophical ideas upon which at leisure he might meditate. It must be acknowledged, too, that greater satisfaction in the execution of machinery must be experienced when the uses to which it may be applied, and the principles upon which it operates are well understood, than where the manual part alone is known, the artist remaining entirely ignorant of everything besides; indeed I have lately had frequent opportunities of observing with how much additional alacrity a piece of work has been undertaken, when the circumstances were such as I have now stated.” Dr. Birkbeck fully realized his expectations, and Mr. Robert Hunt, F.R.S., who for over twenty years regularly lectured to the mechanics’ institutes of Great Britain, also says—“I believe that the artisans of England will support any institution in which they can really learn. When I have seen the eager attention of 650 working men night after night listening to lectures on physics, on chemistry, on metallurgy, on geology, on natural history, and on mineralogy, and, when I know that 1,500 applications have been made within a few hours to attend those lectures which have been given by the Professors of the Government School of Mines, I cannot but believe that a large and influential class are eager to learn, read, and inwardly digest the truths of science and the beauties of literature.”

The

The opinion of Mr. Thomas that the technical scientific instruction provided on the Continent by the various Governments would not be suitable for the British workman, was not shared by the deputation of artisans from the various trades who were appointed to visit France, and report upon the Paris Exhibition. Mr. J. Scott Russell, in his work on "Systematic Technical Education," says, respecting that deputation:—"It is impossible to go through the evidence of the eighty-six representatives of the skilled workmen of England without sharing their profound conviction: 1st. Of the pressing evil of the nation in regard to manufacturing pre-eminence. 2nd. Of the culpability of the educated classes and of the executive Government in having neglected the education of the people. 3rd. That it is satisfactorily proved by these reports that the reluctance of the working classes to receive superior technical education, to bear taxation for that purpose, and to accept the active agency of Government institutions and officials (which reluctance has been put forward as an excuse for this neglect) has no existence in fact, that it is therefore the negligence, apathy, and reluctance of the governing classes and the Government which have hitherto alone prevented the organization of systematic technical education. 4th. It appears that until the mission to France of the English artisans in 1867, they, the working men of England, were not aware that the Governments of other countries had organised complete education in all trade crafts, from the lowest mechanical labour to the highest professional skill. 5th. Throughout the whole of these reports there runs a feeling of profound admiration for the system of education given in France; but they were evidently not aware that the educated men and statesmen of France had themselves become conscious that their system was far below the level of excellence of the educated German nations; that a Royal Commission, under the presidency of M. Behic, formerly Minister of Commerce, had recently been occupied with that subject, and had arrived at the conclusion that the technical education of France, which our artisans admired in Paris, was, as a national system of technical education, extremely defective; and the investigations of this Commission prove that if England is the worst educated of the first-class powers of Europe, France is the second worst. 6th. There runs parallel with these convictions a consciousness that the English workman is by nature the best of workmen, and that with systematic education their works would excel those of competing nations."

Sir William Hamilton and Archbishop Whately differed in defining the terms "science" and "art," but Mr. Thomas should have no difficulty over the word "technical," as modern usage and requirements have stamped it in the English language with an univocal signification.

Our Premier, Mr. Parkes, has done much for the cause of primary education. It yet remains for him to continue his noble work by enabling the mechanics' institutes to afford technical scientific instruction, and thus aid in the development of arts and manufactures in our midst. The letter from Mr. Stevens, in to-day's issue, shows what is being done for technical education by the Government of Victoria. Judging by the eager groups daily assembling in Pitt-street, the only scientific instruction received in this city by numbers of young men is in the art of betting and bookmaking, and a large number of students are now being easily plucked by the professors.

Blue's Point, 19 August 1874.

Your's truly,
E. D.

Editorial Article in Empire, Monday, October 2, 1874.

THE provision in the Mining Act which authorizes the establishment of a School of Mines is in accordance with public opinion. The progress of mining industry on the one hand, and the influence of the general intellectual training which promotes a desire for scientific knowledge on the other, combine to produce a popular demand for such an institution. Not long ago we had occasion to comment in these columns on the praiseworthy effort made at Hill End to set up a local School of Mines for that gold-field. In this effort Hill End is following the example of Ballarat, and probably similar projects will be taken up in other gold-fields of this Colony. Meanwhile the Government is pledged, by the Act which they got passed through Parliament, to set up a central School of Mines for the benefit of the whole country. And, as appears by the report of the deputation to the Minister of Justice and Public Instruction, which was published in last Saturday's issue, the Committee of the Sydney School of Arts are desirous to have a School of Mines established in the building to be erected for the advancement of science on the ground lately purchased for the extension of that institution.

There is thus a remarkable unanimity on the part of the Parliament, the Ministry, a large section of the mining population, and members of the community who have interested themselves in the advancement of science—all earnestly seeking the establishment of a School of Mines. Then the Parliament has provided, in the Mining Act, that the School of Mines may be connected with the University of Sydney; and in that case the School of Mines "shall be under the control and management of the Senate of the University, and the Senate shall appoint such professors and readers and other persons as may be required." Thus, without expressly binding the Government to connect the School of Mines with the University, the Legislature has pretty clearly indicated its opinion that the University, as the chief centre of learning and science in the country, is the fitting head of the proposed scientific institution. There is, therefore, a multitude of counsellors at hand to guide the forthcoming School of Mines. The difficulty is to determine, in the manner which will best promote the public interest, where the institution shall be set up, and to whose hands the management shall be entrusted. As to the place, there can be no question that for the public interest, and for the advancement of the design of the Legislature in making provision for a School of Mines, a central position in the city would be the best. The Committee of the School of Arts purpose to establish a Working Men's College, as nearly as they can make it, like that in Great Ormond-street, London, of which Thomas Hughes, Esq., M.P., is Principal. This college is to furnish instruction in English grammar, English literature, physical science, political economy, arithmetic, algebra, mensuration, geometry, mechanics, &c.; and in association with these it would be well that those working men who desire it should have opportunities of receiving such instruction as a School of Mines is designed to afford. The document presented on behalf of the Committee of the School of Arts by Mr. Macintosh, M.L.A., says truly: "In order to help forward the development of the resources of this new country, it is imperative that our artisans and apprentices should have technical instruction in mechanical and chemical science, as applied to the arts and manufactures;" and this object might be effectually promoted "by evening lectures in our School of Arts."

The position of the School of Arts in the centre of the city, and the prospect of the early establishment there of a Working Men's College, are strong reasons for acceding to the proposal that the School of Mines should be set up in that locality.

Extract from Sydney Morning Herald, 31st October, 1874.

PROPOSAL TO CONNECT A SCHOOL OF MINES WITH THE SYDNEY SCHOOL OF ARTS.

A DEPUTATION, consisting of the Hon. John Sutherland, Messrs. J. Wearne, M.L.A., W. M. Alderson, J. Macintosh, M.L.A., J. Fowles, F. Bridges, J. Rogers, E. A. Rennie, and E. Dowling, waited upon the Hon. G. W. Allen, Minister of Justice and Public Instruction, yesterday, for the purpose of asking the Government's assistance in establishing a School of Mines in connection with the School of Arts. The Hon. R. P. Abbott, Minister for Mines, was present.

In the absence of the President of the School of Arts the deputation was introduced by the Hon. John Sutherland, senior Vice-President.

The following memorial was presented to the Minister for Justice and Instruction two or three days ago, and it was therefore spoken of as having been read:—

MEMORANDUM of request to the Government of New South Wales, from the Committee of the Mechanics' School of Arts.

PROVISION having been made in the new Mining Act for courses of lectures on science, to be delivered by lecturers appointed by the Government, the Committee of the Sydney Mechanics' School of Arts conceive—in view of the central position and large educational appliances of that institution—that it would be the most suitable place in the city for imparting a knowledge of the sciences of geology, mineralogy, and chemistry. Its large number of members proves it to be the most successful School of Arts in the Colonies; and, having been founded in the year 1838, it may be cited as the mother of Mechanics' Institutes in Australasia. Some time since it was resolved to increase the present class operations by founding a Working Men's College, for giving evening instruction to the artisans and apprentices of this City. One great obstacle experienced to the extension of its educational course has been the difficulty of obtaining and providing for suitable teachers in technical science in relation to the arts and manufactures; and it is believed if a School of Mines were affiliated with the Sydney Mechanics' Institute practical teaching in mineralogical science could be effected, and a great want in the community met.

It is also thought that, as there are seventy-six Schools of Art in this Colony subsidized from public funds, by a union of these institutions they could be enabled to have arranged courses of scientific lectures by the Professors appointed by the Government.

The following excellent recommendations of the recent Royal Commission on Scientific Instruction in Great Britain, under the presidentship of the Duke of Devonshire, are respectfully suggested as being worthy of adoption in this Colony:—

“That courses of lectures be given in connection with the collection of physical and mechanical instruments, the establishment of which we have proposed, the object of these lectures being to illustrate the progress of scientific and mechanical discovery and invention.

“That the establishment of lectures on science, accessible to all classes on payment of a small fee, should be promoted by the Government in the great centres of population.

“That, in the first instance, with the view of carrying out the preceding recommendations, the system of instruction of this kind, which has already been established by the Government in the metropolis, should be developed by the institution of courses of lectures on the principal branches of experimental and natural science.”

The concluding paragraphs of the report state that throughout the Commissioners have been guided by two convictions:—

“The first, that the diffusion among the people of a general knowledge of science is in itself an object of great importance, and that in particular an acquaintance with the manner in which abstract science is brought to bear upon industrial occupations is of the greatest moment to the working classes of this country; not merely as tending directly to increase the skill of the artisan in his handicraft, but as the best means of awakening his intelligence by forcing him to reflect upon the general laws which are exemplified by the processes with which he is familiar in his daily life.

“The second, that no real advancement of knowledge, and none of the higher benefits of science as educational discipline, are to be hoped for from merely general and occasional scientific instruction, whether it be derived from books or from lectures, but that such advancement and benefits will result only from systematic and sustained study.”

In submitting their request to the Government, the Committee desire to point out that for the last forty years the Sydney Mechanics' School of Arts has been the principal means of instruction to the youths and adults of the City, and that within the past three years the classes have been extended so as to include female students with successful results. Some members of these classes, both male and female, have creditably passed the Senior and Junior Examinations at the University. The following are classes of the institution, and 294 pupils attended them during the past year:—Latin, French, chemistry and physics, writing and arithmetic, phonography, English Grammar, elocution, school of design (water colours, &c.), ornamental art, mechanical drawing, architectural drawing, and singing. There is also a large chess club and a debating club. Very successful courses of class lectures on geology and mineralogy have been delivered during the last few years, but owing to the resignation of the teacher they have been recently discontinued, as the Committee cannot obtain a suitable lecturer. A well-attended course of lectures on experimental physics is now being delivered by the teacher of the chemistry class. The reading-room contains all the principal English, Foreign, and Colonial newspapers and periodicals, together with a large reference library. The circulating library consists of about 17,000 volumes of well-selected literature and works relating to the Colony, and during last year was used by over 2,000 different persons. As the class accommodation is now fully occupied, and the Committee are desirous of establishing at once a Working Men's College, as nearly as possible upon the model of the one in Great Ormond-street, of which Thomas Hughes, Esq., M.P., is principal, it has been decided to resume as class-rooms the apartments occupied by the secretary, and to enlarge and improve the present building so as to supply extra class accommodation. The principal reason for instituting a Working Men's College is that, under present arrangements, it has been found that, owing to their education having been neglected, and long hours of labour, the working men and apprentices are placed at great disadvantage in keeping up with and competing against those whose labour being of a less exhausting nature, are in a better position to study. The Working Men's College will embrace the following classes:—English grammar, English literature, physical science, political economy, arithmetic, algebra, mensuration, geometry, practical geometry, mechanical drawing, mechanics, &c. It is proposed that many of these classes shall be free to members of the institution engaged in the industrial arts. Scholarships will also be founded, and a degree of associate conferred upon the students distinguishing themselves at the yearly examinations.

To meet the pressing requirements for increased class accommodation, competitive designs have been called for to afford the necessary room; and it is hoped the Government will consent to place upon the Estimates a sum of money towards the proposed extensions. In order to help forward the development of the resources of this new country, it is imperative that our artisans and apprentices should have technical instruction in mechanical and chemical science, as applied to the arts and manufactures, and this it is believed can be best gained by evening scientific lectures in our School of Arts.

Should the Government accede to the request of the Committee, expense in subsidizing two rival institutions at the same place for performing a similar work will be avoided, and the lectures can commence without delay, as there are now in the School of Arts excellent geological and mineralogical cabinets. It cannot but be admitted that efficiency and economy in working will be best promoted by all evening Government scientific instruction in the City being given at one central place, and in connection with one institution. In affiliating the Mining School with the School of Arts the lecturers and students would have the advantage of a large library and reading-room, containing the latest scientific publications, and receiving all new books of special interest. The labours of the professors cannot but be greatly assisted by the elementary knowledge obtainable by students in the various classes of the School of Arts. If the School of Mines were affiliated with the Sydney University it could only be used by a few students, and numbers of persons who cannot attend any but evening lectures will be practically debarred from profiting by any instruction in science provided by the Government. A large block of land at the rear of the School of Arts, with entrance from George-street, has recently been secured by the Committee, and it is suggested that it would be a central and convenient site for the erection of a building, should the School of Mines be affiliated with the Sydney Mechanics' Institute. On this land could also be erected an Industrial and Technological Museum, similar to institutions in Great Britain, with apparatus for illustrating science in its relation to agriculture, mining, and manufactures. The Engineering Association of New South Wales have recently applied to the Committee of the Sydney Mechanics' School of Arts for accommodation to give instruction in matters affecting the iron trade; and it cannot but be considered expedient that the thousands of apprentices and workmen employed in the City should have training in the science affecting their various callings at our Mechanics' Institute.

Mr. MACINTOSH explained that the Committee of the School of Arts were anxious to extend their educational appliances, and had purchased a block of land at the rear of the present institution, on which they proposed to erect buildings for a working men's college; and it was thought that the Government would find it advantageous in helping the Committee to establish a School of Mines in connection with the College. Plans of the new buildings were nearly ready, and they would be furnished to the Government without delay.

Mr. ALLEN said that so far as he understood the document that had been presented to him, the School of Arts Committee wanted two things—that the School of Mines which might be hereafter established by the Government should be affiliated to the Mechanics' School of Arts; and that the Government should place a sum of money on the Estimates to assist the Committee in carrying out the proposed building alterations. He should be glad if some member of the deputation would explain in what way the Committee proposed to affiliate the School of Mines with the School of Arts, because, according to the Mining Act, the School of Mines which the Government were empowered to establish must be under the control of the Minister for Mines.

Mr. MACINTOSH pointed out that the Committee of the School of Arts contemplated the establishment of a School of Mines long before the Mining Act was passed.

Mr. E. DOWLING referred to the proposed alterations, and said that the School of Mines, though connected in some way with the School of Arts, might still be under the control of the Mining Department. It would be necessary to have a separate and distinct building for a School of Mines. The School of Arts was a much more central place for scientific lectures than the University; and besides that, it was proposed that the lectures of the mining professors should, as at Ballarat, be given in the evenings, when the working classes specially could have the opportunity of attending.

Mr. BRIDGES said that, amongst other things, the Committee of the School of Arts contemplated the erection of a large class-room which would hold 150 or more students, for giving them oral instruction in various branches of science. The Government might appoint its own professors, who would lecture on mineralogy one or two evenings a week. Special accommodation would be provided for such lectures. There was already in connection with the institution a set of geological specimens.

Mr. ALLEN thought the benefits of a School of Mines might be largely increased if it was established in a more central place than the University, where the evening lectures could be given.

Mr. BRIDGES said there was no doubt that the time would come when the School of Mines would have to be a separate institution. But it was thought that a commencement might be made by connecting it with the School of Arts.

Mr. ABBOTT pointed out that as the law now stood it would be impossible for the Government to take the course pursued at Ballarat, a School of Mines was there endowed by the Government, but they had no control over it. It would be injudicious to have a School of Mines partly under Government control and partly under the control of a Committee of the School of Arts.

Mr. BRIDGES thought the Government might give the members of the School of Arts and others the benefit of the lectures.

Mr. ABBOTT said that before that could be done, lecturers would have to be appointed, and a School of Mines formed.

Mr. FOWLES did not think the Committee of the School of Arts contemplated having the management of the School of Mines.

Mr. ABBOTT thought the School of Mines would not be so widely useful as it might be made if it were established at the University.

Mr. FOWLES said that if the Government decided to initiate the School of Mines at the School of Arts, the plan of the proposed new buildings might be modified as it was found necessary.

Mr. ALDERSON said that the Committee of the School of Arts were anxious that no time should be lost in establishing a School of Mines; and they thought its establishment would be facilitated if the Government consented in the first instance to connect it with the School of Arts. When the time came for the establishment of a museum in connection with the School of Mines, then the Government could provide a separate institution, and the School of Arts rooms could be used for something else.

Mr.

Mr. WEARNE said that the Committee of the School of Arts did not wish to confine the advantages that might be derived from a School of Mines to the Sydney Mechanics' Institute. There were in nearly all large centres of population in the Colony Schools of Art, and the lecturers might travel about lecturing at the principal townships.

Mr. MACINTOSH thought it would be better not to speak of the proposal as an affiliation of the School of Mines with a School of Arts. The word "affiliation" did not really convey what was meant. It was more of a Working Men's College than a School of Mines that was intended.

Mr. ALLEN thought he could promise, on behalf of his colleagues and himself, that the matter should have their earliest and most favourable consideration. It was possible that the School of Arts might render material service towards the establishment of a School of Mines. With regard to the request for pecuniary assistance he thought everybody must recognize the great good that had been done by the Sydney School of Arts; and he should be happy to bring under the notice of his colleagues the question of placing a sum of money on the estimates to aid in the erection of the new buildings. It would be necessary that the Government should be informed as to the cost of the proposed buildings.

Mr. FOWLES: About £5,000.

Mr. BRIDGES thought the request for money divided itself into two parts—a request for assistance in putting up the new buildings, and a request for assistance in the erection of the working men's college. He thought the second was the special application.

Mr. ALLEN thought it would be well for the Committee of the School of Arts, when making application for money, to state distinctly for what purpose it was wanted, and the conditions under which it would be accepted, if given.

After a few other remarks the deputation thanked the Minister for his courtesy, and withdrew.

Extract from Annual Report—February, 1876.

STEPS had previously been taken with a view to obtain a promise from Government of assistance in effecting the important alterations contemplated by the Committee. Advantage was therefore taken of the appointment of a deputation from the general committee to wait on the Minister of Justice and Public Instruction, in accordance with the recommendation of the sub-committee on the Working Men's College (quoted in last year's report), to bring the whole matter under the notice of the Government. The deputation consisted of John Macintosh, Esq., M.L.A., Joseph Wearne, Esq., M.L.A., and Messrs. Fowles, Alderson, Bridges, Dowling, Rennie, and Rogers, who waited on the Minister of Justice, the Hon. G. W. Allen, on October 30th, to whom they were introduced by the Hon. John Sutherland, M.L.A., the senior Vice-president of the institution. The Hon. R. P. Abbott, Minister for Mines, was present during the interview. The primary object of the deputation was to request that the School of Mines provided by the "Mining Act of 1874," be affiliated with the School of Arts, and also to seek for assistance in establishing a proposed Working Men's College. It was stated by Alderman Macintosh that the committee of the School of Arts wished to make several improvements, in order that they might have greater facilities for educational purposes than exist at present; that there was sufficient room on the ground which had been secured at the rear of the present premises to erect a building in which a School of Mines and Working Men's College could be established; that for the purpose of carrying out such matters he believed that the School of Arts was entitled to a certain amount proportionate to the subscription that might be raised; but in order to carry out the improvements proposed, the committee were of opinion that a special grant ought to be made by the Government for the purpose. After Messrs. Dowling and Bridges had explained some of the details of the proposed additions to the resources of the institution, Mr. Fowles stated that when the present front of the School of Arts building was erected, he formed one of a deputation which waited upon the then Colonial Secretary (Mr. now Sir Charles Cowper) to ask for a grant of money, as they then only contemplated the erection of a portion of the proposed building. £2000 were placed upon the Estimates—the School of Arts contributing a similar sum; and Mr. Cowper promised that when the other part of the building was completed, the Government would give an equal sum. He thought, therefore, that when the plans had been selected, they could be sent to the Minister, with a solicitation that a moiety of the estimated cost should be borne, as the building would be entirely for educational purposes. Mr. Allen said in reply that he was glad to hear from Mr. Fowles that the proposal was not to ask the Government for a sum of money independent of private subscriptions. He thought that everybody must recognize the great good which the Sydney School of Arts had effected, and it therefore had a claim upon the Government; he would be happy to bring their application under the notice of his colleagues; but it would first be necessary for him to know what the cost of the proposed building would be. Mr. Fowles remarked that it would be about £5,000. Mr. Allen said if they would send him the plans he would submit them to his colleagues. The Committee have now the pleasure to report that since the interview of the deputation with the Minister of Justice, the sum of £2,500 has been placed upon the Estimates for the purpose of effecting the proposed improvements in the institution. They trust, therefore, that in the next year's report their successors will be enabled to record the commencement, at least, of these important additions to the building.

As the selected design provides for the utilising of the whole of the present building for educational purposes, it becomes necessary to make arrangements for the Secretary's residence elsewhere. The Committee therefore voted the sum of £80 per annum to that officer as house rent, in lieu of his present quarters on the premises.

The treasurer's financial statement is highly satisfactory, showing a balance to the credit of the institution of £631 18s. 2d. The receipts for 1874 amounted to £2,195 6s. 4d. against £2,066 6s. 2d., for the year 1873.

During the year applications were received from the Engineering Association and the Trades and Labour Council for the use of one of the class-rooms; and it has accordingly been let to those societies for the occasional use of their members. The Committee, however, hope that when the proposed alterations are completed, they will be enabled to effect some more advantageous and permanent arrangement.

The number of members subscribing to the institution is as follows:—

	1st qr.	2nd qr.	3rd qr.	4th qr.
1875... ..	1378	1522	1586	1447
1874... ..	1322	1389	1484	1319
Increase	56	133	102	128

The average increase of members during each quarter as compared with the previous year is 104.75.

The scheme for the establishment of a Working Men's College in connection with the School of Arts, the desirability of which was affirmed by the annual meeting of members in February, 1873, has necessarily remained in abeyance until the requisite accommodation could be afforded by the completion of the proposed additions to the building. It must be obvious however, that the Committee would be greatly assisted in their endeavours to carry out the expressed wishes of the members were the class of persons who it is considered would be benefited by such a scheme, to avail themselves more largely of the existing resources of the institution by joining the classes already established. It may appear almost unnecessary to remind members that instruction in writing, arithmetic, grammar, mathematics, natural science, and mechanical and architectural drawing—for which purpose, amongst others, the establishment of a Working Men's College has been frequently urged—is provided for in the present classes of the institution.

Extract from Herald, 4 February, 1877.

ENGINEERING ASSOCIATION.

YESTERDAY evening a special meeting of members of this Association was held at the Society's rooms, School of Arts, for the purpose of considering the following subject:—Technical classes as a branch of public education in the Colony. The attendance was small. Mr. Macintosh, M.L.A., Dr. Paterson, Mr. Rogers, Mr. E. Dowling, officers or committeemen of the School of Arts, were present by invitation. Mr. G. Davidson (the president) occupied the chair, and called upon Mr. Laing to open the subject. Mr. Laing said that the main object of their association had been to promote a technical education of the young men of the city, though they had never succeeded in carrying it out to the extent that they would have desired. He contended that there were no adequate facilities in the Colony for enabling apprentices to the engineering to acquire a scientific knowledge of the business. The country had spent millions in the construction of railways, and yet no schools had been provided for the education of those who would have to work these railways. And no means had been provided for the youth of the Colony to enable them to develop profitably the vast mineral resources of the Colony, or to teach them the best methods of turning our raw produce into manufactured goods. He read extracts from various works to show that America and continental countries were in advance of England in the matter of providing technical instruction to the artisans of the country. However, the great exhibitions had had the good effect of awakening the attention of English people to the importance of the subject; and now in the mother country both elementary and more advanced scientific education was being given in special schools and classes formed in all the great centres of industry. He moved the following resolution:—"That the members of this Association having seen and felt the great loss and inconvenience arising from the want of schools to supply the technical education required for carrying on successfully the various trades and industries with which they are or have been connected, consider that the establishment of a polytechnic college school or schools for teaching the various branches of knowledge required in engineering, building, mining, manufacturing, and agricultural industries, would be advantageous for the development of the intellectual material and industrial resources of the Colony. That such college, school, or schools should be conducted in such a manner as would enable boys after leaving the primary schools, and being apprenticed to any trade or profession, to continue their education at evening classes, and thereby acquire such special instruction and technical knowledge as would assist their progress in the trade, business, or profession they had adopted as their future pursuit in life. Seeing that provision has been made out of the public funds for primary education, grammar schools, and a university, we think a polytechnic college, school, or schools should also be provided for and established in connection with our Public schools. It would render the system more complete, and by enabling the artisans, manufacturing, mercantile, and agricultural classes to obtain technological training, would meet a want of instruction existing in practical life which none of our educational institutions as at present constituted can supply." Dr. Paterson expressed his concurrence in the proposals to promote technical education, not merely in engineering, but in all branches of trade. The School of Arts was not altogether what it should be in regard to this matter. Technical knowledge in several branches was already given under the auspices of the institution, but this ought to be greatly extended. There were certain rooms in the building which were available six days in the week to those who wished to obtain practical knowledge; and the committee of the School of Arts were fully alive to the importance of the matter. A sub-committee, consisting of Mr. Dowling (a gentleman who had given much attention to the subject), Mr. Rogers, Mr. Oram, and himself, had waited upon the Council of the Trades and Labour Association with a view to secure their sympathy in this grand object, and he thought that that body had not listened to their proposals disagreeably. They had not yet heard what the Council intended to do with regard to the proposal; but he thought their reply would be favourable. He might say that the Committee of the School of Arts desired no extraneous aid in carrying out this object of imparting a technical instruction in all branches of trade. Of the importance of such instruction there could be no doubt, and the education of our youth would be incomplete without it. He quoted from a recent work by Mr. Twining to show what was being done in England and elsewhere in promoting technical instruction. Mr. Twining proposed that there should be schools of arts, colleges, and a university; that examinations should be held and degrees should be given to stimulate the students. To follow a trade successfully, a man should have a knowledge of the science underlying it. Perhaps they could not here expect to go so far as to have a university, but they might by means of the schools of arts do much to extend technical knowledge. It was for such objects that these institutions were founded; and, if they carried them out, they would be much more worthy of the assistance of the State than they were at the present time. Mr. Macintosh said he would be very happy to co-operate with the Association of Engineers in the matter under discussion, and he trusted that the engineers would aim at securing the co-operation of other branches of trade, for all were interested in technical education, or what he called practical education. Mr. E. Dowling also addressed the meeting on the advantages of a technical education, and showed how its importance had been enforced by a Royal Commission appointed in England; and how practical demonstration of its benefits had resulted in the working of technological museums and institutions in England and Victoria. If rich persons in the community would only provide scholarships an immense impetus would be given to young men to seek to make themselves efficient in technical knowledge. The committee of the School of Arts hoped to establish a technological museum; and he thought that under the auspices of that institution classes might be formed and education given more advantageously than in connection with the primary schools. Mr. Laing maintained that if the scheme were merely carried out in schools of arts it would have only a local interest. It should be part and parcel of the Public school system. Mr. Dowling said that no feeling of localism need be engendered by the carrying out of the system in schools of art. Any person could join the classes at the Sydney School of Arts without being a member of the institution, and it was proposed that there should be affiliation with all the schools of arts throughout the country. The committee of the School of Arts proposed to form classes without any outside aid, although he thought the youth of the country were as much entitled to have an institution for technical education as were comparatively few to have a University. Mr. Cruickshank commented on the want of models and other appliances for the impartation of practical knowledge of the engineering profession. The deputation from the School of Arts then withdrew, when Mr. Laing's resolution was seconded by Mr. H. Davis and passed, and the further consideration of the subject, on the motion of Mr. Cruickshank, was deferred until the next monthly meeting of the association.

SYDNEY MECHANICS' SCHOOL OF ARTS.

Classes.

The following, for Ladies and Gentlemen, are now in operation:—

Chemistry.—Mondays, at 7 p.m.; 10s. quarter.

Civil Service.—Tuesdays, at 7 p.m.; 21s. quarter.

Drawing, Architectural.—Mondays, at 7:30 p.m.; 12s. 6d. quarter.

" *Mechanical*.—Wednesdays, at 7:30; 12s. 6d. quarter.

" *Ladies' Class*.—Mondays and Thursdays, from 3 p.m. till 5 p.m.; 21s. quarter.

Elocution.—Tuesdays, at 7 p.m.; 10s. quarter.

French.—Mondays and Thursdays, at 6 p.m. for Ladies, and 7:30 p.m. for Gentlemen; 10s. quarter, 15s. half-year, 21s. year.

Latin.—Wednesdays, at 7 p.m.; Free—5s. deposit as security for punctual attendance.

Mathematics.—Wednesdays and Fridays, at 7:30 p.m.; 10s. quarter.

Reading and Grammar.—Fridays, at 7:30 p.m.; 7s. 6d. quarter.

Shorthand.—Mondays, at 7 p.m.; 10s. quarter.

Singing.—Thursdays and Saturdays, at 7:30 p.m.

Writing and Arithmetic.—Tuesdays and Fridays, at 7:30 p.m.; 10s. quarter.

Non-Members of the Institution can join any of the above Classes (except Latin) by payment of an extra fee of 2s. 6d. per quarter.

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No. 11.

The Under Secretary of Justice, &c., to The Secretary, Sydney Mechanics' School of Arts.

Sir,

Department of Justice, &c., 21 May, 1877.

In reply to your letter of 16th instant, representing that a deputation of certain members of the Committee of the Sydney Mechanics' School of Arts is desirous of waiting upon the Minister of Justice and Public Instruction, with reference to a grant in support of the Technical Classes and Working Men's College in connection with the institution, I am directed to inform you that Mr. Suttor will be happy to receive the deputation on Wednesday next, 23rd instant, at 11 a.m.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 12.

The Secretary, Sydney Mechanics' School of Arts, to The Under Secretary of Justice, &c.

Sir,

Sydney Mechanics' School of Arts, 6 June, 1877.

In compliance with your request to be informed in writing of the precise object of the deputation from the General Committee of this institution, which lately waited on you respecting the establishment of a Technical or Working Men's College in connection therewith, I have now the honor to state,—

1. That the object of the deputation was to endeavour through you to prevail on the Government to place upon the Estimates for the present year a sum of £2,000, to be granted to the Sydney School of Arts without the usual conditions, such sum to be expended by the committee in carrying out the extensive additions and alterations to the building which will be required for the establishment of such a college as that referred to.

2. From the printed report of our Improvement Committee which was laid before you, together with the plans connected therewith, it will be seen that the contemplated additions and alterations are calculated to increase the accommodation afforded by the institution to considerably more than double of that which exists at present, and this, together with the establishment of the new technical classes and the introduction of the other improvements, will amount nearly to a re-modelling and re-organization of the institution.

3. The Committee are convinced that such increase of accommodation is now absolutely necessary for the preservation of the popularity which the institution since its foundation in 1833 has uniformly enjoyed, for the extension of its usefulness to meet the ever increasing requirements of the public, and placing and keeping it on a level with the many similar institutions in Great Britain, where the education of the industrial classes both in general knowledge and in technical subjects is systematically carried on.

4. The Committee have found it impracticable to effect these improvements (which have been estimated to cost between £4,000 and £5,000) with the means at present at their command. There is a balance in the Bank to the credit of the institution amounting to £1,300, and it would be futile under such circumstances to ask for special subscriptions to the Building Fund. The committee therefore knowing the liberality of the Government in promoting the cause of education generally, and believing that a special regard would be paid by it to the educational wants of the industrial classes, and considering further that the circumstances under which the special grant now sought to be obtained were quite exceptional, thought themselves justified in representing the whole case to the Government, and applying for its assistance in the terms stated to you by the deputation.

5. You were pleased to ask the deputation whether the money now standing to the credit of the Sydney School of Arts was not made up partly from funds granted by Government in previous years in aid of the institution; such is certainly the fact, but the proportion which the funds supplied by the Government bears to the total income of the institution is so small that little account (it is submitted) should be taken of it in the consideration of this application. I append for your information a return showing the revenue of the Sydney School of Arts for the last fifteen years, from which it appears that during that period the Government aid amounted to £2,750, while the sums raised by the institution itself amounted to £24,674 6s. 8d. The Sydney School of Arts is not subsidised by Government to the same extent as similar institutions throughout the Colony. It receives a fixed grant of only £200 a year, whatever may be the amount of its proper income, which has lately exceeded £2,000 a year; whereas the country institutions receive £1 for every £2 subscribed by their members.

6. You were also pleased to ask the deputation for information respecting the tenure of the land upon which it is proposed to erect the new buildings. In reply I beg to state that the portion upon which the most substantial of these will be erected and which will be principally used as class-rooms in connection with the Technical College is held on a ninety-nine years lease. Another portion on which it is proposed to erect a large lecture hall is held on a lease for two lives, with option of purchase after its termination, while of the third portion a lease for seven years has been obtained with a promise in writing to the Committee that at the end of that time the fee simple of it may be purchased by them.

7. I venture to think that the Minister for Justice and Public Instruction will be gratified to learn that the General Committee have already been on several occasions in communication with the Engineering Association and the Trades and Labour Council of New South Wales, both of which bodies have expressed their concurrence with the views of this Committee and have indicated their desire to co-operate with us in carrying these views into effect. But as yet no definite arrangement has been arrived at between us in consequence of the want of means to provide suitable accommodation for carrying out the objects we have in common.

8.

8. For further and more detailed particulars of the condition and prospects of this institution, the work it has done, and the objects at which it aims, I beg respectfully to again refer you to the several documents which have been laid before you in connection with this application, and pray that you will be pleased to recommend it to the most favourable consideration of the Government.

I have, &c.,
JOHN ROGERS,
Secretary.

[Enclosure.]

REVENUE of the Sydney Mechanics' School of Arts for the past fifteen years, exclusive of Government aid.

	£	s.	d.
1862	1,124	10	11
1863	1,482	15	4
1864	1,438	4	9
1865	1,423	1	6
1866	1,330	15	10
1867	1,400	7	3
1868	1,649	17	3
1869	1,402	5	6
1870	1,463	11	3
1871	1,799	15	9
1872	1,653	18	3
1873	1,916	6	2
1874	1,978	4	10
1875	2,443	2	6
1876	2,167	9	7
	£ 24,674	6	8
Government aid for fifteen years	2,750	0	0
	£ 27,424	6	8

REPORT OF IMPROVEMENT COMMITTEE TO GENERAL COMMITTEE OF THE SYDNEY SCHOOL OF ARTS.

Gentlemen,

Your Committee, in arriving at a decision in reference to the plans for improving the accommodation of the Sydney School of Arts, were, to some extent, influenced by what appeared to be the general opinion of the members, and which resulted in the plans submitted to them last year being withdrawn, after discussion at two Special Meetings.

The two chief objections which were then raised to those plans, seemed to be—firstly, because the vacant land at the back was not utilised for building purposes, thereby causing the various departments of the institution to be much crowded together; and secondly, because of the proposal to place the reading room on the first floor of the building.

To endeavour to remedy these and other defects, it was suggested at the second Special Meeting of members that the Committee should try to obtain a fresh site on which to build. But every endeavour having been made to secure an eligible site, without success, this Improvement Committee was appointed to report on the best means of carrying out the much needed additions and improvements to the institution.

Your Committee have therefore, after much consideration, had new plans prepared, which they now submit, with a recommendation that they be adopted.

In framing these plans, they have kept in view the great future of this institution; and have endeavoured to provide sufficient accommodation in all departments, to meet its ever-increasing requirements, for a long time to come.

Moreover, with a view to making the institution more popular, they are desirous of adding several new and important features to it.

The most important is, perhaps the proposed great extension of the usefulness of the library; where, it is suggested, members shall have the same privileges that they may enjoy at any Public Library.

In the new library, books will be so arranged and classified, on low shelves, that they will be within easy reach of all readers and students.

To this room will also be transferred the reference library, and cases of geological specimens now in the reading room.

Library.—To meet all these requirements, your Committee have set apart a very large room on the first floor of this building. Having a superficial area of about 2,400 feet, and extending over the whole length of the front of the building, and back over the whole length of the present reading and chess rooms. Thus forming a magnificent room, which if properly fitted up and conducted, will rival the Public Library of Sydney.

Reading-room.—Another new feature that your Committee wish to add to the institution is to make the reading room of more general usefulness than it has hitherto been. The news of the day, the arrival and departure of steamers, and other matters of public information and interest, should be duly recorded here. They therefore propose that the greater portion of the old building which constitutes the present reading room, and the chess room, shall be pulled down, and a new reading room built in their place; leaving a passage about 6 feet wide between that and the hall.

This gives a fine room 63 feet x 24 feet, or a superficial area of 1,500 feet. It is lit by windows front and back, as well as by a borrowed light from an opening in ceiling, through the floor of the library above, leading to skylight in roof of building; thus providing both good light, and efficient ventilation, in the centre of both rooms.

Ladies' Room.—A third new feature in the proposed alterations, is a ladies' room; which your Committee think will be a great acquisition to the institution.

This room is on the ground floor, formed out of a portion of the present library. It will be fitted with a small lift, by which books may be passed to the new library above.

This lift will prove a convenience to persons who may desire to exchange books, without the exertion of going up stairs to do so.

Office.—A small office for the secretary is also shown in the old library room. It is placed where he will be accessible to all, and be in a good position for general control.

Stairs.—The grand stairs leading to the new library will be commodious, and of easy gradient, viz.: 5 feet broad, with a rise of 6½ inches and about 12 inch tread. Starting from the floor of the old library they will ascend by three flights to the landing, which is placed opposite to the end window in the new library.

This completes the alterations which it is proposed to make in the present old building.

Hall.—The hall with its retiring rooms remain as at present.

Class-room and Keeper's Quarters.—The class-room, which is now over those retiring rooms, which measures 40 feet by 13 feet, as well as the keeper's quarters which are over that again, will also remain as at present.

These rooms will be approached by stairs from the vacant land adjoining.

Chess-room.—A chess-room 35 feet by 10 feet 6 inches will be built in old yard, on the site of the present out-houses, which will be removed to the vacant land at the back.

Area and Passage.—An area is left in the old yard, and a passage through to the land at the back, and thence through to George-street.

Vacant

Vacant Land.—We now come to the vacant land. Here it is proposed to erect class-rooms and a working-men's college.

In planning these buildings, your Committee have been careful to put the more permanent structures on that portion of the land for which we have the longest tenure.

The land is divided into three sections, with a reserved lane added. One section has been secured for ninety-nine years; another during the lives of two people. The third is secured only for about seven years, when in all probability we may be able to purchase it.

Thus, on the first-named block, it is proposed to erect a three-story building for class-rooms and chemistry lecture-room.

Class-rooms.—The class-rooms are five in number, and of the following dimensions, viz.:—One, 32 feet by 16 feet; two, 16 feet by 15 feet; one, 13 feet by 16 feet; and one large one for drawing class, 48 feet by 16 feet.

Chemistry-room.—There is also the chemistry lecture-room, 35 feet by 17 feet 6 inches, a portion of which will be built on the adjacent block of land, for which we have only the seven years certain tenure. This, however, with the outhouses, are the only buildings proposed to be put on that portion of the land.

Lecture-room.—The Working Men's College and lecture-room is provided for on that section of land which we hold on the tenure of two lives.

It is a large room, 48 feet by 27 feet 6, or superficial area of 1,320 feet. It will have an open roof, and there will be a passage to it from both Pitt and George streets.

This completes the buildings proposed to be created as additions to the institution.

Summary.—The whole accommodation may be comparatively summarized as follows:—

	At present.	As proposed.
Reading-room	1,150	1,512 feet
Library	560	2,420 "
Ladies' Room	—	255 "
Chess-room	220	367 "
Working Men's College	—	1,320 "
Chemistry-room	220	647 "
Six Class-rooms	1,730	2,500 "
	<u>3,880</u>	<u>9,021 feet</u>

In addition to the above, by the alterations proposed, more crush room will be provided at the entrance to the hall. The passage also will be widened from 4 feet, as at present, to about 6 feet.

In submitting the accompanying plans to the General Committee, we would recommend that the buildings on the vacant land be erected first; so that, as far as practicable, the business of the institution may be conducted there, while the alterations are progressing in the old building.

Portico.—Your Committee are also of opinion that a portico should be erected at the Pitt-street entrance, and would submit the accompanying sketch, which it will be seen also provides for the efficient lighting of the front:—

Approximate estimate of cost of first section, viz., buildings on the vacant land	£2,500
Approximate estimate of cost of second section, viz., alterations to old building	1,200
Approximate estimate of cost of portico	300
	<u>£4,000</u>

CHARLES M. FISHER,
Chairman of Improvement Committee.

Sydney, 27th April, 1877.

Acknowledge and inform that this application will receive due consideration when preparing Estimates for next year.—F.B.S., 20/6/77.

No. 13.

The Under Secretary, Department of Justice, &c., to the Secretary, Sydney Mechanics' School of Arts.

Sir,

Department of Justice and Public Instruction, Sydney, 25 June, 1877.

I am directed by the Minister of Justice and Public Instruction to acknowledge the receipt of your letter of the 6th instant, respecting the establishment of a Technical or Working Men's College in connection with the School of Arts; and requesting that £2,000 may be granted without the usual conditions, and to inform you that the matter will receive due consideration when preparing the Estimates for next year.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

Sydney University:

No. 14.

The Chancellor of the Sydney University to The Minister of Justice, &c.

My Dear Mr. Docker,

Barham, Darlinghurst, 11 November, 1876.

The Senate of the University has appointed a deputation to wait upon you in order to bring under your notice and that of your colleagues an application which it has been determined to make to the Government for a permanent annual addition of £4,000 to the present endowment of £5,000, thus bringing up the amount to that of the permanent endowment which has been enjoyed by the Melbourne University since its first establishment. The special reasons for making this application at the present time will be found detailed in the accompanying copy of a resolution of the Senate passed at its last monthly

monthly meeting. I may mention that the Senate has been anxious for some time past to extend the curriculum of subjects now taught in the University, but has been prevented from doing so by the want of funds. The largely increased number of students who matriculated at the last examination offers a further reason for pressing the attention of the Government upon the subject at the present time.

May I ask when it will be convenient to you to receive the deputation.

Yours, very truly,
E. DEAS-THOMSON.

Forward copy of reply to The Honble. the Colonial Treasurer.—J.D., 13/11/76. The Col. Secretary for consultation.—J.D., 29/11/76.

[Enclosures.]

Resolution passed by the Senate, 1st November, 1876.

THAT in making application to the Government for an increased endowment of £4,000 per annum to the University the Minister should be informed—(1.) That the present endowment of £5,000 per annum is insufficient after deducting the amount necessary for the preservation and repair of the University buildings for giving proper instruction in those branches of knowledge now professedly taught in the institution, viz., Latin, Greek, mathematics, chemistry, natural philosophy, experimental physics, geology, and mineralogy. (2.) That it is utterly impossible, without increased means, to provide instruction in the important subjects of history, law, mental philosophy, biology, animal and vegetable physiology, and engineering. (3.) That the long contemplated establishment of a school of medicine in connection with the University will necessitate the appointment of a Professor of Anatomy and several professional lecturers on such subjects as surgery, practice of medicine, therapeutics, pathology, clinical medicine, surgery, and midwifery. (4.) That the formation of a School of Mines is also necessary. (5.) That lectures on many of the subjects above-mentioned, if not in all, might be given by the University, if the annual endowment were increased to £9,000 per annum—the amount of endowment given to the Melbourne University.

ENDOWMENT OF THE UNIVERSITY OF SYDNEY.

The following scheme is submitted to the Minister of Justice and Public Instruction as an approximation to the way in which it is proposed to use the increased endowment now asked for the University:—

<i>Professors:—</i>	£
1. Classics, mental philosophy	1,000
2. Mathematics, natural philosophy	1,000
3. Chemistry—Inorganic, organic, and practical	1,000
4. Biology, geology, and mineralogy	1,000
5. Anatomy, physiology	1,000
<i>Assistants, Lecturers, &c.:—</i>	
1 Master for junior classics and mathematics	300
1 Assistant in practical chemistry and metallurgy	250
1 Assistant to the chair of natural philosophy as lecturer on mechanics and engineering	250
1 Demonstrator in practical anatomy	200
6 Professional lecturers on medical subjects	600
2 Lecturers in law	400
1 Lecturer in history and English literature	300
1 Registrar	500
7 Servants, messengers, &c.	800
	£8,600

The balance of £400 with the fees from lectures will, it is believed, meet all the other expenses of the institution, such as those of the chemical laboratory, the school of anatomy and physiology, natural history, mechanics, &c.

By the system above proposed the University would gain over and above what is at present taught:—1st. Instruction in mental philosophy, law, history, and English literature; 2nd. All the education necessary for the medical profession; 3rd. A complete course of natural philosophy, coupled with mechanics and engineering; 4th. The addition of organic chemistry and metallurgy to the chemical school; and 5th. Biology (including animal and vegetable physiology). The Senate would also then be in a position to establish a Faculty of Science, as proposed by Professor Liversidge, on the London University system, giving the Degrees B.Sc. (Bachelor of Science), and D.Sc. (Doctor of Science.) Degrees in Medicine also could then be conferred on those who had received their education on the spot.

Two buildings, detached from the main building of the University, are absolutely necessary for carrying out the above scheme—one for a chemical laboratory, the other for anatomical purposes. The first, Professor Liversidge thinks, should be a temporary building, costing not more than £1,000, with fittings and apparatus costing another £1,000—£2,000 in all. £1,000 would be ample for a temporary anatomical building; it could be built of iron, and should consist of four rooms—1. A dissecting room; 2. A room for making preparations, or for physiological investigations; 3. A room for anatomical preparations, and a pathological museum; and 4. A class-room, which might be used for most of the lectures on medical subjects.

The Government should be asked, therefore, to place on the Estimates the following sums:—

	£
Building and fitting laboratory	2,000
Building for anatomical purposes	1,000
Annual vote for repairs of buildings	500
	£3,500

Although the foregoing is the general scheme of the way in which it is proposed to appropriate the endowment, if as now requested it should be increased to £9,000, it must of course be subject to any change or modification which the Senate from time to time may deem to be necessary or expedient.

It is proper also to point out that, in order to enable the Senate to enter into a permanent engagement with the additional professors and lecturers whom it will be necessary to appoint, and to give an assurance to the public of the permanency of the system, it is highly desirable that the increased endowment should, as the original one, be provided for by an Act of the Legislature, and not be subject to an annual vote.

Regular accounts of the expenditure should, of course, be required to be laid annually before Parliament.

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No. 15.

The Minister of Justice, &c., to The Honorable Sir E. Deas-Thomson.

Department of Justice and Public Instruction, Sydney, 13 November, 1876.

My dear Sir Edward,

I have received your note of the 11th instant, in which you inform me the Senate of the University are desirous that I should receive a deputation from that body on certain matters enumerated in a resolution of the Senate, bearing date the 1st instant.

As the question involved in the resolution is of great importance, I considered it desirable that one of my colleagues should be present at the interview.

The Treasurer has kindly consented to assist me in receiving this deputation, and if Friday, the 17th, at 11 a.m., will suit the convenience of the Senate, I would desire to fix that day and hour for the interview.

I remain, &c.,

JOSEPH DOCKER.

Copy of above forwarded for information of Colonial Treasurer.—B.C., 13 November, 1876.

No. 16.

The Minister of Justice, &c., to The Honorable Sir E. Deas-Thomson.

Department of Justice and Public Instruction, Sydney, 20 March, 1877.

My dear Sir Edward,

In reference to the letter I received from you on the 11th of November last on the subject of an increased endowment to the University, and the information and memoranda furnished by the deputation of the Senate which I promised to lay before my colleagues, I have now the honor to inform you, for the information of the Senate, that I duly carried out that promise, and the subject has been two or three times under consideration.

But I regret to be compelled to add that the multifarious and harassing matters which have been forced upon the attention of the Cabinet has prevented my colleagues from bestowing that exclusive attention to this important matter which they would otherwise have desired to enable them to have arrived at a definite conclusion.

I am therefore reluctantly compelled to leave all further proceedings for consideration by my successor.

I have addressed these remarks to you as you have been the medium of communication with me on behalf of the Senate.

I remain, &c.,

JOSEPH DOCKER.

No. 17.

The Under Secretary of Justice, &c., to The Honorable Sir E. Deas-Thomson.

Sir,

Department of Justice and Public Instruction, 23 July, 1877.

Referring to letter of 20th March last from the Minister of Justice respecting the application of the Senate of the University for increased endowment to that institution, I am directed by the Minister of Justice and Public Instruction to inform you, that the Government do not consider it desirable at present to ask Parliament to increase the endowment to above institution.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

Engineering Association.

No. 18.

EXTRACT from *Sydney Morning Herald* of 5th May, 1876, containing report of Deputation from Engineering Association to Minister of Justice, respecting Technical Education.

YESTERDAY morning a deputation, consisting of Mr. J. Sutherland, M.L.A., Mr. Davidson, President of the Engineering Association of New South Wales, Messrs. Cruickshanks, Laing, and Davies, members of the same Association, Mr. John Young, President of the Builders' and Contractors' Association, Messrs. Giles, Edwards, Baldwin, Dooley, Teys, Dixon, and White, members of the Trade and Labour Council of New South Wales, waited upon the Honorable the Minister for Justice and Public Instruction at his office, Macquarie-street.

Mr. J. Sutherland introduced the deputation, and said their business there was to try and impress upon the Minister the necessity for assisting the youth—and he might say also the old age of the country—to educate themselves; to provide, with the help of the Council of Education, teachers to form night-classes for the instruction of youth. He would be glad to see one started to begin with; he did not care where it was, so long as it was in a central position, and he was sure the necessity for this sort of thing would soon be apparent throughout the whole country. It was only by the assistance of the Council of Education that this could be done. The Engineering Association had been working in this direction, and for some years past had one or two classes in operation at the School of Arts; but the committee and officers of the School of Arts, however willing to assist, had not the means to do what the country requires, and they had now come to the head of the Educational Department of the country, hoping that he would consider this matter carefully; and no doubt the Council of Education would give him every assistance.

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Very little money would be required, for he believed there were already sufficient teachers at the disposal of the Council of Education. At a future time they might make application for suitable buildings for the purpose. He reminded the Minister how much the Owens College at Manchester, and the Andersonian University at Glasgow, had done towards educating the people. It was not mechanics alone, but every one in the community, that would be benefited by the course proposed. We should no longer see our young men hanging about at the street corners, but they would be more profitably engaged in improving themselves.

Mr. Davidson read a brief statement which he had caused to be written out, bringing under the notice of the Minister the great necessity for the establishment of evening training schools, in which technical knowledge might be acquired. He drew attention to the fact that in the old country, and on the Continent, every inducement was given to young men to study the principles of their profession. We are placed at a great disadvantage here in this respect. The mechanical and commercial prosperity of the Colony depend upon the amount of intelligence which the people possess for the development of our resources. We have Grammar Schools, and a University for the learned professions, but the most important link is missing, and it could only be supplied by the establishment of evening training schools. He then briefly described the institutions of this kind which exist in England and Scotland, and contended that great benefit would arise from the establishment of similar institutions here. They only asked that some portion of the education grant should be set apart for this object.

Mr. Dixon, as a member of the Trade and Labour Council, representing a large body of all sections of working men, fully agreed with what had been said, more particularly because they, as a body, needed this more than perhaps the Engineering Association, because there was a large number of them who had never had the benefit of early education, and felt the want of it now. There was ample machinery for this purpose at the command of the Council of Education, and it could easily be brought into operation, and it would be one of the best things for this country that Mr. Suttor could possibly be identified with. In the race between nations, if our youth are not well educated in the respective branches of knowledge, we shall soon fall behind, and we do not wish to do that. We have the blessing of a good system of primary education, to complete which we only needed the establishment of such schools as had been pointed out. He went thoroughly and heartily in favour of this scheme, believing that it was highly necessary at the present time. The Trade and Labour Council would do all in their power to impress upon their youths the necessity of taking advantage of these schools.

Mr. Laing desired to point out that not only the mechanical but also the pastoral and agricultural interests would be benefited by this being carried out. The course of study might include the science of the application of ploughing, mowing, threshing, chemistry, practical physics, the nature of manures, and the kinds of grasses which would be suitable to different soils. In a country like this, to be good colonists, there was an absolute necessity for general knowledge, so that a young man might be able to turn his hand to more than one thing. If this plan were carried out in connection with our Public School system, each Local Board might define the educational requirements of its own district. They sought this for the benefit of the producing classes, so that with a knowledge of natural physics they might suitably employ the natural productions of the Colony, and know how to make the most of them.

Mr. F. B. Suttor said, that from the opinions they had placed before him he could see they were engaged in a laudable object—to give a technical education to the young men who now only receive primary education. He agreed with them that this was not a party question, nor a question for the benefit of one class alone. In a country like this they should offer every inducement to young men to rise in the position to which their talents might entitle them; they should hold out every inducement to them to perfect their education. He was glad the deputation had waited upon him, because without any concert between them, a deputation from the Senate of the University had waited upon him a few days ago, and urged upon him almost the same matter in regard to the University. They were anxious that their endowment should be increased, so that they might establish new chairs, and to employ lecturers to educate young men after they go to the University, in these very subjects. By this system the University would gain over and above what is at present taught:—1. Instruction in mental philosophy, law, history, and English literature. 2. All the education necessary for the medical profession. 3. A complete course of natural philosophy, coupled with mechanics and engineering. 4. The addition of organic chemistry and metallurgy to the chemical school. 5. Biology (including animal and vegetable physiology). They were anxious to employ professors to give young men a practical education. If they could popularize the University by doing this, it would be a great step in the right direction. He hoped he should be able to carry out the views of the Senate in that respect; and the fact that this deputation had waited upon him with a similar request would strengthen his hands. He was desirous of doing everything he could to educate every man in this country. He would give this matter his very best attention. He would consult with the Council of Education, and if there was no great difficulty in the way, he hoped before long to be able to do something to meet their wishes.

After some further conversation the deputation thanked Mr. Suttor and retired.

[Enclosures.]

Sir,

Sydney, 4 May, 1877.

We have been deputed by the Engineering Association and Trade and Labour Council to await upon you for the purpose of bringing under your notice the great necessity which exists for the establishment (in connection with our Public School system) of evening training schools, in which tradesmen and young people could acquire that technical knowledge which is so necessary for their success in life. We would also draw your attention to the fact that in the old country and on the Continent every facility and encouragement is given to induce young men to study the principles of their respective professions after they leave the primary schools; and being deeply sensible of the importance of technical training, we feel that we are placed at great disadvantage in not having the same opportunities of acquiring knowledge as they have at home.

The mechanical and commercial progress of this Colony depends (in a great measure at least) upon the amount of intelligence which the people possess for the successful development of our resources; and if we have not the same opportunities and inducements we must of necessity drop behind in the race.

We have Grammar Schools, a University, &c., for the learned professions, but to the largest portion of the community the most important link is missing, and can only be supplied by the establishment of evening training schools.

In England, Scotland, and Ireland these schools have become permanent and popular institutions, and there is now a Public Department for the spread of scientific knowledge.

The London Society has upwards of 115 local boards, whose object is to establish training schools for those who cannot attend during the day.

In

In the Anderson University of Glasgow, during the session of 1874-5, there were 953 day and 1,324 night students.

At the Glasgow Mechanics' Institute during the session of 1875-6 there were 2,595 night students. Professor Roscoe, of the Owens College, Manchester, in a letter to Mr. Laing, of the Engineering Association, says:—"In this college we have upwards of 1,000 evening students—young men who are occupied during the day and who spend their evenings in the prosecution of some branch or branches of science or literature. This is one of our most useful spheres of action."

These examples show what has been done at home; we therefore take the present opportunity of pointing out the great benefit which similar schools and classes would confer upon this Colony, and we respectfully ask that some portion of the educational grants may be set apart for the above object.

THE OWENS COLLEGE, MANCHESTER.

DEPARTMENT OF THE EVENING CLASSES.

Principal: J. G. Greenwood, LL.D.

Lecturers:

Greek	{ Professor A. S. Wilkins, M.A.	Jurisprudence and Law { Professor A. Hopkinson, M.A.,
Latin	{ Mr. Edwin B. England, M.A.	B.C.L.
Greek Testament	{ Mr. Herman Hager, Ph. D.	Professor H. E. Roscoe, B.A.,
English Language.....	{ Professor J. G. Greenwood, LL.D.	Ph. D., F.R.S.
English Literature.....	{ Mr. T. N. Toller, M.A.	Professor C. Schorlemmer, F.R.S.
English History.....	{ Mr. Ernest Adams, Ph. D., F.C.P.	Mr. W. C. Williams, F.C.S.
Mathematics	{ Professor A. W. Ward, M.A.	Mr. M. M. Pattison Muir, F.R.S.E.
Natural Philosophy	{ Professor Thomas Barker, M.A.	Professor W. C. Williamson, F.R.S.
Astronomy	{ Mr. Alfred T. Bentley, M.A.	Professor Arthur Gangee, M.D.,
Civil and Mechanical Engineering	{ Mr. John B. Millar, B.E.	F.R.S.
Geom. and Mech. Drawing	{ Mr. R. Gwyther, B.A.	Prof. W. Boyd Dawkins, M.A.,
Logic	{ Professor Thomas H. Core, M.A.	F.R.S., F.G.S.
Political Economy.....	{ Mr. J. H. Poynting, B.A., B.Sc.	French
	{ Professor Osborne Reynolds, M.A.	German
	{ Mr. J. B. Millar, B.E.	Spanish
	{ Professor Robert Adamson, M.A.	Italian
		Free Hand Drawing ...
		Harmony and Musical Composition
		Mr. Edward Hecht.

Registrar: J. Holme Nicholson.

Librarian: J. Taylor Kay.

Session 1876-7.

1. The Evening Session will be opened with an introductory address by Alfred T. Bentley, Esq., M.A., Fielden Lecturer in Mathematics, on Monday, the 16th October, 1876, at 7:30 p.m., and will end on Tuesday, the 1st May, 1877. The introductory address will be open to the public without charge. On the following evening the class lectures will be commenced. There is a vacation at Christmas from the 23rd December to the 12th January, inclusive.

2. The registration of new students (only) will take place on Wednesday, the 11th, Thursday, the 12th, and Friday, the 13th October, from 6:30 to 9 p.m. Each candidate will be required to produce a letter of recommendation from his employers or such other testimonial as may be approved by the Principal.

In order to expedite the work of registration, each student is recommended to be prepared with a form filled up with his name and address, and a list of the classes which he proposes to enter. Blank forms may be obtained from the porter in attendance.

3. Former students may re-enter on Tuesday, the 17th, to Friday, the 20th October, inclusive, from 6:30 to 9 p.m., and on each evening of the week (except Saturday) to the end of October, from 7 to 8 p.m.

4. After the period above mentioned students can only be admitted between the hours of 10 a.m. and 5 p.m. (Mondays to Fridays inclusive), and new students must apply to the Principal between the hours of 12:30 and 2:30 p.m. After the month of November any person desiring to enter a class must apply personally, or by letter, to the Lecturer, and obtain his consent before he can be admitted.

5. Each lecture course, except where otherwise stated, consists of twenty lectures, and the fees, which are to be paid on entrance, are as follows:—

Admission fee (charged to new students only)*	£0 2 6
Each full lecture course.....	0 10 6
Practical mechanical drawing	0 10 6
Free-hand drawing.....	0 15 0
Each division of the laboratory course (including the use of apparatus and chemicals)	4 4 0

6. The first lecture will be given in each class whatever the number of students may be who have entered to it; but unless five persons at least shall have entered at the date of the second lecture the class will not be held, except at the desire of the lecturer.

7. Examinations of all the classes will be held at the end of the session. On the results of these examinations exhibitions† will be awarded. The public award of exhibitions will take place on Tuesday, the 1st of May, at 7:30 p.m.

8. The library of the college is open to all evening students on payment of a library fee of 2s. 6d. for the whole period of studentship. Students in the evening classes who entered previously to the session 1874-5, and all who have once paid the library fee, will receive a free ticket for the library on application to the Registrar. Each student using the library must show his ticket to the librarian on his first attendance, and he must produce the same on any future occasion if demanded.

The library hours are from 6:30 to 9 p.m., on Mondays, Tuesdays, Wednesdays, and Thursdays, until the termination of the regular courses. The library is closed to readers during the college vacations, and on incidental college holidays. Admittance to the library and to the use of its books is in the case of all persons conditional upon the strict observance of its rules (see *Calendar*). Books are not to be taken out of the library, and application must be made to the librarian for those required for use in the library. Works of reference are kept apart, and can be taken from the shelves by the students. Conversation and reading aloud are prohibited in the library.

9. The courses of instruction for this session comprise the following:—

Greek.

- Lower Junior Class.*—Dr. Hager. (*Mayor's Greek for Beginners.*)
Higher Junior Class.—Mr. England. (Ditto and selections from Xenophon.)
Lower Middle Class.—Prof. Wilkins. (Homer, *Odyssey*, Book XII.; Syntax.)
Higher Middle Class.—Dr. Hager. (Xenophon, *Cyropaedia*, Book I.)
Senior Class.—Prof. Wilkins. (Herodotus, Book II.)
Greek Testament Class.—The Principal. (*St. Mark* and one of the shorter Epistles.)

Latin.

- Junior Class.*—Prof. Wilkins. (Elementary.)
Lower Middle Class.—Mr. England. (Selections from Cicero.)
Higher Middle Class.—Mr. England. (Horace, *Odes*, Books III. and IV.)
Senior Class.—Mr. England. (Livy, Book IX.)
Composition Class.—Prof. Wilkins. (On Latin Syntax.)

English

* A day student entering to the evening classes, or *vice versa*, will be required to pay the admission fee accordingly.

† Details respecting exhibitions open to the competition of evening students will be found in the Evening Class Syllabus.

English Language.

- First Course.*—Dr. Adams. (Grammar and History of the Language.)
Second Course.—Mr. Toller. (Early English.)
Third Course.—Mr. Toller. (The English subjects for the first B.A. Exam.)

English History and Literature.

- Literature Class.*—Prof. Ward. (History of English Poetry from Chaucer to Spenser.)
History Class.—Prof. Ward. (English History from the close of the 10th to the close of the 13th Centuries.)

Mathematics.

- Junior Geometry Class.*—Mr. Millar. (Elementary.)
Middle Geometry and Algebra Class.—Mr. Bentley. (Elementary Plane Geometry and Solid Geometry. Algebra from Quadratic Equation.)
Senior Geometry Class.—Mr. Bentley. (Analytical Geometry of two dimensions.)
Junior Algebra Class.—Mr. Millar. (Todhunter's *Algebra for Beginners.*)
Senior Algebra Class.—Mr. Gwyther. (Commencing with Permutations.)
Trigonometry.—Mr. Gwyther. (Plane Trigonometry up to the Solution of Triangles.)
Differential and Integral Calculus.—Prof. Barker.

Mechanics.

- Experimental Course.*—Mr. Poynting. (Matter, Force, Simple Mechanical Powers and their combinations, &c.)
Mathematical Course.—Mr. Poynting. (Elementary Statics and Dynamics.)

Physics and Astronomy.

- Experimental Physics.*—Prof. Core. (Magnetism and Electricity.) If a second class can be formed the subject of heat will be taken up in it.
Astronomy.—Prof. Core. (Astronomical Instruments and the Heavenly bodies.)

Engineering, and Geometrical and Mechanical Drawing.

- Civil Engineering.*—Prof. Reynolds. (Surveying and Surveying Instruments, &c.)
Mechanical Engineering.—Prof. Reynolds. (Theory of Mechanical connexion and Hydraulic Machinery, &c.)
Geometrical Drawing.—Mr. Millar. (Plane and solid.)
Practical Drawing Class.—Mr. Millar.

NOTE.—Free admission to the Drawing Class is given to—

(a) Workmen or sons of workmen, being over fourteen years of age, who were on the 24th August, 1869, or who at any time, and from time to time thereafter may be, employed as workpeople at the Works at Openshaw, of the "Ashbury Railway Carriage and Iron Company, Limited."

(b) Pupil teachers, for the time being, of the Wesleyan Schools at Openshaw.

Persons claiming free admission must produce certificates of eligibility.

The exemption of payment does not extend to the College admission fee.

Logical and Political Economy.

- Logic.*—Prof. Adamson. (Deductive and Inductive Logic.)
Political Economy.—Prof. Adamson. (Industry, Trade, Finance, &c.)
 (Elementary Course, for Pupil Teachers only.)

Acting teachers and assistant teachers in schools within the Boroughs of Manchester and Salford, supported wholly or in part by public contributions, are admitted to the Political Economy Classes free of fee, under the provisions of the Cobden Endowment. (See *Syllabus.*)

Jurisprudence and Law.—Prof. Hopkinson.

Elements of English Law. (This class will not be formed unless twenty students, at least, enter for it in the first week.)

Chemistry.

- First Lecture Course.*—Prof. Roscoe. (The Non-Metallic Elements.)
Second Lecture Course.—Mr. Williams. (The Metals.)
Third Lecture Course.—Prof. Schorlemmer. (Organic Chemistry.)
Fourth Lecture Course.—Mr. Muir. (Chemistry of Food.)
Laboratory Course.—Prof. Roscoe, Mr. Williams, and Mr. Muir.

Natural History.

- Zoology.*—Prof. Williamson. (Anatomy and Physiology of the Animal Kingdom.)
Animal Physiology.—Prof. Gamgee.
Geology and Palæontology.—Prof. Dawkins.
Special Course.—Prof. Dawkins. Six lectures on Field Geology, after Easter. (See *Syllabus.*)
Botany.—(The course will be omitted this Session.)

French.—Mr. J. F. H. Lallemand, B. ès Sc.

- Lower Junior Class.*—Grammar, Accidence (first part). Exercises. Reading. (An Elementary Knowledge of French Grammar is expected.)
Higher Junior Class.—Grammar, Accidence (second part). Exercises. Reading.
Lower Senior Class.—Grammar, Syntax (first part). Reading.
Higher Senior Class.—Grammar, Syntax, (second part). Commercial Letters.
Composition and Literature Class.—Augier, *Le Gendre de M. Poirier*, Conversation, &c.
 (The work of this class is conducted entirely in French. Students desiring to enter it will be required to pass a short preliminary examination in the accidence of French Grammar, and on the principal rules of Syntax.)

German.—Prof. Theodores.

- Junior Class.*—Grammar, Accidence. Exercises. Composition.
Senior Class.—Grammar, Syntax. Reading. Commercial Correspondence.

Spanish.—Señor Alvarez.

- Junior Class.*—Grammar, Accidence. Exercises. Reading.
Senior Class.—Grammar, Syntax. Reading. Commercial Correspondence.

Italian.—Signor Guidal.

Grammar, Exercises, Conversation, Correspondence, &c.

Free Hand Drawing.—Mr. William Walker.

The subject will be taught both theoretically and practically.

Harmony and Musical Composition.

- Junior Class.*—Mr. Hecht. (Thorough Bass, &c.)
Senior Class.—Mr. Hecht. (Counterpoint, Canon, Fugue, &c.)

EVENING CLASSES.—GENERAL TIME TABLE, 1876-7.

	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
6 to 7.	Chemical Laboratory, Junior and Senior. (6 to 8.) French Composition and Literature.			Chem. Laboratory, Senior. (Lent Term 6 to 8.)	Political Economy, Pupil Teachers. Chem. Laboratory, Senior. (Mich. Term 6 to 8.)
7 to 8.	Greek Testament. Latin, Junior. Latin, Higher Middle. Civil Engineering. French, Higher Senior.	Greek, Lower Middle. English History. Physics, Experimental. Geometrical Drawing Lecture. Political Economy, Senior.	Greek, Higher, Junior. Geometry, Senior. Mechanics, Experimental. Zoology. Physiology. French, Low. Junior. German, Junior.	English Language, First Course. Mechanical Drawing, Practical (7 to 9). Spanish, Junior. ? Italian.	Greek, Lower Junior. Geometry, Junior. Trigonometry. Diff. and Integral Calculus. Geology. Free Hand Drawing (7 to 9). Harmony, Junior.
8.5 to 9.5.	Greek, Senior. Latin, Senior. Mechan. Engineering. Chemistry Lectures, First Course. Chemistry Lectures, Third Course. French, Lower Senr.	Latin Composition. English Literature. Astronomy. Logic.	Latin, Lower Middle. Geometry and Algebra, Middle. Mechanics, Mathematical. French, Higher Junior. German, Senior.	English Language, Second Course. Chemistry Lectures, Fourth Course. Spanish, Senior.	Greek, Higher Middle. Algebra, Junior. Algebra, Senior. Chemistry Lectures, Second Course. Harmony, Senior.

A detailed syllabus of the several courses of lectures for the Session 1876-7, and of the scholarships, exhibitions, and money prizes open to Evening Students, together with the Principal's report, the award of exhibitions and honours, and the examination papers of the preceding Session, may be procured (price 6d. by post 7d.) from Mr. Cornish, Piccadilly, the bookseller to the College; and from other booksellers in Manchester.

ANDERSON'S UNIVERSITY.

James Young, Esq., of Kelly and Durriss, F.R.S., President.

Syllabus of Classes.—1876-77.

1.—FACULTY OF ARTS.

Physics and Natural Philosophy—Prof. George Forbes, M.A., F.R.S.E.—Lectures and Demonstrations twice a week at 9 a.m., commencing in November. £1, 1s. per course of five months.

Physical Laboratory—Prof. George Forbes—The construction and use of apparatus, commencing in November. £1 1s. per month for six hours a week.

Chemistry (Lectures and Demonstrations)—Prof. Wm. Dittmar, F.R.S.E.—Daily, 10 a.m., commencing in November. £2 12s. 6d. per course of six months.

Laboratory (Instruction in Analysis, &c.)—Prof. Wm. Dittmar, F.R.S.E.—Daily (Saturday excepted), commencing in November. Session of six months.

Demonstrations on, and Practical Instruction in, Analysis—Five times a week from 11 to 12. Fee during the first quarter, £1 1s.; to laboratory students, free.

Technical Chemistry ("Young Chair")—Prof. E. J. Mills, D.Sc., F.R.S.—Daily, Laboratory, 10 a.m. to 4 p.m. Saturday 10 a.m. to 1 p.m. Lectures three days per week at 9 a.m., commencing in November. £18 per session of nine months, £7 per quarter of three months, or £2 10s. per month.

Applied Mechanics—Prof. W. T. Rowden, B.Sc. (London), Associate Royal School Mines—Tuesdays and Fridays, 10 to 12 a.m.; Mondays and Thursdays, 7.15 to 9.15 p.m. Fee, £1 1s. [7s. 6d. to artisans and others, under certain conditions, in the evening classes.]

Machine Drawing—Prof. Rowden—Tuesdays at 11 a.m., and 7.15 to 9.15 p.m. Fee, 10s. 6d. [5s. to artisans.]

Practical, Plane, and Solid Geometry—Prof. Rowden—Wednesdays, 7.15 to 9.15. Fee, 10s. 6d. or 5s. Prof. Rowden's classes will commence on 16th October.

Mathematics—Prof. Alexander Laing, LL.D.—Hours, from 9 till 2 daily.

Arithmetic, Theoretical and Practical—15s. per quarter.

Algebra, Geometry, Trigonometry &c.—£1 1s. per quarter.

Evening Classes—Tuesdays and Thursdays—Session of six months, commencing 1st October.

Arithmetic, Algebra, &c.—From 7 till 8. £1 1s. per session.

Geometry, Plane and Solid—From 8 till 9. £1 1s. per session.

2.—FACULTY OF MEDICINE.

Winter Session.—Beginning on Tuesday, 24th October, and closing in April.

Chemistry, 10 a.m.; *Laboratory Instruction*, daily, 10 till 5 (Saturdays excepted).—Prof. Dittmar, F.R.S.E.

Surgery, 3 p.m.—Prof. Dunlop, M.D.

Anatomy (Lectures), 11 a.m.; *Demonstrations on Practical Anatomy*, 1 p.m.; *Dissection*, daily, 9 till 4.—Prof. Buchanan, A.M., M.D., and Demonstrators.

Institutes of Medicine (Physiology); 12 noon—Prof. Eben. Watson, M.D.

Materia Medica, 4 p.m.—Prof. Morton, M.D.

Practice of Medicine, 5 p.m.—Prof.

Ophthalmic Medicine and Surgery, and Clinical Instruction at Ophthalmic Institution, daily, 1 p.m.—J. R. Wolfe, M.D., F.R.C.S.E.

Hospital Practice in Royal Infirmary, visit at 9 a.m.

Clinical Lectures do. do. 9 a.m.

Summer Session.—Beginning on the First Tuesday of May, and closing at the end of July.

Botany, 10 a.m.—Mr. Hennedy.

Operative Surgery, 11 a.m.—Prof. Dunlop, M.D.

Practical Physiology, 10 a.m.—Prof. Eben. Watson, M.D.

Surgical Anatomy, 12 noon; *Dissection*, from 6 a.m.; *Osteology*, for beginners, daily—Prof. A. M. Buchanan, A.M., M.D., and Demonstrators.

Practical Medical Chemistry—Prof. Dittmar, F.R.S.E.

Midwifery, 3 p.m.—Prof. J. G. Wilson, M.D., F.R.S.E., F.R.C.S.E.

Medical Jurisprudence, 4 p.m.—Prof. Alexander Lindsay, M.D.

Ophthalmic

Ophthalmic Medicine and Surgery, and Clinical Instruction at Ophthalmic Institution, daily, 1 p.m.—J. R. Wolfe, M.D., F.R.C.S.E.

Hospital Practice in Royal Infirmary, visit at 9 a.m.

Clinical Lectures do do 9 a.m.

Class Fees.—For each of the above courses of lectures (chemistry excepted), first session, £2 2s; second session, £1 1s.; afterwards, free.

Anatomy Class Fees.—For both courses (lectures and demonstrations), first session, £4 4s.; second session, £4 4s.; summer session, with dissection, £1 1s.

Practical Anatomy.—The dissecting-room is free for two sessions to those who attend both courses of anatomy. After the second year the fee for practical anatomy is £1 1s. per session.

Ophthalmic Surgery—Attendance gratis, by paying a matriculation fee of 5s.

The fees for all the lectures and hospital practice required of candidates for the diplomas of physician and surgeon amount to £50.

Certificates of attendance on the lectures at this school are received by the Royal Colleges of Physicians of London and Edinburgh; by the Royal Colleges of Surgeons of England, Ireland, and Edinburgh; by the Faculty of Physicians and Surgeons of Glasgow; by the Army, Navy, and East India Boards; and by the Apothecaries' Hall. They also qualify for graduation in the University of London and the University of Edinburgh.

Students attending the medical classes have the opportunity of witnessing the practice of the following hospitals, viz. :—Lying-in hospital, £1 1s. for six months; Ophthalmic Institution, including systematic lectures, 5s. for course of six months; Dispensary for Skin Diseases, £1 1s. for three months; Royal Infirmary, 560 beds, where medical and surgical clinical lectures are delivered. The number of patients admitted to the Royal Infirmary amounts to 6,000 annually, besides 13,000 out-patients treated at the dispensary; and the average number of surgical operations is 450 annually. The patients admitted to the Ophthalmic Institution average 3,000 annually; and there are upwards of 300 important operations on the eye annually.

The laboratory for instruction in practical and analytical chemistry is open from 10 till 4.

The Materia Medica Museum contains a valuable collection of plates and specimens, recently much enlarged.

A valuable medical library is attached to the Medical School.

The University Museum contains a splendid collection of specimens in Natural History, including more particularly those of zoology, geology, mineralogy, and antiquities. The museum is open free of charge to all students attending the University.

3.—CLASSES.

French.—Mons. A. L. Gorecki—Monday and Thursday—Beginners, 7 to 8; advanced, 8 to 9. Fee for the session, 25s. Special classes for pupil teachers; fee for the session, 15s. Classes for masters, assistants, and governesses, on Saturday; fee for the session, £1 1s. Morning classes will be formed if desired.

German.—Herr Gustav Walter (of Berlin)—Evening classes, Tuesday and Friday—7 till 8, beginners; 8 till 9, advanced. Commencing September 26th; fee, £1 5s. per session of six months. Morning classes will be formed if desired.

Hebrew.—Mr. Macklin. £1 1s. per quarter.

Latin and Greek.—Mr. Macklin—Five days a-week each; 15s. per quarter, or £1 2s. 6d. each for two classes or two quarters. Saturday, principally for teachers; two hours upon same terms.

Writing and Book-keeping.—Mr. D. C. Maclean—Monday, Tuesday, Wednesday, Thursday, and Friday, from 9 a.m. till 3 p.m., and 7 till 8, and 8 till 9 p.m., except Friday evening. Writing, junior pupils, 8s. 6d. per quarter; advanced do., 10s. 6d. per quarter; 16s. for 2 hours. Book-keeping, 16s. per quarter; do., 2 hours, £1 1s. per quarter; do., per session of five months, £1 1s.; do., 2 hours per session of five months, £1 12s. 6d. Writing, per session of five months, 17s., including stationery.

Popular Evening Lectures and Classes.

Applied Mechanics—Mondays and Thursdays, 7.15 to 9.15 p.m.

Machine Drawing—Tuesdays, 7.15 to 9.15 p.m.

Practical Geometry—Wednesdays, 7.15 to 9.15 p.m. Prof. W. T. Rowden—To Artizans. 7s. 6d. for Applied Mechanics, and 5s. each for the other courses. To commence on 16th October.

Natural Philosophy [Astronomy, Navigation, and Meteorology]—Prof. George Forbes, M.A., F.R.S.E.—Tuesdays, half-past 8 p.m., commencing 3rd October. Fee for course of six months, with use of library, 2s. 6d.

Anatomy and Physiology—Prof. A. M. Buchanan, A.M., M.D.—Wednesdays, half-past 8 p.m., commencing 4th October. Fee for course of six months, with use of library, 2s. 6d.

Chemistry—(Organic Chemistry).—Prof. Dittmar, F.R.S.E.—Fridays, half-past 8 p.m., commencing in November. Fee for course of six months, with use of library, 2s. 6d.

Music—(Scientific, Theoretical, Historical, and Biographical)—Mr. Brown. Thursdays, 8 p.m., commencing 5th October. Fee for course of six months, with use of library, 2s. 6d., with additional fee for examination of class exercises.

Art and Practice of Vocal Music—(Tonic-Sol-Fa Method)—Mr. Anderson—Mondays, quarter-past 8 p.m., commencing 2nd October. Fee, gentlemen, 4s.—ladies, 2s. for the course of six months.

Botany.—Mr. Henedy—in Summer, Mondays, half-past 8 p.m. Fee for course of four months, with use of library till October, 3s.

Practical and Analytical Chemistry in the Laboratory.—Once a week—Prof. Dittmar, F.R.S.E.

Students attending the Popular Evening Lectures and classes have the privilege of competing for the prizes and certificates offered by the department of science and art.

The Evening Popular Lectures have connected with them an extensive and well-selected library of works on science and general literature, amounting to upwards of 6,000 volumes, to which considerable additions of new and valuable works are constantly being made.

Glasgow, September, 1876.

J. B. KIDSTON, Secretary.

GLASGOW MECHANICS' INSTITUTION, 38, BATH-STREET—SESSION 1876-77.

EVENING LECTURES AND CLASSES—SESSION OF SIX MONTHS.

The second quarter commences at the beginning of January.

Chemistry—By Mr. Robert R. Tatlock, F.R.S.E., F.C.S. On Friday evenings, at 8 o'clock, for six months. Introductory lecture, Friday, 6th October. Fee, 5s., with library during the course.

Natural Philosophy—By Mr. Peter Alexander, M.A. On Tuesday evenings, at 8 o'clock, for six months. Introductory lecture, Tuesday, 3rd October. Fee, 5s., with library during the course. For both of the above courses, with library for one year, 10s.; or for the half session, 5s. Students holding tickets for either of the above courses are members of the institution while they hold such tickets.

Music—By Mr. W. M. Miller. Beginners' class, from 7 till 8 p.m.; fee, 5s. Advanced class, from 8½ till 9½ p.m.; fee, 7s. 6d. For six months—commencing on Wednesday, 1st November. Ladies and apprentices tickets half-price for each of the above courses.

Theoretical Mechanics—By Mr. Peter Alexander, M.A. On Thursday evenings, at 8 o'clock, for six months, commencing 5th October. Fee, 7s. 6d. per quarter, or 12s. 6d. per session.

French—By Monsieur Dutoit. Commencing on Monday, 25th September. Evening classes :—Initiatory, Monday and Thursday, from 8 till 9.30; advanced, Tuesday and Friday, from 8 till 9.30. Fee, 21s. for the whole session of six months.

Latin and Greek—Mr. Geo. M'Crindle. Commencing Monday, 2nd October. Greek, on Monday and Wednesday, from 9 till 10 p.m. Latin :—Junior, on Monday, Wednesday, and Friday, from 7 till 8 p.m.; senior, on Monday, Wednesday, and Friday, from 8 till 9 p.m. Fee, 12s. 6d. per quarter, or 21s. for session of six months.

Spanish—By Mr. Archd. Revie. Commencing on Tuesday, 3rd October. Junior, on Tuesday and Friday, from 8 till 9 evening. Senior, on Tuesday and Friday, from 9 till 10 evening. Fee, 12s. 6d. per quarter, or 21s. for the whole session of six months.

Elocution.—

Elocution—By Mr. William Moffat. On Thursday evenings, for six months. Introductory readings on Thursday, 5th October, at 8 o'clock. Elementary class, from 8 till 9 o'clock; fee, 7s. 6d. Advanced class, from 9 till 10 o'clock; fee, 9s. Text book:—"Moffat's Practice of Elocution."

Phonography—By Mr. William Silver. Commencing on Wednesday, 4th October. Initiatory, Wednesday evenings, from 8 till 9 p.m. Advanced, Wednesday evenings, from 9 till 10 p.m. Fee, 5s. per quarter, or 8s. for the whole session of six months.

Geology—By Mr. John Young, F.G.S., Vice-President of the Geological Society, Glasgow. On Monday evenings, at half-past 7 o'clock. Commencing 5th November. Fee, 5s.

EVENING CLASSES—SESSION OF NINE MONTHS.

First quarter commences on Monday, 4th September; second quarter commences on Monday, 27th November; third quarter commences on Monday, 26th February.

Advanced Arithmetic and Mathematics.—By Mr. Archibald Thom. Junior Class, on Monday and Wednesday, from 6 till 7:30 p.m., and from 7:30 till 9:30 p.m. Fee, 7s. 6d. per quarter, or 20s. for the whole session of nine months. Advanced class on Tuesday and Thursday, from 7:30 till 9:30 p.m. (embracing the more advanced books of Euclid, Analytical Trigonometry, Analytical Geometry, and the differential and Integral Calculus). Fee, 9s. per quarter, or 23s. 6d. for the whole session of nine months.

Mechanical Drawing—By Mr. William Brown, engineer. On Tuesday and Thursday, from 7:30 till 9:30. Fee, 7s. 6d. per quarter.

Drawing, Painting, and Architecture—By Mr. A. D. Robertson, artist. On Wednesday and Friday, from 8 till 10 evening. Ornament and architecture; fee, 7s. 6d. per quarter. Water-colour drawing and landscape painting; fee, 15s. per quarter.

English Grammar, Composition, and Literature—By Mr. J. D. Reid, M.A. On Monday, Wednesday, and Friday. Elementary class, from 8 till 9 p.m.; fee, 7s. 6d. per quarter. Advanced class, from 9 till 10 p.m.; fee, 9s. per quarter.

Writing, Arithmetic, and Book-keeping—By Mr. John Macgregor. Tuesday, Thursday, and Friday, from 6 till 8 p.m. and from 8 till 10 p.m. Fee for writing and arithmetic, 8s. per quarter. Fee for writing and arithmetic and book-keeping, 9s. 6d. per quarter.

Evening class for Females—By Mr. John Higgins. For reading, grammar, writing, and arithmetic, on Monday, Wednesday, and Friday, from 8 till 9:45. Fee, 6s. per quarter; with book-keeping, 7s. 6d. per quarter.

The Institution is in connection with the Department of Science and Art. Students are entitled, free of charge, to compete for the valuable certificates and prizes, and other advantages offered to competitors.

LIBRARY.

Fee for the library for six months, to students attending any of the classes, 2s. 6d.

The library contains about 8,000 volumes in the various departments of Literature and Art. It is open to the Public at the annual charge of 6s. The leading Monthly and Quarterly Magazines and Reviews are added on publication.

Fees payable to Mr. Alexander Buchanan, at the Institution Library, 38, Bath-street.

SYLLABUS OF LECTURES.—SESSION 1876-77.

Chemistry—By Mr. Robert R. Tatlock, F.R.S.E., F.C.S. Introductory lecture on the evening of Friday, 6th October, at 8 o'clock. Subject:—"Crystallization."

The course this session will be devoted chiefly to the chemistry of the leading metals and their compounds, and will be profusely illustrated by experiments, specimens, and diagrams. It will consist of twenty-five lectures, extending over six months. The principal chemical manufactures will receive a large amount of attention. Special facilities will be given to students intending to present themselves for examination at the end of the session by the Government Department of Science and Art, for successful appearance at which Queen's Prizes and Certificates are granted by the Department. The following is an outline of the course which will be pursued:—

Chemical action and laws relating to chemical combination; chemical formula and nomenclature; General properties of gases; the non-metallic elements and their leading compounds.

General properties of Metals.—Their detection by the spectroscope and other means.—History, preparation, properties, and uses of the leading metals and their compounds, including potassium, sodium, lithium, barium, strontium, calcium, magnesium, aluminium, zinc, iron and steel, tin, arsenic, antimony, bismuth, lead, copper, mercury, vanadium, silver, gold, platinum.

Resume.—An excellent collection of first-class works on modern chemistry has been added to the library during the past session. This includes "Watt's Dictionary of Chemistry," 7 vols; "Ure's Dictionary of Arts, Manufactures, and Mines," and Roscoe's, Frankland's, Fresenius's, and Crookes's Works.

A gold and silver medal and some book prizes are offered for competition at the ordinary examinations of the class, which are held monthly.

Natural Philosophy—By Mr. Peter Alexander, M.A. Introductory lecture, Tuesday, 3rd October, at 8 o'clock p.m. Subject:—"A Night with the Coil."

The following is an outline of the course:—

Sound—Production and propagation, velocity of propagation in solids, liquids, and gases, reflection, echoes, refraction, noise and musical note, intensity, resonance, interference, beats, pitch, siren, modes of vibration of bodies, nodes and loops, harmonics, quality of musical sounds, musical instruments, the voice, musical intervals, the diatonic scale, the ear.

Light—Theories, undulatory theory, wave length, colour, intensity, velocity, reflection, mirrors, single refraction, lenses, rainbows, prism, spectrum, spectrum analysis, dispersion and achromatism, total reflection, mirage, double refraction, polarization, interference, diffraction, colours of thin films, Newton's rings.

Heat—Thermometry, expansion of substances, maximum density of water, the three states of matter, specific heat, latent heat, calorimetry, three modes of transference of heat, conduction, radiation, convection, heat of chemical combination, fuel, thermodynamics.

Applied Mechanics—By Mr. Peter Alexander, M.A. Commencing Thursday, 5th October, at 8 o'clock p.m.

Materials employed in the Arts—Principles and processes by which they are converted into the conditions and forms required in the arts, the mechanical powers and their combinations into simple machines, mechanical contrivances by which the condition, direction, and rate of motion are changed, fly wheels, governors, &c., strength of beams, pillars, shafts, &c., prime movers, water, steam, air, &c., engines, structures, roofs, bridges, foundations.

Geology—By Mr. John Young, F.G.S., Vice-President of the Geological Society of Glasgow. Introductory lecture, Monday, November 6th, at 7:30 p.m.

The course will consist of twenty lectures, embracing sketches of the physical features, mineral composition, Fauna and Flora of the several geological formations, and will be illustrated by maps, diagrams, minerals, rocks, and fossils.

Excursions of the class to localities of geological interest around Glasgow will take place on the Saturday afternoons, during the spring and early summer months. An opportunity will also be afforded to the class of studying the collection of minerals, rocks, and fossils in the Hunterian Museum, University of Glasgow.

Text Books:—"Lyell's Elements of Geology for Students," "Page's Advanced Text Book of Geology," "Dr. Young's Physical Geography," "Nicholson's Manual of Palaeontology."

The Council of Education. Favour of report.—F.B.S., 7/5/77. The Secretary to the Council of Education.—B.C., 8 May, 1877.—W. E. PLUNKETT.

Council

Council of Education.

No. 19.

Minute of The Secretary, Council of Education.

Technical Education : Question of establishing Evening Schools for.

THE Council has adopted a minute hereon, of which the annexed is a copy.

Council of Education Office, Sydney, 8 August, 1877.

W. WILKINS,
Secretary.

The Under Secretary, Department of Justice and Public Instruction.—B.C., 8 August, 1877.

[Enclosure.]

Technical Education—Question of establishing Evening Schools for.

FROM the accompanying papers it appears that a deputation waited upon the Honorable the Minister for Justice and Public Instruction, and placed before him certain information bearing on the subject of "Technical Education."

The deputation consisted of Mr. J. Sutherland, M.L.A., and of officers and members from the undermentioned Associations of New South Wales :—

- "The Engineering Association."
- "The Builders' and Contractors' Association."
- "The Trades and Labour Council."

The deputation desired that the Council of Education would establish in Sydney and throughout the Colony, in connection with the Public School System, "Evening Schools" for the technical training of artisans, farmers, and others.

The request is based upon the following grounds :—

- (a.) That such training is required to educate the producing classes in the knowledge that would teach them how to make the most of the resources and natural productions of the country ; and thus enable the Colony to compete with Great Britain and other countries where, it is stated, young men, have facilities and inducements to study the scientific principles which underlie the mechanical processes of their various occupations.
- (b.) That the Government is applied to in the matter, because it is believed that such schools cannot be successfully established and maintained except in connection with the Public School system.

It is further asserted by the deputation that the mechanical and commercial progress of the Colony must depend in a great measure upon the efficient training of youth in technical knowledge ; and as evidence that evening training schools have proved useful where properly established and conducted, it is further stated that in three institutions alone in Great Britain—The "Anderson University" and the "Mechanics' Institute, Glasgow, and "Owen's College," Manchester—such schools are attended in a year, by about 5,000 students. The deputation also cited an expression of opinion on the subject by Professor Roscoe, of Owen's College, who it appears, stated that he considers the teaching of evening science classes, &c., to be one of the most useful spheres of action in connection with that institution.

No estimate of the number of persons likely to attend evening classes, if established in Sydney or elsewhere, is given ; though the deputation appear to wish it to be understood that there are many youths connected with the prominent industries of the Colony, who would at once be ready to become students in evening schools. They further expressed their intention to use their influence with the working men and youths of the Colony, in order to induce them to take advantage of the instruction that may be imparted in such schools when established.

The deputation do not specify the particular branches of technical knowledge they desire to have taught, but they refer generally to those branches immediately connected with mechanical industries, agriculture, mining, &c., and they appear to think that the course should be similar to that introduced into the principal institutions of Great Britain. In connection with this part of the matter they suggest that, if the classes be organized in connection with the Public School system, each local Board might define the educational requirements, as regards technical knowledge, of its own district.

It may be as well at once to dispose of the suggestion as to the part that might be taken by local Boards in this matter. Experience shows that any expectation of usefulness on the part of these bodies, in connection with such questions, would in the vast majority of cases be utterly futile. It is not necessary therefore that this suggestion should be further considered.

Without doubt, the importance of the subject however renders it desirable that means should be devised for giving instruction to youths who have left school, and to others of maturer years, in the various branches of science which are connected, more or less directly, with the daily work of artisans and others, who depend for their subsistence upon their manual skill. In many countries practical steps have been taken to secure industrial training of this kind. Among the first to recognize the importance of the subject were several of the North German countries, in which technical schools have long been established.

"The German 'Gelehrtschulen,' says a recent writer, are intended both for apprentices and journeymen, chiefly in the following trades : carpenters and joiners, cabinetmakers, machinists or engine-fitters, pattern-makers, cutlers and hardware manufacturers, modelers and plasterers, tailors, and shoemakers, &c. Persons also who aspire to be master builders come to the schools ; but regular architects would be trained at the Polytechnic or Gymnasium school. The instruction given at the Bremen school is much the same as that communicated by our science and art teachers under the South Kensington department ; but at the schools in Hamburg, Holz-Minden, Einbeck, Hannover, Nurnberg, &c., there are, in addition, workshops where practical teaching is given by skilled workmen. The director (Gelehrtschule-Consulent) of the Bremen School told me that he would much like to have such workshops connected with his school, taught by practical skilled workmen, that, his students might learn how to apply the scientific and artistic knowledge which they were gaining there to the actual material in which they would have to work when engaged in their respective trades, whether wood, iron, stone, plaster, clay, &c. In Holland also, I may mention, the need of these workshops, with skilled workmen for teachers, as a most important addendum to all schools for the instruction of artisans, is being fully recognized ; and its Ambacht or technical trade schools, the practical teaching of the workshop has for some time been part of the established system. At Amsterdam and Rotterdam, these Ambacht schools, I am told, are particularly admirable ; but I am not aware of any other similar schools existing at present in that country. I was informed however, that to those schools only apprentices were admitted. It is earnestly to be hoped that the Government of this country, before very long, may see the propriety of so far extending the powers and scope of the science and art department as to permit of their giving the same payments to skilled workmen of approved competency, in the capacity of teachers, as they now give to certified teachers, under the existing regulations. So long as such teachers can pass an examination proving their fitness to impart the practical and scientific kind of instruction required, surely their inability to come up to quite a different and higher standard ought not to be a barrier in the way of their receiving the Government grant as 'payment for results.' * * * What is right and necessary for improving and completing the technical education of continental workmen cannot be altogether unnecessary or wrong for British workmen who, on the whole, have fewer opportunities for art culture and technical improvement generally.

There cannot be a doubt that these workshops are as necessary for completing the technical and scientific training of artisans, as the laboratory for chemical and mining students, or the dissecting-room and the hospital for medical pupils.*

In France, and Switzerland also technical education has long been considered necessary and means for providing it have been adopted. In the United States of America great attention has also been given to the subject.

No steps appear to have been taken to supply this instruction in Great Britain, nor does the necessity for it seem to have been perceived until the Paris Exhibition of 1867 revealed the comparative inferiority of British workmen to their Continental brethren. Since that time, however, energetic steps have been taken to retrieve the character of British workmanship. After inquiry by a Commission the "Science and Art Department" was expanded, schools and classes were established throughout the country, in which various branches of mathematical and natural science, together with drawing, designing, and other branches of art are taught ; and, even in the ordinary day schools teachers are specially remunerated for success in instructing their pupils in the rudiments of the same subjects. Besides the provision made by the State, various public bodies, private associations, and individuals have taken up the subject with great zeal and liberality, and in the mother country technical instruction is now obtainable in any place above the rank of a mere village. The following brief account of a "Trade School" will show the range of instruction supplied in such institutions.

"Having recently visited the Bristol Trade School, * * * I may mention here that it consists of two departments, one for those under, and another for those above, the age of eighteen ; also a preparatory department for boys not under nine years of age. The subjects taught in the middle school are mathematics, descriptive geometry, mechanical and experimental physics, chemistry, art drawing, &c., and in the adult department, chemistry and chemical analysis, machine drawing and building construction, vegetable physiology and botany, applied and theoretical mechanics, steam, freehand, model, and perspective drawing, Latin, French, German, &c. There is also the 'mining department' school, which is well equipped with educational appliances, and the 'chemical laboratory' department, both of which have convenient and well furnished rooms for practical chemistry, for chemical analysis, and assaying. The neighbourhood of Bristol abounds in subjects of geological instruction, and the owners of coal mines give every facility for study on the part of the students in the trade school."

See Reports of
the Science and
Art Department.

To

To come nearer home, the neighbouring Colony of Victoria has made considerable advances towards the provision of technical instruction. In accordance with a resolution of the Legislature a Commission was appointed in 1869 "to promote by Annex A. lectures and otherwise, technological and industrial instruction among the working classes," and funds have since been voted annually towards the carrying out of that object. The Commission, however, was subsequently superseded by another of a more comprehensive nature, having charge of the Public Library, Museums, and National Gallery of Victoria. In connection with these institutions technical instruction is systematically given upon various departments of science and art.

Up to the present time no direct attempt appears to have been made to supply technical instruction in New South Wales to persons of the operative class. It is true, that in the better description of Public Schools some success has been achieved in the teaching of elementary mathematics and drawing; that in some of the Mechanics' Schools of Art similar instruction has been imparted, and that a School of Design and the Academy of Art have, in their respective spheres, laboured to promote education in art. But of none of these can it be said that the object of the deputation has been the purpose kept in view.

Assuming the desirability of providing means for industrial instruction in this Colony, fuller information is required before any arrangements for teaching could be determined upon. No definite information for example has been furnished as to the number of persons likely to offer themselves for instruction, the subjects upon which instruction is desired, or the terms upon which it may be given. This and any other necessary information could probably be elicited by means of circulars addressed to—

1. The several organizations of professional men and artisans.
2. The Committees of Mechanics' Institutes.
3. Employers of labour.
4. Teachers and Boards of Schools in the more important towns.

Until such information has been obtained it would be premature to consider other questions which suggest themselves in connection with this matter, such as the delivery of lectures, the establishment of classes, the terms of admission, the inducements to be held out to young persons to join such classes, the mode of ascertaining the results of teaching, the introduction of an elementary course of instruction in technical knowledge for advanced pupils in the ordinary schools under the Council's supervision, special lectures to teachers employed by the Council and to students in the Public Training School, and the establishment of a Technological Museum with necessary appliances, including workshops for practical training.

But perhaps the first question in point of urgency that requires to be decided relates to the authority by which the work could be carried on, whether by the Minister, by the Council of Education, by irresponsible bodies such as the Committees of the different Schools of Arts, or as in the mother country, by these latter in conjunction with, but in subordination to, an administrative commission appointed by and responsible to the Government. On this point it may be remarked that the educational institutions of the Colony already suffer from the absence of unity of purpose, and that with the view of preserving some appearance of co-ordination among them it seems desirable to retain the power in the hands of either the Minister or the Council.

But the Council has not hitherto regarded technical education as falling within the scope of its duties and responsibilities. As the Public Schools Act, from which the Council derives its authority, contains an express provision (section 6 of that measure) restricting the application of the Parliamentary grants "for Public Instruction" to elementary instruction, and as the general tenor of Parliamentary debates on the subject support the view that the Act contemplates the provision of primary school education only, of which technical instruction does not properly form a part, the Council is of opinion that, with its present powers, this matter does not fall within the scope of its duties. Whatever may be the advantage of or necessity for technical teaching, it is admittedly less a constituent of primary instruction than of that higher kind of education sometimes denominated "secondary education."

Council of Education Office, Sydney, 23rd July, 1877.

W. WILKINS,
Secretary.

ANNEX A.

TECHNOLOGICAL COMMISSION OF VICTORIA.

To His Excellency Sir John Henry Thomas Manners-Sutton, K.C.B., Governor, &c., &c.

Offices of the Technological Commission, Exhibition Buildings, 11th November, 1869.

Sir,

We have the honor to submit to you a further report with reference to "promoting technological and industrial instruction, by lectures and otherwise, among the working classes of Victoria," a duty imposed upon us by your Excellency's Commission.

In our former report we addressed your Excellency on the subject of lectures, a school of design, and a technological or industrial museum, as some of the obvious and necessary means of promoting such instruction. We purpose now to submit some further observations upon these subjects.

Lectures.

In the report alluded to we expressed our opinion that lectures on industrial instruction—that is, on the application of scientific knowledge to industrial occupations—should be delivered in Melbourne in the first instance, and then in other centres of population throughout the country, and announced that we were engaged in making arrangements for the delivery of such lectures. In conformity with this, we considered it advisable to collect as much of public opinion as we could with reference to the delivery of these lectures, and accordingly we had a circular letter addressed to the Mayors of the several Borough Councils throughout the country on the subject. The circular contained among others the following query:—"Whether, in your opinion, a course of lectures on some of the sciences, in their application to our prominent industries, would be acceptable to the artizans and working classes in your Municipality."

From answers to these communications we had every reason to suppose that the proposal would be well supported, and letters generally approving of the project were received from the Corporation of Geelong and the following Borough Councils:—

Ballarat	Footscray	Maryborough	Talbot
Ballarat East	Geelong	Portland	Taradale
Brunswick	Hamilton	Richmond	Wangaratta
Buninyong	Heathcote	Sale	Warrnambool
Creswick	Hotham	Sandridge	Williamstown
Dunolly	Jamieson	Sebastopol	Woodend
Eaglehawk	Kew	Smythesdale	
Emerald Hill	Kilmore	Steiglitz	
Essendon and Flemington	Kyneton	St. Kilda	

Strengthened in our opinion by these communications, and feeling that the lectures, in order to command success, should be of the highest order, and judging from the *dictum* of Professor Tyndall that lectures of such a character can be rendered acceptable to mixed audiences, as the lectures of Professor Huxley to the working classes at Nottingham have been, we put ourselves in communication with gentlemen of high scientific attainments with the view of preparing a course of such lectures for delivery in Melbourne in the first instance.

Selections from the following courses were provisionally adopted:—

Introductory Lecture.

Industrial instruction—The applied sciences.

Mining, &c.

1. On the chemistry and metallurgy of gold.
2. On the chemistry of other metals and alloys.
3. On precious stones, and on discriminating the different formations producing them.
4. On building stones: the supply, and their permanent qualities as tested by experiment and use.
5. On sands and clays, as used for glassmaking and pottery.
6. On the ventilation of mines in theory and practice.
7. On gunpowder, gun-cotton, nitro-glycerine, and their respective economic value in mining.
8. Practical mechanics, &c.

Agriculture.

Agriculture.

1. On the chemical principles involved in modern agricultural practice.
2. On the chemistry of soils, and method of analysis.
3. On vegetable foods.
4. On fertilising manures, their origin, composition, and value, with instructions as to testing the same.

Manufactures.

1. On the chemistry of wine-making and distillation.
2. On the chemistry of brewing.
3. On the chemistry of oils and fats, &c.
4. On the chemistry of the preservation of meats, &c.
5. On the chemistry of tanning, and the tanning properties of our indigenous and other barks.

The delivery of a selection from the above in Melbourne would have been of a tentative character, and after their delivery arrangements were proposed for the re-delivery in other places.

We had also been assured that a gentleman of known ability as a lecturer was willing to inaugurate the course by a lecture on technological instruction. We then applied to the Government for the use of the Octagon Hall in the Exhibition Building, then unoccupied, for the delivery of the same. The Chief Secretary replied that "The requirements of the Commission would be met by the enlarged trust about to be issued," referring to a Commission which he had announced the determination of the Government to constitute, for the joint management of the Public Library, Industrial Museum, and Art Collection.

Under these circumstances we delayed, persuaded that the only proper place for their delivery was in a building erected for kindred purposes, and where the expensive material for illustrating such lectures could be kept in safety and without expense.

We have only now to express a regret that this attempt upon our part to "fuse scientific with general knowledge" has been impeded by want of access to a room for the delivery of these lectures, which was not in any other use at the time.

SCHOOLS OF DESIGN.

In our former Report to your Excellency we stated that we proposed to confer with the representatives of the several trades "for the purpose of ascertaining how far Schools of Design would be supported by the mechanical classes, and that, from some information which we already had received," we expressed our belief that the result would be satisfactory. At the time of presenting this Report to your Excellency we were in consultation with Mr. S. H. Roberts and some of the members of the Painters and Decorators' Society, who took an interest in the matter; and the result of these interviews has been the establishment of the Artisans' School of Design.

The progress of the school has since then been most successful. The pupils on the books of the school number 160, and the average attendance is about 90; and upon several occasions, when members of the Commission happened to visit the school, there were over one hundred pupils actively engaged. There are classes now formed at which Messrs. Buvelot, Clarke, Shew, Roberts, and Burt teach gratuitously. Considering that the Committee of Management have no public funds at their disposal, we deemed it of great importance to assist such an undertaking, and we presented the Committee with the sum of £10 out of the funds at our disposal for the purchase of easels, drawing boards, and other necessary materials of instruction. Since then the school has far exceeded what was anticipated, and we have resolved to present the Committee with a further sum to be expended in the same manner. From what we have seen of the expenditure already incurred, we must say that the money is most judiciously and economically spent.

The success of the members of the Painters and Decorators' Society was sure to have effect with other trade organisations, and some members of the Society of Carpenters and Joiners have already founded a school for technical instruction. We were invited to visit and confer with that body, and found that, although the school had only been opened for four nights, there were twenty pupils; that it was proposed to have a preparatory class for younger pupils; that a class for geometry was formed; that classes for other branches of scientific instruction were contemplated; and that classes for the making of models and for mechanical and other drawing were in progress. We considered that the wants of this school required some assistance, and we have resolved to present the Committee with the sum of £5 for the purchase of models and other materials. The Committee appear to be most anxious to provide for the instruction of the students. The Society have a small library of valuable books bearing on their trades, and are most anxious to increase it; and many have expressed their belief that lectures on scientific subjects in relation to constructing and manufacturing trades would be most desirable.

We are in communication with other bodies upon these subjects, and we hope for further results. We hope that in some of the Suburban Municipalities—such as Collingwood, Prahran, Williamstown, &c., where the artisan classes are resident, that kindred schools may be opened. One of the most gratifying features in this movement is the self-reliant spirit which we have found among the artisan class, and the earnest desire to prosecute their instruction in every possible way; and we should not be doing our duty if we did not specially recognize the services of the members of the Painters and Decorators' Society, before alluded to, for to them is due the eminent success of the Artisans' School of Design.

THE TECHNOLOGICAL OR INDUSTRIAL MUSEUM.

We regret to say that no progress has been made with reference to this institution, if we except the action of the late Treasurer, who has placed the sum of £1,000 on the estimates for the purchase of cases. It is now near three years since the Intercolonial Exhibition was closed, and we cannot help remarking that since then, with one or two exceptions, the building has been used for purposes foreign to the intentions of Parliament, as expressed when voting the moneys for its erection. And while the leading statesmen in England are, by their action in Parliament and by their private subscriptions, forwarding the creation of museums (such as we are now alluding to) throughout the manufacturing districts, the matter here has been kept in a state of suspense and uncertainty, disappointing and discouraging to the artisan and manufacturing classes. We, however, are glad to find that through the personal exertions of the Secretary of Mines, Mr. Brough Smyth, the very valuable collection of geological specimens, the property of the Mining Department, is again arranged for public inspection, and, at the request of some of the members of the Intercolonial Exhibition, he has taken charge of the remnant of exhibits which were left for the then intended Museum; and further, that the specimens of Australian woods collected by the Exhibition Commissioners have been cleaned and placed together, for public purposes hereafter.

EXHIBITION OF RAW MATERIAL—THE FINE ARTS AND MANUFACTURES.

We may be permitted to remind your Excellency of the letter from the Agent-General of Victoria, together with the report of the eminent lapidary, Mr. Harry Emanuel, on the diamond and other precious stones of this country, and of the strong opinions expressed by Mr. Emanuel as to the economic value of the recent discovery with reference to these stones. Taking this correspondence into consideration, we thought to organize a small exhibition of such stones in the rough, as coming from the debris which contained them; also to exhibit specimens of the debris, with the view of making the eye of the miner more practically conversant than at present with the appearance of these products, and the character of the formations where they are found. It was also proposed that the process of testing with the blow-pipe and by "water-weighing" should be explained at the Exhibition. The proposal to have types of the different precious stones exhibited, as we intended, has since been commended in a recent publication by Professor Thomson, of the Sydney University. We accordingly applied to the Chief Secretary for permission to hold the Exhibition in the Exhibition Building, but we were not able to carry out our intention in consequence, as we have heard, of objections on the part of the Trustees of the Public Library.

The Fine Arts.—In the course of the year there were four exhibitions of the Fine Arts; one at Melbourne and another at Geelong, held at the same time; one at Ballarat and another at Sandhurst, both open contemporaneously. Independent of these there was one held in New Zealand at the same time with the Melbourne Exhibition, to which some Victorian artists had forwarded exhibits before the Melbourne Exhibition was announced; and it is to be hoped that in future not more than one exhibition shall take place in this country at the same time. We believe if there was a properly organised responsible body with reference to Fine Arts, such clashing of exhibitions could not take place.

Manufactories.—We find that at present there is in England a great desire to hold local and departmental or sectional exhibitions, and in the last year several exhibitions of this special class have been held; also on the Continent—in France, with reference to the Fisheries, and recently in the Netherlands for products for domestic uses.

We have it in contemplation to recommend something of the sort. One year it might be, for example, an exhibition of timber and its applications, or of household furniture; another, perhaps, of agricultural implements, and so on. However, on this matter we intend to confer with the leading trades and manufacturers before we come to any resolution.

TECHNOLOGICAL

TECHNOLOGICAL INSTRUCTION IN SCHOOLS.

After the perusal of the several Parliamentary Reports on Industrial Instruction submitted to the Imperial Parliament, and which have been forwarded to us by the Agent-General for Victoria, through the Chief Secretary, we find that it is considered of the first importance that "Natural Science" should at an early period constitute a part of general instruction; and with the view of acquiring information how far this is carried out in Victoria, we have applied by circular and queries for information. A great amount of interesting information has already been received, and we hope shortly to report specially on the subject.

Apprentices.—We have also addressed in the same manner the employers of labour, with a view of eliciting their opinions as to the means of affording apprentices and journeymen in their respective trades instruction in certain branches of science as applicable to their working engagements.

Nautical Schools.—We find, by the Report of the Committee of the Privy Council on Education, that schools of this class are most anxiously looked after by the Imperial Government, and aided by money and otherwise. Here, as yet, there has not been any care of this description, while the peculiar position of such towns as Williamstown and Sandridge would appear to demand some attention of the sort. We find that our trading fleet registered in Melbourne numbers forty-four steamers and 340 sailing vessels, and there must be a very large number not only of nautical men but of engineers required for such a fleet; and it is submitted to your Excellency that the special instruction of such a class should be as much an object of interest to us as it is to the people of England. With a view of acquiring accurate information upon this subject, we have applied, through the Chief Secretary, to the Agent-General of Victoria for information as to the formation and management of such schools, and as to the amount of aid received from the Government for the purpose; and when such information is received we shall endeavour to act upon it.

MECHANICS' INSTITUTES.

There are about eighty of these Institutions throughout the country. There does not appear to be any united action among them, or conference, as far as we know, for the more effectual carrying out their objects; and with a view of arriving at more perfect information with reference to their working and management, we have addressed circular inquiries to the Secretaries on the subject. We may remind your Excellency that in Lancashire alone there are about ninety Mechanics' Institutions associated with the Society of Arts in London; that by this system their self-government and independence is secured, and great advantages conferred. Books, models, &c., can be exchanged, concerted arrangements carried out for the delivery of lectures, and many advantages accrue to each which would not take place if they occupied isolated positions. It is with the view of considering how far combined action can be carried out, such as we describe, that we have sought the information alluded to; and when this has reached us it will be our duty to report more fully.

We may now close our Report by stating that we believe that special and fitting instruction of a scientific character among the artisan classes is of as much importance to the community at large as is a special instruction for the professions. The latter is amply provided for by the State here, while the former has not received much attention. The artisan in this country should at least receive as much care from the Government as he does in England—that is, if it is expected he can compete with the English artisan. And we have no hesitation in stating that he has not the advantages of instruction here as in England, where Schools of Design, Lectures, and Museums of Industry and Art, are daily on the increase. Whenever we conferred with the artisans, we had reason to know that they are most intent on acquiring information, and although opinion appears unanimous on the subject, it is not as effective as it should be for want of organisation. It is, therefore, in contemplation to have a Conference in the early part of the year with representatives of the several trades and manufacturers who can meet with us and others, and confer upon many of the topics which we have now alluded to. This course has been adopted in London on several occasions with advantage, more especially at a Conference of Working Men recently presided over by the Earl of Lichfield. We hope for similar results here.

SAMUEL H. BINDON, *Chairman.*
J. J. BLEASDALE, D.D.
DAVID BLAIR, M.P.
J. G. BURTT, M.P.
FREDERICK M'COY, Prof. Un. Melb.
GEORGE ROLFE, M.P.
D. THOMAS, M.P.
W. M. K. VALE, M.P.

ANNEX B.

INDUSTRIAL INSTRUCTION.

On Distributing the Prizes at the Ballarat School of Design, in June, 1873, Judge Bindon, who presided, delivered the following Address:—

BEFORE I proceed to address this large audience on the subject of industrial instruction, I must first express my thanks for being permitted to occupy the chair this evening, and assure the Committee of the School of Design how sensible I am of the honor conferred upon me by having been invited to distribute their prizes upon this the second occasion of my doing so. It is an honor the more appreciated when I remember the importance of this city and district; remarkable for mineral wealth and the enterprise of its miners; remarkable for the agricultural wealth of the surrounding country, and the intelligence of its farmers, if I may judge from the admirable papers which have been read before the Farmer's Club, and which should have been printed before now in a collected form for the use of other districts; a city which I trust, will be as famous for its woollen manufactory as it is now for its iron works, which turn out machinery that would be no discredit to the manufactory of a Stephenson or a Krupp.*

Since last I had the pleasure of presiding here, I need scarcely remind you that the question of public instruction has undergone quite a revolution. I am not going to allude to the merits or demerit of a measure which is now the law of the land. There may be differences of opinion among you, and it would be wrong in me, a stranger, to intrude mine—no matter how decided it may be. But there can be no difference of opinion as to the manner in which the Attorney General carried the measure through the House, or that the cause of public instruction is raised to a higher stage in public opinion than it ever was before.

The election for Boards of advice are exciting the greatest interest throughout the country, and public opinion is as active as it can be. In England there are two Cabinet Ministers charged with the interests of public instruction, while here there was not even one. But now we have a Minister of Public Instruction responsible to Parliament, and the question no longer occupies a subordinate place, or rather no place at all, in the consideration of the Cabinet, but one which must be present whenever the Minister of Public Instruction is there.

However, satisfactory as much of this may appear, there is very much more to be done; and I earnestly hope that no spirit of contentment, resulting from any measure of success which has attended Mr. Stephen, will blunt his energy, or prevail with the Boards of Advice, or with the people, with whom the question ultimately rests. A state of contentment, no doubt, is very agreeable to an individual—"rest and be thankful"—but very fatal to the progress of a people. History, as well as our own experience, tells us that every benefit which has resulted to the people has come "not from smooth but troubled waters."

As far as I am informed, the Minister of Public Instruction has not yet publicly approached the question of technical education—or, as I have called it, industrial instruction—and therefore it appears a fitting opportunity for us to consider some facts with reference to it.

There are at present in this country nineteen Schools of Design associated with the Technological Commission, with a roll of over 1,400 pupils. Few persons imagined, when attention was first called to the question, about four years ago, that the result would be so satisfactory. The modest sum of £200 was first granted, and this has been since increased to an

annual

*The ironworks of Messrs. Krupp at Essen, in Prussia, are, I believe, the largest in the world. There are 8,000 hands employed, and the present Director rose from the position of workman to that of Director. All the fitters are so skilled in designing that whenever called upon, they can furnish the Director with an accurate drawing of the work upon which they are engaged. The technical education of the apprentices and young workmen is closely attended to.—*Letter of Mr. Samuelson, M.P., Parliamentary Paper, 28th November, 1867.*

annual vote of £500; and the satisfactory result which has followed so small an expenditure is owing to the zeal of the several committees of management, to the ability and liberality of the teachers, and above all, to the desire upon the part of the students to improve themselves, and nowhere has all this been more prominent or more successful than in Ballarat, and I see nothing to prevent the number of schools which I have mentioned being greatly increased throughout the country. I am satisfied that students can be had wherever there are three or four zealous persons willing to act together in the matter and for many reasons it is desirable that this branch of industrial instruction should be extended.

In every branch of the constructive or mechanical trades facility of design is of the highest value. A drawing does for many branches of knowledge what a map does for geography. The roughest sketch will often convey to the mind what pages of writing would fail to do. Young people take pleasure in drawing, and delight in returning from the school with their little sketches. The parent has an opportunity of testing the latent ability of his child, and selecting for him—often a very difficult task—a suitable trade or occupation. And I am satisfied that, as in nature there is a soil and a climate suitable for every plant, so in the world of industry there is a place for every worker if we could but find it out; and these Schools of Design act as a sort of trial or “convincing ground” to enable us to do so.

But, although Schools of Design may form a very important section in the course of technical instruction, more is required. We want night-schools, at which miners, manufacturers, and artisans, especially the apprentice class, can improve themselves in arithmetic, in algebra (the shorthand of calculation), in geometry, mineralogy, and chemistry, which is so essential in many manufactures; and I see no difficulty in grafting them on to many of the State schools throughout the country—that is, if the people are wise enough to insist upon it.

I am at a loss to know why the working classes in this country should not have the same advantages as the working classes in England. They must compete with the English workmen, and how can they without similar knowledge and advantages? I think many of you will be a little surprised when I point out how scientific industrial instruction is provided by the Imperial Parliament for the British and Irish workmen. According to the last Parliamentary returns there are in England 527 scientific schools or classes receiving aid from the Government, with 25,355 students; in Scotland, 34 schools, with 4,824 students; and in Ireland, 212 schools, with 8,397 students. All these schools, as they are called in the Parliamentary Report, are under the Department of Science and Art at South Kensington. The governing body for the time being consists of two Cabinet Ministers. The present Ministers are the Marquis of Ripon and the Home Secretary, the President and Vice-President of the Committee of the Privy Council for Education. I hold in my hand a map of Great Britain, and beg of you to look it over and see how thickly grouped the red spots are upon it, showing the localities of these schools. Look also at the map of Ireland, which is before me, with the schools similarly marked. Look now at the map of Victoria, and what a contrast. Not one such school that I know of. Well, it is the duty of the Minister of Public Instruction to fill in his map, and to give to the working classes here, at all events, the same advantages as the working classes enjoy in Great Britain and Ireland.*

But if we want to see the value of technical instruction in the broadest light, and the material or trade advantages resulting from it, let us look at Switzerland, a country without coal to any extent, without a seaboard, a country of mountains, and beset with hostile tariffs. What has she done? She rivals England in many branches of her trade. She has beaten Macclesfield and Coventry in its ribbon trade. The annual value of her ribbon trade amounts to £1,600,000; that of England to £61,000. Look at Zurich, a small canton or province in Switzerland, with a population equal to a third of that of Victoria. She has a most efficient University, with forty-two professors, where what are called the “learned professions” are taught, and most efficiently. But she has besides what I particularly direct your attention to, and what, I think, is of more importance to the bulk of the population—a Technological Institution, where the “working professions” are taught, with its 600 matriculated students. Of these, 150 are studying civil engineering and 169 mechanical engineering, and with buildings larger than Buckingham Palace. These facts are so remarkable that I had better state that I am indebted to the lectures of Professor Lyon Playfair and to Parliamentary papers for every fact and figure which I give.

The importance of the economic results arising from this system of education may be further measured by the fact that the embroidery trade alone is equal to more than £1,500,000. “Every young girl, as she tends her flock, may be seen with her needle and her tambour. Everywhere the work goes on.” Says M. Reybaud, “Let me give you a contrast. I recently saw a young girl, near Dandenong, tending her flock. Her costume may have looked picturesque, but it was rather incomplete. She sat on a fence, watching her cows, to prevent them from breaking into a cultivated paddock. She was not knitting, which was a little required, but reading a novel by Mr. Anthony Trollope.”

The British Minister in Switzerland, in accounting to the late Lord Clarendon for the wonderful state of industrial prosperity among the Swiss people, after giving full credit to industrial instruction and workmen’s organisation, says that democracy has greatly served to advance the cause of the operatives. Let us use it here for the like purpose.

I will now ask you to consider some facts in reference to France. At the period of the Paris Exhibition in 1867 the Society of Arts in London organised a band of artisans for the purpose of sending them over to Paris to report on foreign and English manufactures there exhibited, and on the means of instruction or improvement available for the foreign and English workmen. The number of workmen selected for this purpose was no less than eighty, and they represented about fifty of the mechanical and manufacturing trades of England. I hold the reports of these workmen in my hand, and never was there more complete and decisive verdict in favour of the foreigners than that which they give. The advantages of instruction available to the French and other foreign workmen appear, in their judgment, to be far in excess of what is available to the English artisans, and the result appeared throughout the different exhibits—English and foreign. Another body of artisans were sent over under the direction of a committee of noblemen and gentlemen, with a similar verdict. Now, these inquiries were carried on apparently with as much care as if they were judicial proceedings. And, as far as France is concerned, let us remember this extraordinary fact—that, after being crushed by war in such a manner as a surviving nation never was before, her wheels are as ready for your wool as ever they were, and at a greatly increased price; while her manufactured exports to America have increased in proportion as 65 to 59; exhibiting an amount of activity in her manufactures which is astonishing, considering her misfortunes.

In a young country like this it is particularly desirable that we should carefully look to the new rather than the old world; and I will now mention some facts relative to technology in America. I am indebted to an article in the *Quarterly Review* for stating that five American gentlemen have recently contributed £63,000 to the Technological Institute of Boston. We are apt to regard the Americans as a pleasure-loving, money-making people—not in this respect unlike ourselves; but recent events have proved that no place on earth affords to science and its teaching a more hospitable home than does America. Last year Professor Tyndall visited New York for the purpose of lecturing on science. His reception was enthusiastic, as if he had been a royal personage, or some celebrated warrior. The streets were so crowded with persons trying to get admission to his lectures that the traffic was interrupted. Three hundred thousand copies of his lectures have been printed. The *New York Tribune* published a three-cent edition with illustrations. The Professor delivered thirty-five lectures, and his receipts were nearly £5,000, and the surplus of such receipts, after payment of expenses, he has nobly devoted to the teaching of science in America. When shall we welcome him here? I believe in the history of young America there will be no brighter page than that which describes the reception of Professor Tyndall, nor a nobler gift recorded than that of his.†

I have now ventured to point out to you the state of science more particularly in its application to industry, and its economic results in Switzerland, and I have alluded to industrial institutions in England, in France, and in America. There are many striking proofs of the value of technical education yet to be noticed which I have not time to mention. And I have gone so far at this particular juncture, because there appears to be a feeling in some quarters—as yet but timidly expressed—that our system of public instruction will have gone far enough if it includes elementary knowledge, reading, writing, and arithmetic. If this becomes a fact, it will be a great calamity. To use the words of Professor Playfair, “It will vulgarise education, and render it comparatively useless for the purposes of the working classes.” There is no such limit in a University, where the learned professions are taught.‡ Why, then, should there be a limit where the working classes are taught? Another

* Some of the subjects taught at the Science Schools alluded to include mathematics, mechanics, mineralogy, metallurgy and mining, chemistry, geology, acoustics, zoology, botany, nautical astronomy and navigation, steam, magnetism, and electricity, &c. The examinations are chiefly conducted by officers of Royal Engineers, quartered throughout the country, and more than seventy officers acted as inspectors and examiners in 1871. Besides these Science Schools there are 465 schools, with night-classes for drawing, and 16,140 pupils, receiving aid from the Science and Art Department of the Government, in the same manner as the Science Schools, but independent of them.

† The reader can form some opinion of the value set upon museums in America from the fact that the Senate of the State of Massachusetts, on a recent occasion, made an official visit to the Cambridge Museum of Zoology, and were conducted through the museum and its class-room by Professor Agassiz.

‡ Each student in the University of Sydney costs the general revenue £78 annually. Each University student here cost the general revenue in 1871 over £70, not taking into consideration the cost of building the University.

Another distinguished man, Professor Huxley, says that confining the public system of education to reading, writing, and arithmetic, reminds one of teaching a child how to use a knife, a fork, and a spoon, without giving them the food to practise on. It may be as aptly said that it is like teaching the use of the rifle without a bullet. The "three R's" are but the tools of education, and not education either industrial or productive; and productive education should be the aim of the State, and nothing less will justify the expenditure.*

I hope the testimony of such men will have weight with the Minister, will have weight with the Boards of Advice, will have weight with you. I hope the action of such men as Sir Joseph Whitworth and Sir Josiah Mason will have weight. Sir Joseph Whitworth has given £100,000 to promote technical instruction in England. Sir Josiah Mason in his deed of gift founding a college for technical instruction, tells us an instructive story. He says that in the course of his life he has taken up several branches of the mechanical trades one after the other, and that in all he felt the great difficulty he had to contend with was the want of scientific knowledge; and that in order to remove this, he has determined to found an institution for the teaching of science in its application to industry. Mr. Young the great manufacturing chemist, has told us the same story, and can we afford to disregard such testimony? As I have told you, we have near three times the population of Zurich. We are vastly richer; let us promote industrial instruction as she has done, and youths and men will soon find their "billets."

Before I conclude, I must say that Ballarat has done its duty. You have formed your School of Design with very little assistance; it is second to none as far as I can see. Its students have won their prizes in Sydney. Although encumbered with many difficulties, you have founded your School of Mines, which has an admirable laboratory, as efficient as it can be, and remarkable to my mind, for its economy in construction, without any of those feeble attempts at ornamentation or display which constantly consume so much public money, and which in this case have been rigorously avoided.

I must now beg to thank you, and with your permission, will proceed to the distribution of the prizes, &c.

* Where instances occur of nations abounding in pauper and criminal classes being made prosperous and happy in less than a generation, through the powerful influence of education that has never been confined to a smattering of the "R's." Such an instance is Baden, which, by eight years of industrial education, lessened the number of prisoners from 1426 to 691—to such an extent, that prisons had to be closed for want of occupants.—*Professor Playfair*.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EDUCATION.

(SCHOOL AT BEN BULLEN—CORRESPONDENCE RESPECTING ESTABLISHMENT OF.)

Ordered by the Legislative Assembly to be printed, 28 June, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 27 April, 1877, That there be laid upon the Table of this House,—

“Copies of all Correspondence in regard to establishment and building of
“School at Ben Bullen.”

(Mr. Hurley—Hartley.)

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EDUCATION.

No. 1.

Mr. J. Crofton Dodwell to The Commissioners of Education.

Sirs, Fern Grove, Rydal, 16 February, 1876.
I beg respectfully to lay before you the following facts with reference to the district lying between Ben Bullen and Crown Ridge, on the Mudgee Road.

There is no school whatever in the district, and there are thirty-one children (as the accompanying list will show) ready to attend school, some of them thirteen and fourteen years of age, and as yet *totally* neglected. Besides the thirty-one mentioned above, there are fully as many more who will soon reach school age. The parents are most anxious that some measures should be taken to provide education for their children.

Hoping to hear from you at your earliest convenience,—

I have, &c.,

J. CROFTON DODWELL,
Church of England Catechist.

P.S.—Kindly excuse any error in the address of this letter.—J.C.D.

Number of children living between Ben Bullen and Crown Ridge on the Mudgee Road, ready to attend school—

Mr. Taylor	...	...	...	5	Mr. O'Brien	...	...	2
Mr. Kirby	...	...	...	2	Mr. R. Yeomans	...	...	2
Mr. Collett	...	...	...	2	Mr. Paddison	...	...	2
Mr. Gardner	...	...	...	2	Mr. O'Farrell	...	...	1
Mr. T. Larkin	...	...	...	3	Mr. Laufrauchais	...	...	1
Mr. J. Larkin	...	...	...	2	Mrs. Simpkins	...	...	1
Mr. M. Corlis	...	...	...	4				
Mr. Bindle	...	...	...	2	Total	...	...	31

N.B.—There are fully twice this number of children in the district, but these are ready for school immediately.—J.C.D.

No. 2.

The Secretary, Council of Education, to Mr. J. C. Dodwell.

Sir, Council of Education Office, Sydney, 21 February, 1876.
In acknowledging the receipt of your letter of the 16th instant, with reference to the establishment of a school at Ben Bullen, I am directed by the Council of Education to state that the Council will be glad if you will be good enough to furnish me with the name of a person resident in that locality with whom the Council could correspond in regard to the proposed school.

I have, &c.,

W. WILKINS,
Secretary.

No. 3.

Mr. J. C. Dodwell to The Secretary, Council of Education.

Sir, Fern Grove, Rydal, 22/2/76.
In reply to your letter of the 21st instant, I beg to forward you the name of George Paddison, of Crown Ridge, Mudgee Road, as one with whom you might correspond with reference to the establishment of a school in that locality.

I have, &c.,

J. CROFTON DODWELL.

No. 4.

The Secretary, Council of Education, to Mr. G. Paddison.

Sir, Council of Education Office, 2 March, 1876.
I am directed by the Council of Education to acquaint you that a communication was received at this office on the 17th ultimo from Mr. J. C. Dodwell of Rydal, representing the necessity for a school between Ben Bullen and Crown Ridge on the Mudgee Road, and stating that there are thirty-one children ready to attend such school. On the 21st ultimo, Mr. Dodwell was requested to furnish the name of a person resident in the locality, with whom the Council could correspond in regard to the proposed school, and in reply he suggested your name for the purpose specified.

2. If willing to act as correspondent on behalf of the proposed school, the Council would be glad if you would be good enough to have the accompanying form of application for aid to a Provisional School filled up, signed, and returned to this office, as early as practicable, when the Council will be in a position to take further steps in the matter. A copy of the Public Schools Act and Regulations is also transmitted herewith for your information.

I have, &c.,

W. WILKINS,
Secretary.

No. 5.

No. 5.

Application for aid to a Provisional School between Ben Bullen and Crown Ridge.

Gentlemen,

Cullen Bullen, 12 March, 1876.

I beg to request that you will grant assistance to the Provisional School established by
at between Ben Bullen and Crown Ridge, in accordance with the 13th section of the Public Schools Act.

The Council of Education, Sydney.

I have, &c.,

MICHAEL CORLIS.

Information to be supplied by Applicants.

1. Describe the position of the proposed school? Between Ben Bullen and the Crown Ridge, and about half-a-mile from the Mudgee Road.

2. What other schools, maintained or aided by the Council of Education, are within 2 miles of the site of the proposed school? None.

3. If none are within two miles, what is the distance of the nearest school? Six miles.

4. Are there any primary schools, not aided by the Council of Education, within two miles of the proposed school, if so, of what character, and how attended? None.

5. State the number of children from four to fourteen years of age, living within a radius of two miles of the site of the proposed school, *e.g.*,—

	Boys	...	...	...	...	...	18
	Girls	...	...	...	...	...	13
	Total	...	...	...	...	...	31
Religious Denominations:—							
	Church of England	...	...	...	...	...	20
	Roman Catholic	...	...	...	...	...	11
	Total	...	...	...	...	...	31

6. Describe the school buildings as regards, 1. Material; 2. Dimensions; 3. Accommodation afforded; 4. State of repair? No schoolhouse built. Will you please state whether the applicants are required to erect a building or will the Council of Education do it, or bear a share of the expense, or have we sufficient number of children for a Public School.

Annex to Application for aid to a Provisional School.

WE, the undersigned Parents (or Guardians) of children residing within the undermentioned distances from the site of the proposed Provisional School between Ben Bullen and Crown Ridge, hereby undertake that our children, whose names are inserted below, shall attend the said school.

Name of Parent or Guardian.	Distance from School.	Name of Child.	Age.	Religious Denomination.
Michael Corlis	2	John Corlis	14	Roman Catholic.
		Margaret Corlis	12	"
		Sebina Corlis	10	"
		Michael Corlis	8	"
		William Corlis	6	"
John Larkin	2	Clara Jane Larkin	7	Church of England.
		Albert Larkin	5	"
Thomas Larkin	2	Thomas Larkin	13	"
		William Larkin	11	"
		Eliza Larkin	8	"
		James Larkin	6	"
George Collett	2	George Collett	10	"
		Eliza Collett	12	"
Mathew Bindle	2	Isaac Bendle	9	Roman Catholic.
		Eliza Bendle	7	"
George Paddison	2	Edward Paddison	9	"
		Sharlot Paddison	7	"
Thomas O'Brien	2	Mary Ann O'Brien	6	"
		Bridget O'Brien	4	"
James Taylor	2	John Taylor	16	Church of England.
		Thomas Taylor	14	"
		Mary Ann Taylor	11	"
		Elizabeth Taylor	8	"
		James Taylor	5	"
John Gardiner	2	Edwin Gardiner	7	"
		Polly Ann Gardiner	6	"
George Kirby	2	George Kirby	9	"
		Mary Ann Kirby	6	"
Robert Yeomans	3	Robert Yeomans	14	"
		William Yeomans	10	"

No. 6.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir, B 3. Council of Education Office, Sydney, 15 March, 1876.
I am directed by the Council of Education to acquaint you that your formal application for aid to a Provisional School between Ben Bullen and Crown Ridge is now under consideration, and that a further communication respecting it will be addressed to you as soon as the Council has arrived at a decision thereon.

I have, &c.,
W. WILKINS,
Secretary.

No. 7.

The Secretary, Council of Education, to The Inspector, Bathurst District.

Ben Bullen and Crown Ridge: Application for aid to a Provisional School between these localities.

For your inquiry and report. Be good enough to suggest a suitable name for the proposed school.

Council of Education Office, Sydney, 15th March, 1876.

W. WILKINS,
Secretary.

No. 8.

The Inspector, Bathurst District, to The Secretary, Council of Education.

Ben Bullen and Crown Ridge: Application for Provisional School between ——. Your B.C., No. 76-6,897.

I expect to have obtained full information respecting the above and to be able to furnish my report by the end of the current week.

8/5/76.

J. HUFFER,
Inspector.

No. 9.

The Inspector, Bathurst District, to The Secretary, Council of Education.

Ben Bullen and Crown Ridge: Application for the establishment of a School between.

I have visited Ben Bullen and Crown Ridge, and have obtained the information necessary to enable me to report upon the application for the establishment of a school for those localities. Additional forms, supplied by me on the day of my visit, are now being filled up by the people requiring the school; and as soon as such forms are returned to me I will complete my report and forward it to the Council's office. I expect to have the papers returned to me early in next week.

Cow Flat, 18/5/76.

J. HUFFER,
Inspector.

No. 10.

Application for the establishment of a Public School at Ben Bullen.

Post Town—Cullen Bullen.

THE undersigned, on behalf of the residents at Ben Bullen and Crown Ridge, hereby request that a Public School may be established between those places under the provisions of the Public Schools Act.

Local Committee { MICHAEL CORLIS.
GEORGE PADDISON.
JOHN LARKIN.
GEORGE KIRBY.

Information to be supplied by Applicants.

1. Describe the position of the proposed school, between Ben Bullen and the Crown Ridge? County, Roxburgh; Parish of Ben Bullen; Post Town, Cullen Bullen.
2. What other schools, maintained or aided by the State, are within 2 miles of the site of the proposed school? None.
3. If none are within 2 miles, what is the distance of the nearest school? 7 miles.
4. Are there any Primary Schools, not aided by the State, within 2 miles of the proposed school? If so, of what character, and how attended? Not any.
5. State the number of children, from four to fourteen years of age, living within a radius of 2 miles of the site of the proposed school, *e.g.*,—

Boys	...	...	...	...	...	...	24
Girls	...	...	...	...	...	...	13
Total	...	...	...	...	...	...	37

Religious Denominations:—

Church of England	...	...	...	...	...	...	23
Roman Catholic	...	...	...	...	...	...	14
Total	...	...	...	...	...	...	37

6. What land is available for a site on which to erect the necessary school buildings? Give a surveyor's description and, if possible, a plan of the ground.

[Annex

[Annex to No. 10.]

Annex to Application for establishment of a Public School at Ben Bullen.

WE the undersigned Parents (or Guardians) of children residing within the undermentioned distances from the site of the proposed Public School between Ben Bullen and Crown Ridge, hereby undertake that our children, whose names are inserted below, shall attend the said school.

Name of Parent or Guardian.	Distance from School.	Name of Child.	Age.	Religious Denomination.
	Miles.			
Michael Corlis	2	John Corlis	14	Roman Catholic.
		Sebina Corlis	10	"
		Margaret Corlis	12	"
		Michael Corlis.....	8	"
		William Corlis	6	"
George Paddison		Edward Paddison	9	"
		Sharlot Paddison	7	"
Mathew Bindle		Isaac Bindle	9	"
		Liza Bindle	7	"
John Larkin	2	Clara Larkin	7	Church of England.
		Albert Larkin	5	"
George Collett	2	George Collett	12	"
		Eliza Collett	10	"
James Taylor		John Taylor	16	"
		Thomas Taylor	13	"
		Mary Ann Taylor	11	"
		Elizabeth Taylor.....	8	"
		James Taylor	5	"
George Kirby	2	George Kirby.....	9	"
		Mary Ann	6	"
Robert Yeomans	3	Robert Yeomans.....	14	"
		William Yeomans	10	"
		Reuben Yeomans	8	"
		Raymond Yeomans	6	"
Thomas Larkin	2	Thomas Larkin	13	"
		William Larkin	11	"
		Eliza Larkin	8	"
		James Larkin	6	"
John Gardner	2	Edwin Gardner	7	"
		Polly Ann	6	"
William Simpkins	2	John Simpkins	12	"
Thomas Tangfrank	2	Thomas Tangfrank.....	4	"
		Charles Tangfrank	4	"
Thomas O'Brien	2	Mary O'Brien	5	Roman Catholic.
		Bridget O'Brien	4	"
James Haylan	2	Tarase Florence	7	"
		Elane Kate	5	"

No. 11.

The Inspector, Bathurst District, to The Secretary, Council of Education.

Ben Bullen: Annexed Application for the establishment of a Public School at.

THE river Turon rises in a swamp on the east side of the road leading from Wallerawang to Mudgee, and it crosses that road at Ben Bullen about 14 miles from Wallerawang. Jews' Creek is the local name for the stream in this part of its course. About $3\frac{1}{2}$ miles further from Wallerawang, on the same road, the Crown Ridge Creek (a tributary of the Turon) is crossed. On Jews' and Crown Ridge Creeks, and in the locality lying between them, there are fourteen families, having among them a school population of thirty-six children; and it is proposed to establish a Public School in a central position (between the two creeks named), about three-quarters of a mile west of the Mudgee Road. The following statement will more exactly show the position of the families for whom the school is required:—Near Jews' Creek crossing (Ben Bullen) there are about six children for school, near the Crown Ridge Creek crossing there are nine children, on Jews' Creek (about 2 miles west of Ben Bullen) there are ten children, and between Jews' Creek and Crown Ridge Creek there are eleven children.

An application for the establishment of a Provisional School was first forwarded to the Council; but when I visited the locality I found that *all* the residents desired to have a Public School established, and I therefore furnished the Committee with the necessary form of application. Such application has now been returned to me, and I append it to this report. I also append a rough plan showing the position of the site proposed for a school.

The proposed site is on a "selection" of 120 acres, for which Charles Corlis (son of Michael Corlis, one of the Committee) has very recently made application. Such "selection" has not yet been surveyed, and Mr. Corlis is quite willing that 2 acres, or 4 acres, of it (at its northern boundary, as shown in the plan) should be granted by the Government for a Public School site. A technical description of the land is given on the annexed form. I do not think that any site more suitable could be selected in the locality.

I beg to recommend that a Public School be established in accordance with the annexed application. On an accompanying form I have suggested the kind of building that I think would be cheapest and most suitable for the locality. If a Public School be erected, the local Committee will undertake to clear and fence the school-ground without aid from the Council. When applying for the school site, application for a "right of way" to it—from the Mudgee Road and from Jews' Creek (2 miles west of the Mudgee Road)—should also be made.

J. HUFFER,
Inspector.

12/6/76.

[Annex to No. 11.]

Queries to be answered by Inspectors when reporting upon applications for the establishment of Public Schools.

1. Where is the proposed school to be situated? Near Ben Bullen, on the road leading from Wallerawang to Mudgee—about 14 miles from Wallerawang.
2. What is the population of the school district? About 120.
3. Is the district likely to be permanently inhabited? Yes.
4. State any information you have obtained relative to the circumstances of the people for whose children the school is intended, especially whether they have a permanent interest in the locality? About half the children belong to freehold settlers, six are the children of "labourers" employed about the locality, and the remainder are the children of miners residing on Jew's Creek. The majority of the residents have a permanent interest in the locality.
5. What schools already exist in the neighbourhood; and at what distances from the proposed school are they situated? Do they provide sufficient accommodation for the whole number of children in the district? Cullen Bullen (H.-T.) is 6 miles from the proposed school, Round Swamp (proposed Public) is 12 miles, Dark Corner (Provisional) is about 14 miles. These schools do not provide accommodation for the children in the Ben Bullen locality.
6. State the number of pupils expected to attend this school, distinguishing males from females? Number likely to be enrolled—boys, 23; girls, 13; total, 36. Probable average attendance—boys, 16; girls, 9; total, 25.
7. Have you inspected the proposed site? What are its dimensions? Is it suitable? Yes. The local Committee wish to have 4 acres granted by the Government. No site more suitable than the one suggested can be selected in the locality.
8. Give, if possible, a technical description of the site? The proposed site is in the county of Roxburgh, and parish of Ben Bullen. It is part of a "selection" of 120 acres, for which Charles Corlis (son of Michael Corlis) has very recently made application. The following is a technical description of the 120 acres referred to:—Commencing at a point in the northern boundary of W. Bowman's 900 acres (which point is 13 chains 39 links south, and 10 chains east from the south-east corner of Michael Corlis's 31 acres 1 rood, 0-vr), then east along W. Bowman's northern boundary 40 chains, and then south 30 chains to the point of commencement.
9. If this be a case in which you recommend the Council to erect schoolrooms, &c., you will state that fact, and furnish the required information on the proper form, as to the size and material of the necessary buildings? The required information is furnished on the proper form.
12. Who are the local Committee? State their professions or occupations, and religious denominations? Michael Corlis, farmer and grazier, R.C.; *George Paddison, hotel-keeper, C.E.; John Larkin, farmer, C.E.; George Kirby, miner, C.E.
13. In addition to the foregoing matters, state any other circumstances which you may consider material for the Council's information in deciding upon the application? On the Jews' and Crown Ridge Creeks, and in the locality between them, there is a scattered population consisting of fourteen families. These families have among them thirty-six children of an age to attend school. The position of the site proposed for the school is shown on the annexed rough map of the locality. Each family resides about 2 miles from the proposed site, and therefore all the children would have to walk that distance to attend school. The population of the whole locality is sufficient to warrant the establishment of a Public School. It would not be practicable to establish H.-T. schools in the locality.

J. HUFFER,

Inspector of Bathurst District.

Bathurst, 12 June, 1876.

* Mr. Paddison's wife and children are Roman Catholics.

No. 12.

The Inspector, Bathurst District, to The Secretary, Council of Education.

Public School at Ben Bullen.

I advise that schoolroom accommodation should be provided for 36 pupils, in one department.

A teacher's residence, consisting of three rooms, including kitchen, is required.

No. of pupils expected to attend:—23 boys, 13 girls; 36, total.

The buildings should be constructed of split slabs, roof shingled, and the walls should have battens on outside, and lathing and plastering inside.

I estimate the cost, including out-offices, weather-shed, water-supply, fencing, and furniture, at £150.

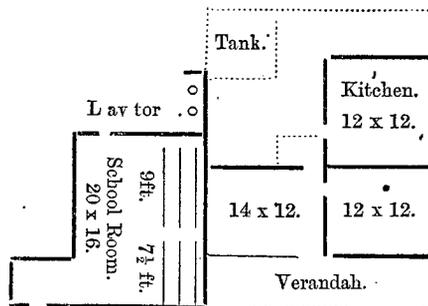
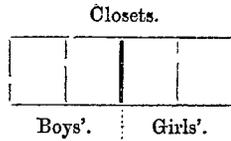
On the back of this memorandum I have given a rough plan of the school site, showing the best position for the school buildings, closets, and tank and teacher's residence.

J. HUFFER,

Inspector of Bathurst District.

Inspector's Office, Bathurst, 12 June, 1876.

NOTE.—The Local Committee will undertake to have the school site cleared and fenced with a 3-railed fence.



No. 13.

Notification in Government Gazette.

B4. Council of Education Office, Sydney, 20 June, 1876.
New Public Schools.

It is hereby notified for general information, in accordance with the provisions of the 24th section of the Public Schools Act of 1866, that applications have been received at this office for the establishment of Public Schools at Ben Bullen and Marangulla.

By order of the Council of Education,

W. WILKINS,
Secretary.

No. 14.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir,

B5. Council of Education Office, Sydney, 21 June, 1876.

Referring to the formal application, undated, for the establishment of a Public School at Ben Bullen, I am directed by the Council of Education to state that the Council sees no objection to the proposal. Notice of the application has therefore been sent for publication in the Government Gazette, in accordance with the requirements of the 24th section of the Public Schools Act of 1866.

2. A further communication will be made to you when the necessary notice has been published.

I have, &c.,

W. WILKINS,
Secretary.

No. 15.

The Secretary, Council of Education, to The Inspector, Bathurst District.

Ben Bullen: Application for a Public School.

B6. Council of Education Office, Sydney, 21 June, 1876.

NOTICE of the application for the establishment of a Public School at the above place has now been sent for publication in the Government Gazette, in accordance with the provisions of the 24th section of the Public Schools Act.

W. WILKINS,
Secretary.

No. 16.

No. 16.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir, Council of Education Office, Sydney, 17 July, 1876.

With reference to a letter from this office, dated 21st ultimo, in which you were informed that notice of the application for the establishment of a Public School at Ben Bullen had been sent for publication in the Government Gazette, I am now directed by the Council of Education to acquaint you that notice of the proposal having been duly inserted in that publication, and no objection thereto having been notified to the Council, the Council has finally resolved to establish the school as a Public School, and to recognize the gentlemen signing the application as the Local Committee.

2. The Council has further agreed to accept the land offered by Mr. Charles Corlis for a school site. Will you be good enough, therefore, to forward to this office his written consent to the appropriation of 2 acres, in order that application may be made to the Government for a grant of them.

3. Plans and specifications of the proposed school buildings will be prepared, and tenders for the works invited, in due course.

I have, &c.,

W. WILKINS,
Secretary.

No. 17.

Mr. M. Corlis to The Secretary, Council of Education.

Sir,

Ben Bullen, 22 July, 1876.

In answer to your letter, No. 76-11,043, dated 17th instant, I herewith forward, as required, my son's written consent to the appropriation of two acres of land for a school site at Ben Bullen.

I have, &c.,

MICHAEL CORLIS.

[Enclosure to No. 17.]

I, the undersigned, do hereby consent and authorize the Council of Education to appropriate the land marked on the plans forwarded to Inspector Huffer as a school site, situate at Ben Bullen, and to hold the same for all time to come.

CHARLES CORLIS,
Ben Bullen, 22 July, 1876.

No. 18.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 17 August, 1876.

I am directed by the Council of Education to state that the Council would be glad if the Honorable the Minister of Justice and Public Instruction will be so good as to cause an application to be made to the Government for a grant, for Public School purposes, of the undermentioned land at Ben Bullen, viz.,—4 acres at Ben Bullen, county of Roxburgh, with a frontage of 5 chains to the northern boundary of a selection of 120 acres, for which Charles Corlis has recently made application, and which is described on the back of the enclosed rough plan of the locality.*

2. The Council also desires that rights of way from the Mudgee Road and from Jews' Creek to the required land (which can be pointed out to the surveyor by Mr. M. Corlis, a local resident) may be granted.

I have, &c.,

W. WILKINS,
Secretary.

[Description on back of plan.]

BEN BULLEN.

Description of a selection of 120 acres, for which Charles Corlis has recently made application—July, 1876:—

“Commencing at a point in the northern boundary of W. Bowman's 900 acres (which point is 13 chains 39 links south and 10 chains east from the south-east corner of Michael Corlis's 31 acres 1 rood, 0-vi); then east along W. Bowman's northern boundary 40 chains; then north 30 chains; then west 40 chains; and then south 30 chains, to the point of commencement.”

[Enclosure to No. 18.]

I, the undersigned, do hereby consent and authorize the Council of Education to appropriate the land marked on the plans forwarded to Inspector Huffer as a school site, situate at Ben Bullen, and to hold the same for all time to come.

CHARLES CORLIS,
Ben Bullen, 22 July, 1876.

No. 19.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir,

Council of Education Office, 17 August, 1876.

With reference to your letter, dated 22nd ultimo, I am directed by the Council of Education to acquaint you that application has now been made to the Government for a grant, for Public School purposes, of 4 acres of land at Ben Bullen, having a frontage of 5 chains to the northern boundary of a selection of 120 acres, for which Charles Corlis has recently made application, and also for rights of way from the Mudgee Road and from Jew's Creek to the land in question.

I have, &c.,

W. WILKINS,
Secretary.

No. 20.

No. 20.

The Secretary, Council of Education, to The Inspector, Bathurst District.

BEN BULLEN : Your report of 12th June last, on application for the establishment of a Public School.

Council of Education Office, Sydney, 17 August, 1876.

Application has now been made to the Government for a grant of four acres at the above place, fronting the northern boundary of a selection of 120 acres, for which Charles Corlis has recently applied, and also for rights-of-way from the Mudgee Road and from Jew's Creek to the land desired.

W. WILKINS,
Secretary.

No. 21.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir, Department of Justice and Public Instruction, Sydney, 23 August, 1876.

In transmitting to you the accompanying copy of a letter from the Secretary to the Council of Education, I am directed to state, for the information of the Secretary for Lands, that the Minister of Justice and Public Instruction approves of the application therein made for four acres of land for Public School purposes at Ben Bullen; also the rights-of-way from the Mudgee Road and from Jew's Creek to the required land. Rough plan forwarded herewith.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 22.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir, Department of Justice and Public Instruction, Sydney, 23 August, 1876.

I am directed by the Minister of Justice and Public Instruction to acknowledge the receipt of your letter of 17th instant, applying for four acres at Ben Bullen, also the rights-of-way from the Mudgee Road and from Jew's Creek to the locality; and to inform you that the same has been approved and for warded to the Department of Lands, and to state, upon intimation being given to this department that the Secretary for Lands sees no objection to the appropriation of the land applied for, a further communication will be addressed to you upon the subject.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 23.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir, Department of Lands, Sydney, 13 October, 1876.

In reply to your letter of the 23rd August last, approving of the application of the Council of Education for four acres of land for Public School purposes at Ben Bullen, and also the rights-of-way from the Mudgee Road and from Jew's Creek to the land applied for, I am directed to inform you that as two acres only is the area usually granted for Public School sites, the Council of Education should be invited to state their reason for applying for four acres in the present instance.

I have, &c.,

W. W. STEPHEN.

No. 24.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir, Department of Justice and Public Instruction, Sydney, 20 October, 1876.

Referring to your letter of 17th August last, No. 76/13,266 respecting grant of four acres of land at Ben Bullen, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a communication has been received from the Department of Lands, intimating that as two acres only is the area usually granted for Public School sites, to invite the Council of Education to state their reason for applying for four acres in the present instance.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 25.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir, Council of Education Office, 4 November, 1876.

I am directed by the Council of Education to acknowledge the receipt of your letter dated 20th October ultimo, inquiring the Council's reasons for applying for a grant of so large an area as 4 acres of land at Ben Bullen, for Public School purposes.

2. In reply, I am to state, for the information of the Honorable the Minister of Justice and Public Instruction, that, as the extra land is required for the purpose of a paddock for the use of the teacher and pupils, the Council trusts that no objection will interfere with a favourable consideration of the application.

I have, &c.,
W. WILKINS,
Secretary.

No. 26.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction,
Sydney, 10 November, 1876.

Referring to your letter of 13th October last, inquiring for what reason the Council of Education have made application for 4 acres of land at Ben Bullen, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to inform you that a further communication has been received from the Council of Education on the subject, stating, that as the extra land is required for the purpose of a paddock for the use of the teacher and pupils, the Council trusts that no objection will interfere with the favourable consideration of the application.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 27.

Mr. M. Corlis to The Secretary, Council of Education.

Sir,

Crown Creek, 2 December, 1876.

You said in your last that application had been made to the Government for a grant of 4 acres of land for a Public School at Ben Bullen. Please let me know if the Council of Education has taken any further steps in the matter.

I have, &c.,
MICHAEL CORLIS.

No. 28.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir,

Council of Education Office, 13 December, 1876.

With reference to your letter of the 2nd instant, respecting a grant of certain land for Public School purposes at Ben Bullen, I am directed by the Council of Education to acquaint you that the decision of the Government has not yet been notified to this office. Correspondence has taken place between the Government and the Council relative to the matter, and now a communication has been sent from this office requesting an early settlement of the case.

I have, &c.,
W. WILKINS,
Secretary.

No. 29.

The Secretary, Council of Education, to The Under Secretary of Justice and Public Instruction.

Sir,

Council of Education Office, Sydney, 13 December, 1876.

In inviting your attention to my letter of the 4th ultimo, No. 76-17,544, and to previous correspondence respecting certain land at Ben Bullen, required for Public School purposes, I am directed by the Council of Education to request that you will be good enough to have the matter again brought under the notice of the Honorable the Minister of Justice and Public Instruction, with a view to such steps being taken as will lead to an early decision in the matter.

I have, &c.,
W. WILKINS,
Secretary.

No. 30.

The Under Secretary of Justice and Public Instruction to The Under Secretary for Lands.

Sir,

Department of Justice and Public Instruction, Sydney, 20 December, 1876.

Referring to my letter of the 10th November, and previous correspondence, respecting the application of the Council of Education for a grant of land at Ben Bullen, for Public School purposes, I am directed by the Minister of Justice and Public Instruction to request that you will bring the matter under the notice of the Secretary for Lands, with a view to his having the goodness to cause the necessary steps to be taken, so that an early decision may be arrived at therein and communicated to me for the information of the Council.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 31.

No. 31.

Mr. M. Corlis to The Council of Education.

REFERRING to your letter, No. 19,580, of the 13th December, 1876, in which you state "that the decision of the Government has not yet been notified" as to the erection of a school at Ben Bullen,—it is, indeed, now, however, rather better than two months since the date of your last communication to me; and I may add, a much longer period since the site for erection of the school at this place received the sanction of Mr. Huffer, the School Inspector of the district. I am indeed really at a loss to know how it is that ere this you have received no intimation from the Government as to the future course of action to be pursued by the Government as to the establishment of a school at this place. The locality selected by myself and others interested, and approved by Mr. Huffer, is conveniently and centrally situated. The site for the erection of the school at this place is approved of by nearly all the residents of the district. I believe there are one or two families in the vicinity of the Crown Ridge who, I am given to understand, are resolved not to send their children to the Ben Bullen School. The number of children at the Crown Ridge is only six (6). I have been told by parties worthy of credence that one of the residents at the Crown Ridge lately took advantage of the visit of a Mr. O'Byrne, a School Inspector of the Mudgee District, and who, as I am told, visited the locality approved by Mr. Huffer, and disapproves of it, on no other grounds than that it would be rather too far to send the children of the Crown Ridge the winter season. In conclusion, I shall observe that at the Crown Ridge there is a public-house, and in case of a school being established at this place, none of the parents in the vicinity would send their children, and also because it would be inconvenient, and, moreover, because the *water is exceedingly bad*.

Trusting you will take immediate action in the establishment of a school at Ben Bullen,—

I am, &c.,

M. CORLIS.

B.C. Inspector of Bathurst District. For your report. Application has been made to the Government for a grant of 4 acres of Charles Corlis' 120-acre selection. Is not this site suitable? It is understood that the residents of Crown Ridge and Jew's Creek intend to make application for Half-Time Schools at those places. Will such schools affect the proposed Public School at Ben Bullen?—W.W., 7/3/77.

I believe Crown Ridge and Jew's Creek are in the Mudgee District. If so, perhaps Mr. O'Byrne can give the proper information respecting the probable effects of a school at Ben Bullen on the proposed Half-time Schools at Crown Ridge and Jew's Creek.—J.W.A., 12/3/77.

No. 32.

The Secretary, Council of Education, to Mr. M. Corlis.

Sir,

Council of Education Office, 7 March, 1877.

With reference to your letter, undated, urging the speedy establishment of the proposed Public School at Ben Bullen, I am directed by the Council of Education to acquaint you that the Government has not yet authorized the appropriation by the Council of the site intended for the school, which, as you are aware, was applied for in August last.

2. The Council cannot therefore proceed with the erection of the proposed school buildings at present, being precluded by section 23 of the Public Schools Act from expending the public funds on premises the site of which is not vested.

I have, &c.,

W. WILKINS,

Secretary.

No. 33.

The Under Secretary for Lands to The Under Secretary of Justice and Public Instruction.

Sir,

Department of Lands, Sydney, 9 May, 1877.

In reference to your letter of the 20th December last, inviting attention to the application of the Council of Education for a grant of 4 acres at Ben Bullen, county of Roxburgh, for Public School purposes, I am directed to inform you that the reason given by the Council of Education for asking for a grant of the additional area, namely 2 acres, can hardly be considered in the light of a special one, and that in consequence thereof the Minister for Lands has approved of 2 acres being granted as the site for a Public School and the reservation of 2 acres for school paddock.

I have, &c.,

W. W. STEPHEN.

No. 34.

The Under Secretary of Justice and Public Instruction to The Secretary, Council of Education.

Sir,

Department of Justice and Public Instruction, Sydney, 29 May, 1877.

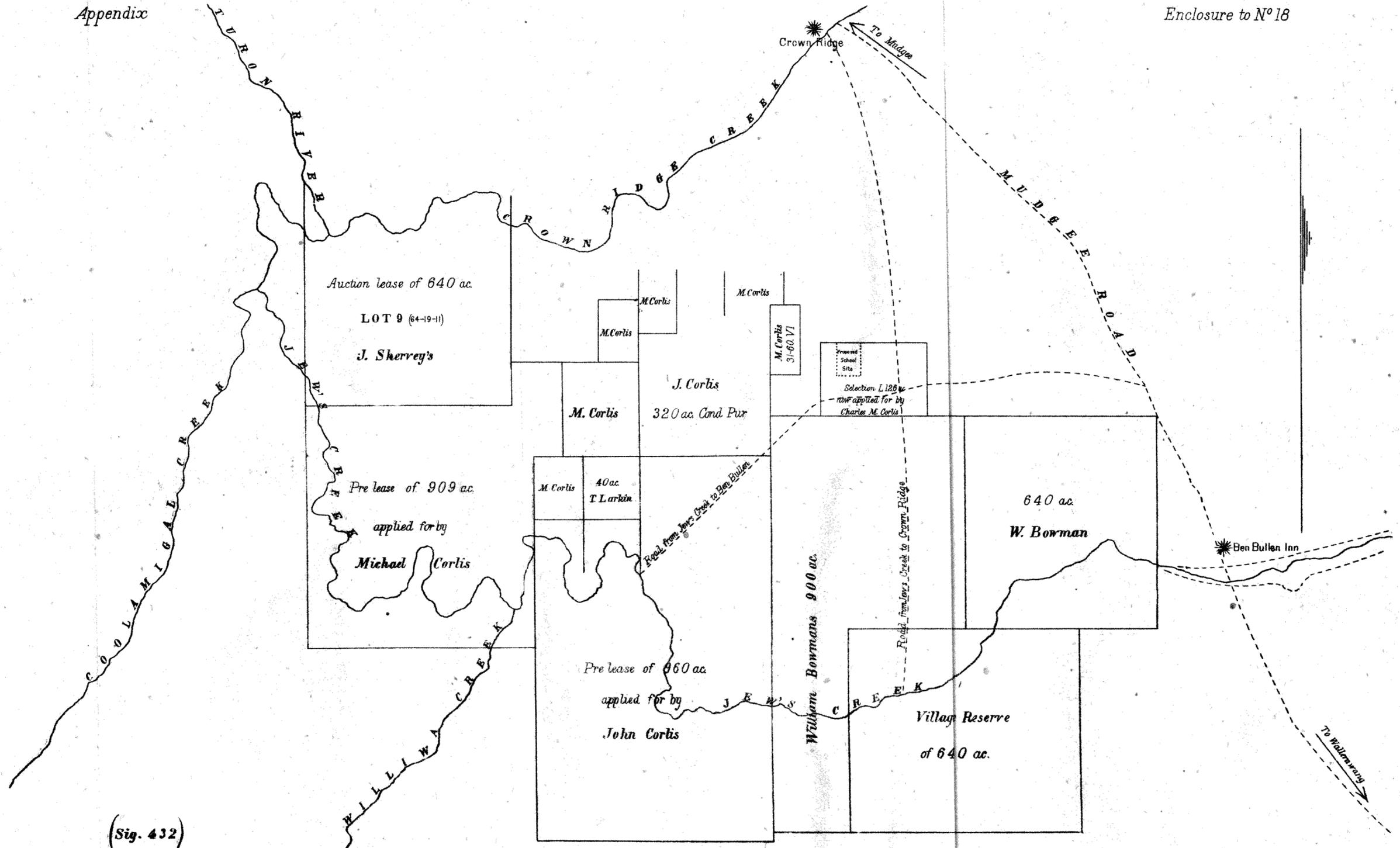
Referring to your letter of 13th December last, and previous correspondence respecting Public School site at Ben Bullen, I am directed by the Minister of Justice and Public Instruction to inform you, that under a communication which has been received from the Lands Department, the reason given by the Council of Education for asking for the grant of the additional area, viz., 2 acres, can hardly be considered in the light of a special one, and that in consequence thereof the Minister for Lands has approved of 2 acres being granted as the site for a Public School, and the reservation of 2 acres for a school paddock.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

[One plan.]



(Sig. 432)
B

1876-7.

NEW SOUTH WALES.

CHINESE AND THEIR DWELLINGS.

(POLICE REPORT RESPECTING.)

Presented to Parliament by Command.

The Inspector General of Police to The Principal Under Secretary.

Sir,

Police Department, Inspector General's Office, Sydney, 18 December, 1876.

Referring to my letter of the 17th August last, No. 76/518, and other correspondence respecting Chinese, their habits and dwellings, I have now the honor to report, for the information of the Honorable the Colonial Secretary, that a thorough inspection has been made by the Police of the Chinese quarters in Sydney; and the enclosed Census has been carefully taken respecting their number and condition, which I submit, as the information may be of use.

I have, &c.,

EDMUND FOSBERY,

Inspector General of Police.

RETURN showing the number of Chinese resident in the Metropolitan District, whether married or single, Pagan or Christian, number addicted to opium-smoking, or living with females but unmarried, with the number of separate dwellings occupied, and the average number of rooms to each dwelling.

14 December, 1876.

Number.	Married.	Single.	Pagan.	Christian.	Number addicted to opium-smoking.	Living with females but unmarried.	Number of dwellings.	Average number of rooms to each dwelling.
579	55	524	523	56	286	11	131	4

The Inspector General of Police.

E. F., I.G.P.

GEO. READ,
Superintendent.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DRAINAGE OF LANDS, MACLEAY RIVER.

(PETITION OF INHABITANTS OF MACLEAY RIVER.)

Ordered by the Legislative Assembly to be printed, 22 February, 1877.

To the Honorable the Legislative Assembly, in Parliament assembled.

The humble Petition of the Inhabitants of the Macleay River District,—

SHOWETH unto your Honorable House :—

That upwards of one hundred thousand pounds worth of property has been destroyed by floods in the Macleay River within the last seven years.

That it is the universal opinion in the district that two cuttings through opposing sandbanks, one into Korogoro Creek and another into Kellick Creek, would liberate the water in times of flood, and cause it to flow directly into the sea, so as to prevent most of the injury to property.

That since the year 1869 several public meetings have been held on the subject, several petitions have been presented, and several interviews have been had with the Minister for Works for the time-being, with the object of having these cuttings effected, but without success.

Your Petitioners therefore humbly pray that your Honorable House will take such measures as will secure to them the relief the circumstances of the case demand.

And your Petitioners will ever pray.

[*Here follow 70 signatures.*]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DRAINAGE OF LANDS, LOWER MACLEAY RIVER.

(PETITION OF INHABITANTS OF SUMMER ISLAND, MACLEAY RIVER.)

Ordered by the Legislative Assembly to be printed, 22 February, 1877.

To the Honorable the Legislative Assembly, in Parliament assembled,—

SHOWETH:—

We, the undersigned inhabitants of the Macleay River District, beg leave to represent to your Honorable House that the district is subject to periodical floods, which are dangerous to human life and destructive to property.

That within the last seven years property to the amount of £100,000 has been destroyed, causing great suffering and embarrassment to the inhabitants of the district.

That the evil is remediable by causing two cuttings, one into Korogora Creek and another into Kellick's Creek, through sandbanks which prevent the flood waters from getting away to the sea, and causing the above-named destruction of property by floods.

That several petitions and applications have been from time to time forwarded to the Minister for Works for the time being, on the subject of these cuttings, but without any satisfactory result.

That your Petitioners now respectfully pray your Honorable House to take their case into consideration, and adopt such measures as will secure to them the necessary relief in the premises as to your Honorable House may seem meet.

And your Petitioners will ever pray.

[*Here follow 64 signatures.*]

Summer Island, Macleay River,
5 February, 1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DUTY ON TOBACCO.

(PETITION OF OLIVER MAXWELL.)

Ordered by the Legislative Assembly to be printed, 31 January, 1877.

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

The humble Petition of Oliver Maxwell, of number nine, Market-street, in the City of Sydney, in the Colony of New South Wales, tobacco manufacturer,—

HUMBLY SHOWETH :—

That about the year one thousand eight hundred and sixty-nine your Petitioner commenced the business of a tobacco manufacturer in Market-street, in the City of Sydney.

That your Petitioner still carries on the same business, and has, at an expense of about two hundred pounds, procured improved machinery to enable him to carry on the same business.

That from the twenty-third day of February, one thousand eight hundred and seventy-six, to the fifth day of December, in the same year, your Petitioner has paid to the Government duty on leaf tobacco amounting to three hundred and seventy-six pounds eight shillings sterling.

That if the alteration proposed in the tariff on manufacturing of tobacco in bond be passed and allowed by your Honorable House, and all manufacturers be thereby compelled to work in bond, such alteration will be a great and irremediable hardship on your Petitioner, on whom it will entail a greatly increased expense in carrying on his business beyond his power to bear, and will therefore cause the complete ruin of the business of your Petitioner, and the absolute loss of his trade, and the machinery used by him therein.

Your Petitioner therefore prays that the proposed alteration in the tariff on manufacturing tobacco now before your Honorable House, may not be passed.

And your Petitioner, as in duty bound, will ever pray.

Dated this thirtieth day of January, in the year of our Lord, one thousand eight hundred and seventy-seven.

OLIVER MAXWELL.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EMPLOYMENT OF FEMALES BILL.

(PETITION OF MEMBERS OF EARLY CLOSING ASSOCIATION OF NEWCASTLE, IN FAVOUR OF.)

Ordered by the Legislative Assembly to be printed, 6 February, 1877.

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

The Petition of the undersigned Members of the Early Closing Association of Newcastle, and other Employés and Inhabitants thereof,—

HUMBLY SHOWETH:—

That your Petitioners, regarding with especial favour the Bill introduced to your Honorable House by the Hon. Member for West Sydney (Mr. Cameron), and having for its object the shortening and defining of the hours of labour of female employées, hail the same as a measure calculated to confer inestimable benefits on that portion of our female population at present engaged in various factories and work-rooms in the Colony of New South Wales.

Believing, as your Petitioners verily do, that the prolonged hours of labour pursued under so many disadvantages has a pernicious effect upon both the moral and physical stamina of those so engaged, cannot conclude otherwise than that serious and material deterioration must follow as a consequence.

Your Petitioners considering moreover that those young females, thus subject to so unnatural a strain on their constitution at so critical a period of their lives, are destined to become wives and mothers, have just cause to apprehend that they may through an enfeeblement of system transmit to their posterity those constitutional infirmities so contracted, even to their third and fourth generation.

Your Petitioners being therefore deeply impressed with the beneficence of this measure, would humbly beseech your Honorable House to extend its provisions so as to embrace the protection of females—especially those of tender years—from excessive hours of labour, whether employed in factories, work-shops, or retail establishments throughout the Colony.

Your Petitioners, for these and many other reasons, therefore pray that your Honorable House will in its wisdom so deal with this measure on its merits that it may become law.

And your Petitioners will, as in duty bound, ever pray, &c.

[Here follow 350 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

EMPLOYMENT OF CHILDREN;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
30 *January*, 1877.

SYDNEY: CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

1876-7.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 5. TUESDAY, 19 DECEMBER, 1876.

18. EMPLOYMENT OF CHILDREN :—Mr. W. H. Suttor moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, and to make visits of inspection, to inquire into and report upon the employment of young persons in trades, professions, and callings unsuited to their years, and calculated to be injurious to their physical and moral development.
- (2.) That such Committee consist of Mr. Burns, Mr. Stephen Brown, Mr. Cameron, Mr. H. C. Dangar, Mr. Farnell, Mr. Fitzpatrick, Mr. Jacob, Mr. Stuart, Mr. F. B. Suttor, and the Mover.
- (3.) That the Evidence taken before the Committee on "Employment of Children," appointed last Session of Parliament, be referred to the abovenamed Committee.
- Question put and passed.
-

VOTES No. 20. TUESDAY, 30 JANUARY, 1877.

7. EMPLOYMENT OF CHILDREN :—Mr. W. H. Suttor, 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 19th December, 1876.
- Ordered to be printed.

* * * * *

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1876-7.

EMPLOYMENT OF CHILDREN.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 19th December, 1876,—“with power to send for persons and papers, and to make visits of inspection, to inquire into and report upon the employment of young persons in trades, professions, and callings unsuited to their years, and calculated to be injurious to their physical and moral development,”—have agreed to the following Report:—

1. Your Committee have extracted the following information from the evidence contained in the Progress Report of the Select Committee of last Session, which was referred to them by your Honorable House:—

BRICKYARDS.

- (1.) In the Metropolitan District, embracing the neighbourhoods of Marrickville, Waterloo, Petersham, and Ashfield, a number of boys of tender years are employed in the making of bricks. Appendix C.
Q. 8, 16.
- (2.) They are at work during the whole of the year, and the daily hours of labour extend from 6 o'clock a.m. till 6 o'clock p.m., one hour intermission being allowed for each meal (breakfast and dinner). Q. 15.
Q. 14, 113.
Q. 173, 216.
- (3.) The majority of these boys are under the age of fourteen years. They are technically known as “puggers-up,” and are required to perform labour of a very arduous character, viz., that of carrying in their arms masses of wet clay from out of a pit to the table of the maker. The average load is 50lbs., and the quantity thus daily carried by each boy amounts in the aggregate to some 6 or 7 tons, and is moved a distance of from 10 to 14 yards. Q. 8, 16, 108, 182.
Q. 24.
Q. 56.
Q. 23.
Q. 19, 22, 23.
- (4.) Little opportunity is allowed these boys to receive any education. The long hours of labour, and the exhausting character of the work, preclude them from taking advantage of the educational establishments existing in the neighbourhood. Q. 25.
Q. 119, 163.
Q. 126, 131.
Q. 78, 80.
- (5.) “Puggers-up” earn wages varying from 10s. to 20s. per week. They are hired by the brickmakers from their parents, who receive their wages. Q. 40.
Q. 223, 224, 225.
- (6.) The severe character of this kind of work is detrimental to the health of those engaged in it. Q. 55, 56.
Q. 1048, 1049.
- (7.) Two females are known to be employed in the same way. Q. 153.

TOBACCO FACTORIES.

- (8.) Young persons of both sexes are employed in this branch of manufacture, which is extensively carried on in the City of Sydney. Q. 232, 233, 297.
Q. 231, 294.
- (9.) The management of one large factory does not employ girls, deeming that to do so would, under the conditions by which this business is necessarily carried on, be conducive to immorality. Q. 329.
Q. 344, 345.

(10.)

Q. 235, 301.
Q. 234.
Q. 1062.
Q. 1069.
Q. 1070 & 71
1072.

Q. 358, 526, 557.
P. 13, O'Keefe
P. 14, A. Flynn.

P. 13, Blessington, Tunston, Willis, Gibson, Lee, O'Keefe.
Q. 237, 8, 303.

Q. 527 to 531.

- (10.) The hours of labour are ten daily, and the character of the work is not physically severe, but where many are massed together in ill-ventilated rooms the evidence points to the fact that unhealthy results must inevitably follow, and immorality may be a consequence if persons of both sexes be employed together in the same manufactory.
- (11.) The wages earned vary from 8s. to 20s. per week, and are paid to the lads and girls, who are supposed to hand their earnings to their parents.
- (12.) The educational proficiency of those employed in these factories is of a low standard. No encouragement is used by the employers to induce them to improve their condition in this respect.
- (13.) The parents also seem to be careless of their duties in the same direction.

LEATHER AND WOOLLEN FACTORIES.

Q. 369, 594, p. p. 19, 20, and 27—visits of inspection.

Q. 714, 717, 602.

Page 28.

- (14.) The manufacture of leathern and woollen articles is carried on to a considerable extent in the Colony, and many young persons of both sexes are engaged therein. The hours of labour are generally ten, and the wages earned vary from 4s. to 15s. per week, and are supposed to be paid over to the parents.
- (15.) In these branches of industry the manual labour is light, but the workers are required to stand, no relaxation, except during the meal hours, being allowed.
- (16.) The inspection showed that in two of the leather factories the process of tanning was carried on in close proximity to the buildings in which large numbers of persons were employed. The stench arising from this branch of the business was intolerable, and in certain states of the weather must be injurious to health.
- (17.) The woollen factory examined was found to be very close, hot, and badly ventilated.
- (18.) The educational condition of the young employés was not satisfactory. So long as the children perform the day's work, and hand the result of the day's labour to the parents, parental duty seems to be satisfied.

COLLIERIES.

Q. 879.
Q. 900.

Q. 894, 895, 903,
904, 906, and 907.

Appendix, Tabulated Statement.
R. N. Moody.
Q. 986 and 987.

Q. 880 and 881.
Q. 893 and 878.

- (19.) It appears that many lads between 13 and 15 years of age are employed here. The wages earned vary from 2s. to 3s. per day, and are paid sometimes to the parents, and sometimes to the workers.
- (20.) The educational state is of a very primary character, and no effort is made to add to or keep up the amount of instruction acquired. The nature of the employment and the social surroundings militate against any voluntary effort in an improving direction, by the youthful employés in the mines.
- (21.) The work is not very laborious, and legislation has secured that the conditions under which these persons labour shall be as healthy as the case permits of.

2. After carefully considering the subject and the evidence thereon referred to them by your Honorable House, your Committee have been led to the following conclusions, viz. :—

- (1.) That the time has arrived when it is desirable to legislate in order to regulate the employment of children.
- (2.) That the age at which children may be employed, and their hours of labour, ought to be fixed.
- (3.) That it is necessary that children should not, by the nature of the employment, be debarred from all possibility of mental improvement.

(4.)

- (4.) That in order to obtain the desirable result of securing mental instruction to those whom necessity compels to labour at an early age, legislation should take such a direction as either to compel a certain proficiency in learning to be attained before engagement be sanctioned, or a certain amount of instruction to be imparted during the term of employment.
- (5.) That the buildings and places in which children are employed should be under Governmental inspection, in order that undue crowding, and any other conditions injurious to health or morality, may be prevented.

W. H. SUTTOR, JUN.,
Chairman.

*No. 3 Committee Room,
Sydney, 25th January, 1877.*

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 21 DECEMBER, 1876.

MEMBERS PRESENT :—

Mr. W. H. Suttor, | Mr. Farnell.

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

THURSDAY, 11 JANUARY, 1877.

MEMBERS PRESENT :—

Mr. W. H. Suttor, | Mr. Jacob,
Mr. Farnell, | Mr. Fitzpatrick.

Mr. W. H. Suttor called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, and referring Paper thereto, *read* by the Clerk.

Printed copies of the Paper *referred*, before the Committee.

Committee deliberated.

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

[Adjourned.]

THURSDAY, 25 JANUARY, 1877.

MEMBERS PRESENT :—

Mr. W. H. Suttor in the Chair.

Mr. Fitzpatrick, | Mr. Farnell,
Mr. Jacob, | Mr. H. C. Dangar,

Mr. F. B. Suttor.

Chairman submitted Draft Report which was read 1^o as follows :—

“(1.) Your Committee have extracted the following information from the evidence contained in the Progress Report of the Select Committee of last Session, which was referred to them by your Honorable House :—

Brickyards.

- (1.) In the Metropolitan District, embracing the neighbourhoods of Marrickville, Waterloo, Petersham, and Ashfield, a number of boys of tender years are employed in the making of bricks.
- (2.) They are at work during the whole of the year, and the daily hours of labour extend from 6 o'clock a.m. till 6 o'clock p.m., one hour intermission being allowed for each meal (breakfast and dinner).
- (3.) The majority of these boys are under the age of fourteen years. They are technically known as “puggers-up,” and are required to perform labour of a very arduous character, viz., that of carrying in their arms masses of wet clay from out of a pit to the table of the maker. The average load is 50 lbs., and the quantity thus daily carried by each boy amounts in the aggregate to some 6 or 7 tons, and is moved a distance of from 10 to 14 yards.
- (4.) Little opportunity is allowed these boys to receive any education. The long hours of labour, and the exhausting character of the work, preclude them from taking advantage of the educational establishments existing in the neighbourhood.
- (5.) “Puggers-up” earn wages varying from 10s. to 20s. per week. They are hired by the brickmakers from their parents, who receive their wages.
- (6.) The severe character of this kind of work is detrimental to the health of those engaged in it.
- (7.) Two females are known to be employed in the same way.

Tobacco

Appendix
Q. 8, 16.

Q. 15.
Q. 14, 113.
Q. 173, 216.

Q. 8, 16, 108, 182,
Q. 24.
Q. 56.
Q. 23.
Q. 19, 22, 23,

Q. 25.
Q. 119, 163.
Q. 126, 131.
Q. 78, 80.

Q. 40.
Q. 223, 224, 225.

Q. 55, 56.
Q. 1048, 1049.

Q. 153,

Tobacco Factories.

- (8.) Young persons of both sexes are employed in this branch of manufacture, which is extensively carried on in the City of Sydney. Q. 232, 233, 237, Q. 231, 204.
- (9.) The management of one large factory does not employ girls, deeming that to do so would, under the conditions by which this business is necessarily carried on, be conducive to immorality. Q. 329, Q. 344 & 345.
- (10.) The hours of labour are ten daily, and the character of the work is not physically severe, but where many are massed together in ill-ventilated rooms the evidence points to the fact that unhealthy results must inevitably follow, and immorality may be a consequence if persons of both sexes be employed together in the same manufactory. Q. 235, 304, Q. 234, Q. 1062, Q. 1069, Q. 1070 & 1071, 1072.
- (11.) The wages earned vary from 8s. to 20s. per week, and are paid to the lads and girls, who are supposed to hand their earnings to their parents. Q. 358, 526, 557, P. 13, O'Keefe.
- (12.) The educational proficiency of those employed in these factories is of a low standard. No encouragement is used by the employers to induce them to improve their condition in this respect. P. 14, A. Flynn, P. 13, Blessington, Tunston, Willis, Gibson, Lee, O'Keefe, Q. 237, 8, 303, Q. 527 to 531.
- (13.) The parents also seem to be careless of their duties in the same direction.

Leather and Woollen Factories.

- (14.) The manufacture of leathern and woollen articles is carried on to a considerable extent in the Colony, and many young persons of both sexes are engaged therein. The hours of labour are generally ten, and the wages earned vary from 4s. to 15s. per week, and are supposed to be paid over to the parents. Q. 369, 594, pp. 19, 20, and 27—visits of inspection.
- (15.) In these branches of industry the manual labour is light, but the workers are required to stand, no relaxation, except during the meal hours, being allowed. Q. 714, 717, 602.
- (16.) The inspection showed that in two of the leather factories the process of tanning was carried on in close proximity to the buildings in which large numbers of persons were employed. The stench arising from this branch of the business was intolerable, and in certain states of the weather must be injurious to health.
- (17.) The woollen factory examined was found to be very close, hot, and badly ventilated. P. 28.
- (18.) The educational condition of the young employés was not satisfactory. So long as the children perform the day's work, and hand the result of the day's labour to the parents, parental duty seems to be satisfied.

Collieries.

- (19.) It appears that many lads between 13 and 15 years of age are employed here. The wages earned vary from 2s. to 3s. per day, and are paid sometimes to the parents and sometimes to the workers. Q. 879, Q. 900.
- (20.) The educational state is of a very primary character, and no effort is made to add to or keep up the amount of instruction acquired. The nature of the employment and the social surroundings militate against any voluntary effort in an improving direction, by the youthful employés in the mines. Q. 894, 895, 903, 904, 906, and 907 Appendix, Tabulated Statement, R. N. Moody, Q. 986 and 987.
- (21.) The work is not very laborious, and legislation has secured that the conditions under which these persons labour shall be as healthy as the case permits of. Q. 880 and 881, Q. 893 and 878.

The "Vernon."

- (22.) The Industrial School Ship "Vernon" was inspected, and evidence taken as to the working of this institution. Q. 1001, Appendix B.
- (23.) The lads there are instructed in the course provided by the Council of Education, and are also taught bootmaking, tailoring, carpentry, and the work of a ship. They are, however, seldom apprenticed to the trades in which they have been instructed, but are principally employed by persons engaged in agricultural and pastoral pursuits. Q. 1017 and 1019.
- (24.) They are apprenticed after the age of 12 years, but it is not made conditional to have attained any degree of educational proficiency before this is done. Q. 998 and 999.

2. After carefully considering the subject and the evidence thereon referred to them by your Honorable House, your Committee have been led to the following conclusions, viz. :—

- (1.) That the time has arrived when it is desirable to legislate in order to regulate the employment of children.
- (2.) That the age at which children may be employed and their hours of labour ought to be fixed.
- (3.) That it is necessary that children should not by the nature of their employment be debarred from all possibility of mental improvement.
- (4.) That in order to obtain the desirable result of securing mental instruction to those whom necessity compels to labour at an early age, legislation should take such a direction as either to compel a certain proficiency in learning to be attained before engagement be sanctioned, or a certain amount of instruction to be imparted during the term of employment.
- (5.) That the buildings and places in which children are employed should be under Governmental inspection, in order that undue crowding and other conditions injurious to health or morality may be prevented.
- (6.) That an industrial school, situated on shore, where the boys could be taught the rudiments of those callings to which it would appear they are principally apprenticed, would be more beneficial than keeping up the existing arrangements in connection with the 'Vernon.'

On motion of Mr. Farnell, Draft Report *read* 2^o, paragraph by paragraph.

Paragraph 1 *read*.

Amendment proposed (*Mr. Fitzpatrick*) to omit sub-paragraphs 22, 23, and 24.

Question,—That the sub-paragraphs proposed to be omitted stand part of the paragraph,—*put*.
Committee divided.

Ayes, 2.

Mr. H. C. Dangar,
Mr. Farnell.

Noes, 3.

Mr. Fitzpatrick,
Mr. Jacob,
Mr. F. B. Suttor.

So it passed in the negative.

Paragraph as amended, *agreed to*.

Paragraph 2 *read*.

Amendment proposed (*Mr. Fitzpatrick*),—To omit sub-paragraph 6.

Amendment put and *agreed to*.

Motion made (*Mr. Farnell*),—That the Draft Report as amended be the Report of the Committee,
put and passed.

Chairman to report to the House.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GUNPOWDER STORED AT GOAT ISLAND.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 6 March, 1877.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 19th December, 1876, That there be laid upon the Table of this House,—

“ A Return of all Powder and other Explosives now stored in Goat Island Magazine.”

(Mr. Cameron, on behalf of Mr. Charles.)

GUNPOWDER STORED AT GOAT ISLAND.

RETURN of Gunpowder and other Explosives stored in the Magazines at Goat Island on the 31st day of December, 1876.

Importers and Owners.	Description.	Quantity.
		Tons cwt. qrs. lbs.
The Imperial Government	Gunpowder in barrels, Gun Cartridges (of various calibre), Small Arm Cartridges, Filled Shell, Fuses, Tubes, and Torpedoes...	55 10 0 0
The Government of New South Wales	Gunpowder in barrels, Gun Cartridges (of various calibre)	32 10 0 0
Merchants	Sporting Gunpowder in canisters	24 0 0 0
Do.	Gunpowder in barrels, for blasting purposes...	173 0 0 0
Do.	Lithofracteur do.	2 0 0 0
Do.	Dynamite do.	1 10 0 0
Do.	Pyrolignoine do.	2 0 0 0
Do.	Gun Cotton do.	0 8 0 0
	Total	290 18 0 0

J. THOS. BLANCHARD,
Ordnance Storekeeper and Barrack Master.

1876-7.

NEW SOUTH WALES.

STORAGE AND TRANSIT OF EXPLOSIVES.

(REGULATIONS.)

Presented to Parliament, pursuant to the 41st section of the Act, 40 Vic. No. 1.

The Treasury, New South Wales,
29th September, 1876.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following Regulations for the purpose of carrying into effect the intention and objects of the "Gunpowder and Explosive Consolidation Act of 1876" (40 Victoria No. 1),—such Regulations to come into operation on and from the 1st proximo.

ALEX. STUART.

REGULATIONS UNDER THE "GUNPOWDER AND EXPLOSIVE CONSOLIDATION ACT, 1876"—(40 VICTORIA, No. 1.)

THE MANAGEMENT AND CONTROL OF ALL MAGAZINES, AND THE STORAGE AND CUSTODY OF EXPLOSIVES.

Magazines and licensed premises subject to Act 40 Victoria, No. 1.

1. All magazines and licensed premises for the storage of explosives and explosive substances, together with the importation, custody, removal, and carriage of the same, are subject to the provisions of the Act 40 Victoria, No. 1, and to such Regulations as may be made with regard to the same by the Governor with the advice of the Executive Council.

The duties of persons in charge of Magazines.

2. Every "Public Magazine" shall be under the general control and management of the Ordnance Storekeeper, but in charge of Foremen or other duly authorized officers. It shall be the duty of the Foreman to be present when the magazine is opened, to superintend the receipt and issue of explosives, &c., and all laboratory operations; to keep a daily journal of all such transactions; to alter as required the tally boards attached to the magazine bays; to exercise a diligent and careful supervision of the duties and conduct of all persons under him; to remain at the magazine during working hours, and on no account to leave it unless on duty or with the permission of his superior officer; to see that the doors, shutters, &c., of the magazine are well secured on leaving off work, and to receive under his charge all keys of the same; and to report generally to the Ordnance Storekeeper all matters relating to his office.

Working hours at Magazines.

3. At all Public magazines the hours of attendance on each working day shall be from 9 a.m. till 4 p.m., unless otherwise ordered; but whenever any explosives or cartridges are being landed from any vessel the magazines shall, if required, be open from 6 a.m. till 6 p.m. for that particular service.

Magazines established.

4. The magazines established as "Public magazines" for the storage of explosives are those at Goat and Spectacle Islands, in the Harbour of Port Jackson, the magazine at Gulgong, and the floating magazine in the Port of Newcastle.

Fires, smoking, &c., prohibited at Magazines.

5. No fires, smoking, or unprotected light will be allowed outside the dwellings of residents at the magazines, in or near any magazine, laboratory, shifting-room, or landing-place, or within the precincts of such magazines; nor shall anyone be allowed to carry about or bring into any magazine lighted tobacco-pipes, cigars, lucifer matches, or anything likely to cause combustion; nor shall any person under the influence of drink be permitted to arrive at, visit, or remain at any magazine, or enter its precincts. Any person in the employment of the department breaking this rule shall be immediately dismissed.

Detonators,

N.B.—A penalty of £20 is imposed by sections 32 and 33 of the Act on persons guilty of some of these offences; and they may be taken into custody forthwith.

Detonators, tubes, fuzes, caps, &c., to be stored apart from explosives.

6. No friction tubes, detonators, percussion caps, fuzes, or ammunition possessing their own means of ignition, shall be kept in any magazine, laboratory, or shifting house where any gunpowder or explosive is stored, or where such substances are under manipulation; but all such articles, either loose or in packages, shall be placed in a secure store by themselves. Officers in charge of magazines will be required to know exactly where each article is stored, so as to be able to find it at once when required on the darkest night.

Lightning-conductors, &c., to be kept in repair.

7. The lightning-conductors must be kept in proper repair, their wells kept constantly full of water; and where a magazine is supplied with a fire-engine or hydrant service, the same must be kept in perfect order, and so lodged as to be always ready and fit for use.

Packages of explosives not to be opened in a magazine.

8. No package must on any account be allowed to be opened or to remain open in any magazine; but when required for use must be taken to the laboratory, after the floors of the same have been carefully covered with a sufficient number of hides or wadmiltits, to prevent loose powder being scattered about. Under no circumstances, however, must more than two packages be kept there at one time. When packages are thus opened the officer in charge must be present, to see that no explosive remains there when the men are not working.

Packages must not be rolled about.

9. The practice of rolling barrels about must not be resorted to, as it tends to cause leakage, injures the powder, and by the friction endangers life and property. In stacking packages in the magazine a space must be left between them and the wall, to allow free circulation of air, which prevents injury from damp.

Breech-loading small arm ammunition not to be broken up nor powder used.

10. Powder, the produce of broken up breech-loading small arm ammunition, must not be stored in any public magazine, or used for any Government purpose; as danger arises from a mixture of the detonating composition with it; and no such ammunition, being Government property, shall be broken up without special instructions. No explosive to be destroyed by fire on any account within the magazine or its precincts or boundaries.

Strangers not allowed admission without authority to a Magazine.

11. On no occasion shall strangers have access to a magazine without proper authority; but when so admitted they must be attended by an officer of the department, whose duty it shall be to see that the necessary precautions have been adopted, and that they have no articles in their possession of a combustible nature, or likely to cause an accident.

Magazines to be watched during the day and night.

12. All public magazines in which explosives are stored shall (unless otherwise provided) be watched by a warder of the department, who must be a special constable, from 6 a.m. to 6 p.m., when he shall be relieved by another warder, who must also be a special constable. The Foreman of the magazine shall occasionally visit such warders to see that they are on the alert and doing their duty.

Laboratory operations,—and clothing to be used.

13. No laboratory operations, if it can be avoided, shall be carried on within 400 yards of the magazine. In all laboratory operations, as well as those connected with the receipt and issue of explosives, the regular winter and summer suits provided for the purpose must be worn, and also magazine shoes of suitable size, so fastened as to prevent sliding or shuffling along the floors or platforms. No person shall be allowed to enter a magazine without changing his shoes; but, if no works are being carried on, goloshes or sewn overboots may be used instead; or a person may be allowed to go barefooted, after carefully wiping his feet.

The floors of Magazines to be free from grit—Floating Magazine.

14. The floors of the magazines, shifting-rooms, and passages must be swept and kept free from gravel, sand, or grit; and previous to explosives being taken into or out of the magazine, the rolling ways and stages must be also carefully watered. The laboratory must be properly cleaned every working day, and watered after any work done therein. The decks of the floating magazine must be swept daily, and washed at least three times a week. The vessel must also be pumped out by the men therein employed at the morning relief. The "danger signal" to be hoisted at sunrise, and replaced at dusk by a signal lamp; a second one being kept in readiness in case of accident to the one in use. The bell to be struck as at a magazine on land, and during thick weather to be sounded at intervals, as is usual on board of vessels underweigh or anchored in the fairway.

Magazines to be properly aired.

15. The magazines must be carefully aired, but always with a due regard to the state of the atmosphere,—such as after rainy weather, dampness arising through excessive evaporation, or during damp north-easterly winds, or on very hot days, when the temperature is internally and externally so great as to cause condensation, &c.—when, in either case, the magazines should be kept closed.

Warder's duties.

16. The warder shall patrol the magazine buildings, and see that the instructions given in regulation 5 are strictly attended to. He must every half-hour strike the bell (giving four blows) during his guard; and every omission of such duty must be noted, and reported by the Foreman to the Ordnance Storekeeper. The warder must not allow any person to come within the precincts without authority—must see that no boats anchor or remain within the proclaimed precincts of the magazine, except those duly authorized, in which case they shall be under his supervision—must hail at night all boats or individuals approaching the magazine—report arrivals and departures to the Foreman—must see that no spirituous liquors are improperly introduced within the precincts by residents or visitors,—and must see that all lights are put out by 11 p.m., except those in the guard-room, the Foreman's quarters, and in the dwellings of such employes as have obtained permission to have lights on account of sickness.

Absentees

Absentees from the Magazine.

17. No employé shall absent himself for a whole night without authority; and all residents must return, unless under special leave, by 10 o'clock p.m., and the names of persons arriving after that hour will be forwarded on the following day to the Ordnance Storekeeper. Particular notice must be taken by the Foreman or warder of the condition of such persons, of their return, and the necessary precaution taken for the safety of the magazine. The Foreman must report to the Ordnance Storekeeper without delay any breach of the regulations by any visitor or resident.

Boats not to be used without special permission.

18. The Government boats must not be used, unless by special permission, or other than legitimate work, and when not required they must be well secured. The boatmen of the day will always be required to convey on shore, or back to the magazine, the residents of the magazine at which they are stationed, as also their friends, and others landing by authority; all of whom must conform to the regulations, otherwise they shall be removed. No boat to be used on any pretence whatever without the sanction of the Foreman, who, if he has reason to suspect that spirituous liquors are introduced or improperly kept, may visit and search the quarters of any resident; such proceedings to be reported to the Ordnance Storekeeper as early as possible.

Undergrowth, &c., not allowed at Magazines.

19. No undergrowth must be allowed to accumulate within the precincts of the magazine; nor will any shrubs or cultivation of any kind be permitted in or near the magazine enclosures; and no animals must be allowed within the said enclosures.

Thunderstorms, gales, and rain—Magazines to be at once closed and secured.

20. On rain threatening, or on the approach of a thunderstorm or a gale, any delivery of explosives or cartridges must cease at once, and the magazines be immediately closed and made secure. In the event of any other unforeseen cause of alarm arising, such as a fire breaking out in the vicinity of the magazines, the warder must give the alarm by ringing the bell. Particular attention must always be given to any of the foregoing causes of alarm; and on hearing the first clap of thunder, or on seeing a flash of lightning, although the storm may be then at a great distance, all hands on or off duty must at once repair to the officer in charge; who will adopt such precautionary measures as he may deem expedient for the safety of the magazine. Any extraordinary circumstances arising must at once be brought under the notice of the Foreman by the warder or other employé of the magazine.

Coverings authorized.

21. In all magazines the coverings shall consist of wadmiltits, hides, hair-cloth, or thick plain canvas.

IMPORTATION AND EXPORTATION OF EXPLOSIVES, AND THE PRECAUTIONS TO BE USED IN CONVEYING THEM.*Fires, lights, &c., not to be used when discharging and receiving explosives on board vessels.*

22. Before opening the hatches of a vessel or lighter, loading or unloading explosives or cartridges, all fires must have been extinguished at least one hour; and must be kept extinguished, until the hatches are again securely closed and covered. Whilst the loading or unloading of explosives is being carried on, or whilst they are in course of transit, no smoking shall be allowed in the vessel or lighter. The use of tobacco pipes, lucifer matches, lights, greased rags, or anything likely to cause ignition or spontaneous combustion, shall not be permitted on board any vessel engaged in such operations. All iron work or steel, over which explosives or cartridges are passed, must be covered with the authorized coverings, and lowered upon a cushion stuffed with white oakum, and covered with leather. Any person under the influence of drink, whilst this work is being carried on, must be kept under restraint, and if in the employment of the Government he shall be dismissed.

The holds of lighters to be carefully examined.

23. Previously to receiving explosives on board a lighter, special care must be taken by the officer in charge to examine the hold of the same. He must also see that it is swept clean, is free from grit and dust, and in a fit state to receive the explosives.

Restrictions when loading and unloading vessels with explosives.

24. Persons having in their possession any of the articles forbidden by any of the foregoing Regulations, shall neither be allowed to board nor to quit any vessel or lighter when loading or unloading explosives or cartridges. Steam vessels, or vessels with fires on board, passing at the time explosives are being loaded or unloaded, must at once be ordered to keep at least 200 yards off. In stowing explosives in the hold of the lighter the packages must be carried, and on no account rolled over each other. After all explosives have been discharged from the vessel, the coverings used must be removed, and the hold carefully cleaned out and freed from loose explosives. The officer in charge must see that the hatches of all boats, that leave either the magazines or vessels discharging with explosives on board, are well secured and covered over. When boats are anchored off a magazine, awaiting discharge, they must not be boarded at any time without permission; and on the approach of a thunderstorm, rain, or a gale, the precautions specified in regulation 20 must be adopted.

Clothing to be worn when shipping explosives.

25. All persons employed in loading and unloading explosives or cartridges must use magazine shoes, or goloshes, or go barefooted, and also wear the clothing provided for their use whilst so engaged.

Leaking and insecure packages how to be dealt with.

26. Packages of explosives or cartridges that are insecure or leaky must be put in a bag; but, if so damaged that the contents would be likely to cause an explosion in re-packing, the damaged packages must be forthwith thrown into the sea. Full particulars of such destruction must be reported as early as possible by the officer in charge to the Ordnance Storekeeper. Before a package is taken into a magazine it must be carefully examined to see that there is no iron or steel in or about it, or anything likely to cause explosion or spontaneous combustion.

Tools

Tools to be used.

27. All tools used in opening, securing, or removing packages containing explosives or cartridges must be made of copper, bronze, brass, gun-metal, or wood.

Vessels arriving in the Port of Newcastle.

28. On the arrival of a vessel in the port of Newcastle with explosives or cartridges on board, a Pilot-jack shall be hoisted at the main-mast head, and kept flying until the same have been wholly discharged. She must either anchor close by, or make fast to, the moorings laid down for the purpose; and there discharge all explosives or cartridges on board into the floating magazine, between the hours of 6 a.m. and 4 p.m. The necessary precautions in so doing must be strictly observed, so as to render the chance of explosion as remote as possible.

Special application to the Ordnance Storekeeper must be made for permission to transfer to the floating magazine any other explosive than gunpowder.

THE FLAG TO BE USED AS A DANGER SIGNAL.*Danger signal.*

29. In all cases where explosives or cartridges exceeding 50 lbs. weight are removed by land or water, the boats or vans conveying the same shall display a "danger signal;" which must be a red flag not less than 3 feet by 2 feet, with the word "Danger" painted or sewn on it, in black or white letters not less than 6 inches long. Such "danger signal" must be made of sheet zinc, tin, wood, or bunting.

THE REMOVAL AND CARRIAGE OF EXPLOSIVES BY LAND AND WATER.*Explosives not exceeding 100 lbs. may be conveyed by dealers.*

30. Explosives not exceeding 100 lbs. in weight may be conveyed by dealers within the City of Sydney at any time before 10 o'clock a.m., if properly secured and covered with the authorized coverings, and provided the other precautions required by the Act and Regulations are duly observed. All packages containing loose explosives for blasting or sporting purposes, when so removed, must be placed in bags or sacks to prevent leakage.

Applications for deliveries from Magazines.

31. Applications for the delivery of explosives from a public magazine must be made to the Ordnance Storekeeper, in the prescribed form, which can be obtained on application to that officer, and must be accompanied by the certificate of deposit. Before delivery can be obtained, the storage rent, and all lighterage fees and transport charges, &c., must be paid. Delivery shall thereupon be made in the City of Sydney (if the quantity exceeds 100 lbs. weight) by Government boats and vans to the persons duly authorized to receive the explosives. Cards of address must be given for each package before 3 p.m. on the day previous to delivery. A sober and trustworthy man must be in attendance at the place of delivery to receive the packages before 7.30 a.m. No insecure package to be given out of the magazine on any account.

Applications for permits.

32. Persons applying for permits for the delivery of explosives in the City of Sydney shall enter the detail of the permit in the delivery-book, in the presence of an officer of the department, who will forward the same to the Foreman of the magazine where such explosives are stored, so as to ensure a fair turn of delivery to each applicant (as the boats and carts will be limited to the carriage of (2) two tons). Masters of lighters will be held responsible for the due delivery of the explosive to the Government carters at the proclaimed wharf at 7.30 a.m. The carters will be held responsible for the safe delivery by 10 a.m. of all explosives thus landed to the persons to whom the packages are addressed, and from whom they must obtain proper receipts for such delivery. The clothing prescribed for the purpose must be used by the Government carters, who must see that all the precautions necessary to prevent explosions are adopted. They must not have anything in their possession likely to cause explosion or spontaneous combustion.

Short deliveries to be first in turn the following day.

33. Where an unfinished or incomplete delivery has been made on any day's order, through an over-demand, the order shall be completed on the next day of delivery. Any mistake, non-delivery, late delivery, or carelessness, must be at once reported in writing to the Ordnance Storekeeper, as no notice will be taken of verbal complaints.

Fees not to be given to employés.

34. Fees must on no account be taken by any employé of the Ordnance Department. Offenders in this respect render themselves liable to instant dismissal.

Explosives for transmission by Railway.

35. Every dealer requiring explosives delivered at Darling Harbour, Sydney, or at the Pilot Boat Harbour, Newcastle, for transmission by railway on the days appointed by the Railway By-laws for the purpose, must supply bags, and the necessary fastenings for them, to the Foreman of the magazine the day before delivery is wanted; so that the packages may be placed in them at the magazine. Each consignor must also depute a trustworthy and sober man, who shall be under the orders of the officer in charge, to assist in the delivery, and give the necessary receipt for the same. Such person will be required also to prepare the necessary way-bill; without which the explosive may be returned to the magazine, and treated as a fresh importation and subject to the usual charges thereon.

Conveyances to be used when the prescribed vans are not procurable.

36. In parts of the Colony outside the city of Sydney, or within the boundaries of any city or town to be hereafter proclaimed, where it is found impracticable for explosives to be removed in the vans prescribed by the Act, they may be carried in open vans, drays, or waggons; but the owners of such conveyances must provide and use the authorized coverings in so doing. The packages thus carried must be secured in bags, and so fastened as to prevent leakage. They must also be stowed apart from lucifer matches, oils, or anything liable to spontaneous ignition,—kept from contact with iron or steel, and so packed

packed as to be accessible, in case of fire, for immediate removal. Similar precautions must be taken by contractors or others when explosives only are conveyed by them; and due notice must be given by a consignor to the consignee of such removal, with a view to its immediate storage after arrival in the registered premises.

THE SIZE AND DESCRIPTION OF BOATS TO BE USED IN TRANSPORTING EXPLOSIVES BY WATER, AND THE MANNER IN WHICH SUCH BOATS SHALL BE CONSTRUCTED AND FITTED UP.

37. Boats that are specially intended for the transport of explosives must be built and fitted according to plans and specifications approved of by the Ordnance Storekeeper. Every such boat must have a mast with yard-arm attached, to be used as a lightning conductor, which must always be fixed, when the boat is moored with explosives on board. Lighters employed under contract must be provided with a sufficient number of the authorized coverings, to secure the packages of explosives on board from contact with anything likely to cause explosion or spontaneous combustion. No cooking stoves or firing will be allowed on board such vessels.

FOR THE STORAGE AND REMOVAL OF EXPLOSIVES FOR PUBLIC WORKS OR MINING PURPOSES.

Store for miners and public works, and where disallowed.

38. The quantity of any explosive which shall be allowed to be stored at one time in any "registered premises," for public works or mining purposes, will depend on the nature of the building or premises provided for storage of the same. Explosives must not, however, be stored in any place near to which any persons are employed. In premises, registered for the storage of any explosive, no tools must be used other than those described in regulation 27; and the removal of explosives from such premises must be conducted in the manner prescribed by regulation 36.

Description of a suitable storehouse at mines, &c., for explosives.

39. The store intended for the storage of explosives, for the use of miners and quarrymen, must be well and substantially built of brick, stone, or concrete, or excavated out of solid rock, or any substance not liable to ignition. It must also be so constructed and closed, as to prevent unauthorized persons having access thereto. To secure it from danger from without, no iron or steel must be exposed. When the store is not lined inside with wood, the packages of explosives must be kept in bags; and where practicable, the store should be fitted with a lightning conductor. Fires or lights unprotected, lucifer matches, or anything liable to rapid ignition or spontaneous combustion, must not be allowed in or near a building or premises registered for the storage of explosives. All such stores must be in detached buildings or premises, with the word "Gunpowder" painted thereon; and must always, when practicable, be enclosed with a close fence.

THE DUTIES OF INSPECTORS OF MAGAZINES.

40. The Inspectors of Magazines shall, under the control of the Ordnance Storekeeper, inspect periodically, or when required, all public and licensed magazines or registered premises, and see that the provisions for the storage and conveyance of explosives are duly carried out, and that every necessary precaution in connection therewith is exercised. They shall also report to the Ordnance Storekeeper, on the suitability of the building or premises proposed to be used for the storage of explosives, whether as licensed magazines or registered premises. The Inspectors should as far as practicable also be present, when explosives are being received and delivered at the public magazines, or when they are landed in Sydney for local consumption, or transmission by railway. They must also inquire into the general and particular management of magazines and registered premises, and furnish reports of all inspections to the Ordnance Storekeeper, for the purpose of being transmitted to the Minister.

MISCELLANEOUS.

Notice to masters of vessels.

41. Notice shall be given in the Harbour Regulations, directing the master or other officer of every vessel, arriving with explosives exceeding 12 lbs. weight on board, to deliver the same immediately to the Ordnance Storekeeper, and directing attention in other respects to the provisions of the "Gunpowder and Explosive Consolidation Act 1876," and the several Regulations made thereunder.

Small arm rifle cartridges.

42. Small arm rifle cartridges (not being explosives within the meaning of the aforesaid Act) not exceeding 50 lbs. weight, may be forwarded by steamers, carrying passengers, to any port or place, where there is no other available communication. They must, however, be placed on board such steam-vessels at the wharf, and must be securely packed in tin-lined cases, or if such be sent packed in a barrel, the same shall be placed in a bag. No danger-signal is necessary. When explosives have to be shipped under the 14th section of the Act, application must be made in the prescribed form to the Ordnance Storekeeper, and if approved it must be forwarded to the Collector of Customs, who will authorize the shipment.

Construction of buildings for compartments of registered premises.

43. All compartments of registered premises shall be called "danger bins"; and must be well closed and be substantially built of brick, stone, or concrete, or excavated out of the solid rock, or may be constructed of any substance not liable to ignition; and must be so constructed and closed, as to prevent unauthorized persons having access thereto. To secure such compartments from external danger they

must be lined inside with wood, and on no account shall iron or steel be allowed therein. They must also be kept free from grit, gravel, or sand, and be regularly and carefully swept, and nothing allowed to be brought in, or remain therein, likely to cause ignition or spontaneous combustion. If found necessary a lightning-conductor must be attached to the buildings or premises, in which such compartments are constructed. No person under the age of sixteen shall be permitted to enter such compartment, unless under the care of a responsible person. Compartments for the storage of explosives must be in that portion of the registered premises in which there is the least traffic, and must also be as remote from fires, lights, &c., as possible. No fire, lights, or lucifer matches, must ever be allowed in these compartments.

N.B.—Any person smoking, or bringing matches into any "registered premises," is liable by section 40 to a penalty of £50.

Licenses to be granted.

44. All licenses and certificates granted under the Act shall be issued by the Ordnance Storekeeper, and signed by him or the Colonial Treasurer, and will be valid only for the persons named therein, and for the quantities of explosives therein specified. Upon any wilful neglect of any of the provisions of the Act, or of any regulation made under its authority, licenses may be declared forfeited by two Justices; who may also impose a penalty of £10 for every day during the continuance of any such negligence.

Manufacturers of fireworks and cartridges.

45. Manufacturers of cartridges, fireworks, and other dangerous forms of explosives for sale, must apply to the Ordnance Storekeeper for permission to carry on their operations. On receipt of such application that officer shall himself inspect, or else direct the Inspector of Magazines to inspect, the premises wherein it is proposed to manufacture these articles; and upon being satisfied that all the precautions necessary to prevent explosions or accidents have been duly taken, the permission sought for may be granted by the Colonial Treasurer, by a "special license."

Storage of mechanically and chemically prepared explosives.

46. No mechanically prepared explosive, exceeding 25 lbs. weight, shall be stored with explosives chemically prepared; unless found on analysis (the expenses of making which shall be charged to the owner thereof) to be composed of an ingredient or ingredients, certified as not being liable to spontaneous combustion, or subject to the influence of sudden or atmospheric changes. When found dangerous, every explosive, whether mechanically or chemically prepared, must be placed in separate compartments or buildings, at distances not less than 10 feet apart from each kind of explosives.

Definition of Magazines, licenses, and Certificates of registered premises.

47. A "Public Magazine" shall mean those buildings now used as such at Goat and Spectacle Islands, and at Gulgong, together with the Floating Magazine at Newcastle, as well as any other buildings, premises, or floating hulks, which may be hereafter proclaimed as Public Magazines by the Governor. A "Licensed Magazine" shall mean any building or premises which has been inspected and recommended as suitable for the storage of explosives, and which has been approved by the Minister. "Licensed Magazines" shall be managed and be under the control of the person licensed to keep the same; who will be held responsible for the due observance of the several provisions of the Act, and the Regulations made thereunder. By a "Special License" shall be meant a license, to store explosives in a building, which has been approved by the Minister or the Ordnance Storekeeper, for the purposes provided for by section 27 of the Act aforesaid. An "Ordinary License" shall mean a license, authorizing any person to deal in explosives, subject to all the conditions made in respect to dealers. "Registered Premises" shall mean such premises, and compartments of premises, as are set apart for the storage of explosives, and which have been inspected by the Inspector of Magazines, approved by the Minister, and registered with the Ordnance Storekeeper, in the manner prescribed by the 39th and 40th sections of the Act.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GERARD KREFFT.
(PETITION OF.)

Ordered by the Legislative Assembly to be printed, 20 December, 1876.

To the Honorable the Speaker, and to the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Gerard Krefft, of Kellett Cottage, Kellett-street, in the city of Sydney,—
RESPECTFULLY SHOWETH:—

1. That your Petitioner is a dutiful and loyal subject of Her Most Gracious Majesty the Queen.
2. That on the 27th day of last July your Honorable House was pleased to appropriate the sum of one thousand pounds "to meet the claim put forward by Mr. Gerard Krefft to the salary of the Curator, from 1st August, 1874."
3. That soon after the Appropriation Act passed, in August last, your Petitioner applied to the Honorable the Colonial Treasurer for payment of this sum, and was prepared to give a receipt in the terms of the Vote passed by your Honorable House.
4. That payment was put off from day to day, and from week to week, on various grounds.
5. That at last, on the 27th September, your Petitioner was called upon by the Crown Solicitor to sign a bond, by which he would have solemnly bound himself never to institute any legal proceedings against any person or persons who had been Trustees of the Australian Museum during his residence there.
6. That having exhausted every personal effort to obtain payment, your Petitioner resorted to the Supreme Court.
7. That the Supreme Court could not afford him redress, because your Petitioner could not show that the law requires or authorizes the Honorable the Colonial Treasurer to pay your Petitioner any sum, the said appropriation of £1,000 not being set forth in the Appropriation Act.
8. That your Petitioner most reluctantly ventures to trouble your Honorable House upon a matter which has already engaged so much of your attention, but no other course is open to him. If your Honorable House does not think fit to interfere in your Petitioner's behalf, he must resign all hope of obtaining any redress for the wrongs and injuries he has suffered as a servant of the Government.
9. That your Petitioner humbly prays that your Honorable House may be pleased to take the foregoing into your favourable consideration, and to make such order thereupon as your Honorable House deems just and necessary. And your Petitioner, as in duty bound, shall ever pray.

Kellett Cottage, Kellett-street,
Sydney, December 19th, 1876.

GERARD KREFFT.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HENRY JAMES COLLAREY.

(PETITION OF.)

Ordered by the Legislative Assembly to be printed, 16 January, 1877.

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

The humble Petition of Henry James Collarey, of Woonona, in the Colony of New South Wales, telegraph line contractor,—

SHOWETH :—

1. That your Petitioner has suffered great injustice by the cancellation of his contract for erecting the line of telegraph from West Kempsey to Grafton, by way of the Nambucca and Bellinger Rivers, work to be carried out in two sections simultaneously.

2. That on the sixth day of September, one thousand eight hundred and seventy-five, the contract to do this work was signed.

3. That on the eighth day of December, one thousand eight hundred and seventy-five, your Petitioner commenced work at the Macleay Heads, under instructions from Mr. Cracknell, the Superintendent of Telegraphs.

4. That this route would have carried the line through lightly-timbered country and been more easy of construction. On this route the work was being proceeded with so satisfactory as to warrant your Petitioner in concluding it would be completed in the specified time.

5. That about the nineteenth day of January, one thousand eight hundred and seventy-six, Mr. Harrison, the Government Inspector, ordered a deviation of the route so as to carry the line about 6 miles inland. This deviation required the line to pass through heavily timbered country, consequently more labour was required to do the work than your Petitioner could readily obtain.

6. That about the twenty-eighth day of February, one thousand eight hundred and seventy-six, your Petitioner received instructions to lose no time (from Mr. Cracknell) in pushing on the work at Grafton section.

7. That on the eighth day of March, one thousand eight hundred and seventy-six, your Petitioner proceeded with men to commence operations there, and on the twentieth of that month had forty-eight men with a competent overman capable of completing six miles a week on this section.

8. That about the twenty-first of the said month of March, your Petitioner received instructions from the Government Inspector to erect no poles till he returned.

9. That on the return of the Government Inspector (Mr. Harrison) your Petitioner had to remove the men back 13 miles for the purpose of erecting those poles, and doing other work that he (Mr. Harrison) ordered not to do till he returned, and through which your Petitioner suffered great loss through the neglect of the Government in not leaving an officer in charge of the works, and was obliged to discharge a number of his men.

10. That about the ninth of May this Mr. Harrison returned to the Grafton section and falsely represented himself as Mr. Jones, manager, and on the twentieth of the same month or thereabouts the said Mr. Harrison, representing himself as such, discharged your Petitioner's overman without any reference to your Petitioner, and falsely stated that your Petitioner's contract had been cancelled and given to Mr. Jones, whose manager he (Mr. Harrison) was. A further delay was caused by this Mr. Harrison, who also dismissed a number of labourers on his own authority, and his progress was so slow as to warrant the cancellation of his contract.

11. That about the eleventh day of the said month of May your Petitioner visited the Macleay section, and found works stopped and all materials removed several miles from off the line, and learned with surprise that this had been done on the authority of the said Mr. Harrison, who had stated that your Petitioner had been deprived of the contract, and through which your Petitioner was obliged to proceed to Sydney to learn if Mr. Harrison's statements were true, but found on inquiry that they were false; and your Petitioner then applied for and obtained an extension of contract time.

12. Your Petitioner then returned to Grafton section, but finding Mr. Harrison in charge proceeded to the Macleay section in order to hasten progress. As soon as your Petitioner reached Macleay section he used every effort to make rapid progress, but Mr. Harrison stopped work at the Grafton section without your Petitioner's knowledge or consent, nor did your Petitioner know the works were stopped until your

Petitioner received notice from the Acting Superintendent of Telegraphs that he had recommended cancellation of your Petitioner's contract for stopping works at Grafton section without his consent. But your Petitioner humbly submits that your Petitioner did not stop the works, but they were stopped by Mr. Harrison, and it was he who had recommended to the Acting Superintendent of Telegraphs the cancellation of contract of your Petitioner, and your Petitioner at once proceeded to Sydney to learn the truth of it, and found that such was the case, and through such cancellation your Petitioner sustained considerable loss and damage.

13. That your Petitioner refused to surrender his said contract, as he could prove by numerous disinterested witnesses resident in the neighbourhood that your Petitioner's contract was progressing at a rate that would justify the completion of the said contract long before the time of extension if the Government had complied with their usual conditions.

Your Petitioner therefore most humbly and respectfully prays your Honorable House to take his case into your favourable consideration, and grant to your Petitioner the justice which the nature of your Petitioner's case may demand.

And your Petitioner will ever pray, &c.

HENRY JAMES COLLAREY.

Dated at Sydney, this 10th day of January, A.D. 1877.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MASTERS AND SERVANTS ACT.

(SERVICE OF SUMMONSES UNDER, BY THE POLICE.)

Ordered by the Legislative Assembly to be printed, 4 June, 1877.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 29th May, 1877, praying that His Excellency the Governor will be pleased to cause to be laid upon the Table of this House,—

“Copies of all Correspondence that took place in the year 1870 between the Departments of the Colonial Secretary and Inspector General of Police and any other Department, together with all other Documents and Minutes, including the opinion of the then Attorney General, relating to the serving of Summonses by the Police under the Masters and Servants Act.”

*(Mr. Macintosh, on behalf of Mr. Jacob.)***SCHEDULE.**

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MASTERS AND SERVANTS ACT.

No. 1.

The Inspector General of Police to The Principal Under Secretary.

Sir, Police Department, Inspector General's Office, Sydney, 4 May, 1870.
The subject mentioned in the accompanying copy of a report from Superintendent Zouch is one of some importance now that the Police Force has been so greatly reduced. I have, therefore, to suggest that reference be made to the Crown Law Officers on the subject, and if no legal objection presents itself, that a circular be issued to the various Benches, directing that in such cases the parties interested be compelled to serve the summonses in order to relieve the police of a duty they should not I think be expected to perform.

I have, &c.,

JNO. M'LERIE,

Inspector General of Police.

[Enclosure in foregoing.]

Mr. Superintendent Zouch to The Inspector General of Police.

Sir, Police Department, South-eastern District,
Superintendent's Office, Goulburn, 3 May, 1870.
I beg to point out that a great deal of the time of the police in country districts is taken up in serving summonses for recovery of wages under the Masters and Servants Act. Now as this appears to me to come more under the head of a civil process, and not properly appertaining to police, perhaps you will be good enough to obtain the opinion of the Attorney General on the matter.

The Magistrates in this district, at my suggestion, generally direct complainants to serve their own summonses, but if they were compelled to serve them, it would lighten considerably the duties of the police with little or no hardship to themselves, as they generally return to their service, or the neighbourhood, until the cases are disposed of.

I have, &c.,

HY. ZOUCH,

Superintendent.

No. 2.

Minute of The Colonial Secretary.

THE opinion of the Crown Law Officers may be invited on the question raised.—C.C., 6 May, 1870.

The Under Secretary to the Law Department.—H.H., B.C., 7 May, 1870.

No. 3.

Minute of The Attorney General.

I THINK the police ought to be relieved of this duty. As observed by Mr. Superintendent Zouch, the summonses under the Masters and Servants Act comes more properly under the head of civil process, and does not appertain to police. I think therefore that a circular should be issued to the various Benches upon the subject, informing them that the police are no longer to be expected to serve summonses under the Masters and Servants Act, but that such summonses should be delivered to the complainants for service by themselves or their agents, unless there be in any particular case special grounds satisfying the Justices that the assistance of the police is necessary or expedient.

W. M. MANNING,

Attorney General.

The Under Secretary, Colonial Secretary's Department.—W.E.P., B.C., 14/5/70.

No. 4.

Minute of The Colonial Secretary.

A CIRCULAR may be prepared as advised, and the Inspector General of Police informed.—C.C., 16 May, 1870.

No. 5.

Circular Letter to Benches of Magistrates.

(Circular, 70-3,619.)

Gentlemen,

Colonial Secretary's Office, Sydney, 6 July, 1870.

Attention having been called to the circumstance that much of the time of the police in country districts is taken up in serving summonses for the recovery of wages under the Masters and Servants Act—a matter which comes more properly under the head of civil process, and does not appertain to police,—I am directed by the Colonial Secretary to inform you that the police are no longer to be expected to serve summonses under that Act; but that such summonses should be delivered to the complainants for service by themselves or their agents, unless there be in any particular case special grounds satisfying the Justices that the assistance of the police is necessary or expedient.

I have, &c.,

HENRY HALLORAN.

No. 6.

No. 6.

The Principal Under Secretary to The Inspector General of Police.

Sir,

Colonial Secretary's Office, Sydney, 6 July, 1870.

In acknowledging the receipt of your letter of the 4th May last, with its enclosure, recommending that the police should be relieved from the duty of serving summonses for the recovery of wages under the Masters and Servants Act,—I am now desired by the Colonial Secretary to forward herewith, for your information, copy of a circular which has, after reference to the Attorney General and in pursuance of his opinion thereupon obtained, been this day addressed to the different Benches of Magistrates throughout the Colony, directing the discontinuance, except under special circumstances, of the practice in question.

Circular, 6 July, 1870.

I have, &c.,

HENRY HALLORAN.

[3d.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. WILLIAM PITT WILSHIRE.

(PETITION OF.)

Ordered by the Legislative Assembly to be printed, 19 September, 1877.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales.

The Petition of William Pitt Wilshire,—

HUMBLY SHOWETH :—

That on 25th August last, your Petitioner was charged with assaulting, &c., one Albert Packer ; and Wm. H. H. Becke, Esq., Justice of the Peace and Clerk of Petty Sessions at Windsor, granted a warrant for the arrest of your Petitioner.

That at 9 o'clock at night of the said 25th ultimo, a sergeant and policemen came to the residence of your Petitioner, at North Richmond, and whilst your Petitioner was in bed in an attic room a warrant was read from the outside of the house below, and a demand made that your Petitioner should accompany such person or persons to Windsor, a distance of fourteen miles, to which your Petitioner demurred, and would not come down or surrender, stating that a warrant was unnecessary, and that a summons was sufficient to bring him at any time, and that he had only acted in self-defence in his own house against A. Packer, and in defence of his property from demolition, and was unconscious of having violated any law therein.

Your Petitioner also informed the police that he would not admit them into his house, but that they could force the door, which they accordingly did.

Your Petitioner did not arise or descend from his room until about 3 o'clock on Sunday morning, the 26th August, when he first saw the police in his house.

Your Petitioner now humbly submits to your Honorable House that the issue of the said warrant was uncalled for, and wholly unnecessary, and he believes was issued more in a spirit of ill-feeling towards your Petitioner, and to degrade him, than in furtherance of the ends of justice, and was therefore an unjustifiable outrage on his personal freedom, and precluded your Petitioner from obtaining bail in consequence of its being Sunday morning.

Your Petitioner further respectfully submits, that he has been for some time past exposed to the constant and persistent aggressiveness in various ways by several persons, including John Michael M'Quade, Esq., Justice of the Peace, and Visiting Justice of the Windsor Gaol, and especially by your Petitioner's tenant, Austin Slattery, together with Albert Packer, who, at the instigation of the said Austin Slattery, as Petitioner believes, waylaid Petitioner with a double-barrelled gun, which was fired several times whilst Petitioner was returning to his house on the night of the 21st August last, and on the 25th afterwards attempted to dispossess your Petitioner of his house and grounds by a fraudulent paper, witnessed by Austin Slattery, and also by physical force eject your Petitioner from his homestead, all of which your Petitioner has reported to the Inspector General of Police, in various letters extending over a period of about four months, commencing from 7th May last, and also other letters to the Honorable F. B. Suttor, late Minister of Justice, of and concerning which your Petitioner prays relief, and that he may be heard personally at the Bar of your Honorable House.

And your Petitioner will ever pray.

WILLIAM PITT WILSHIRE.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEW GUINEA EXPLORATION.

(EXTRACT FROM THE LOG-BOOK OF THE STEAM-LAUNCH "NEVA.")

Ordered by the Legislative Assembly to be printed, 30 January, 1877.

Signor L. M. D'Albertis to The Colonial Secretary.

NEW GUINEA EXPLORATION.

Extract from the Log-book of the steam-launch "Neva."

I LEFT Sydney on the 20th of April, 1876, in the mail steamer "Brisbane" for Somerset, with Mr. Hargrave, the engineer, Moreman, a sailor, and Mr. Wilcox. I expected to get some native troopers from the Government at Brisbane (Queensland), but felt much disappointed that from the great demand for the police at Cooktown none could be spared, but on my arrival at the last-mentioned town I succeeded in engaging six coloured men.

- May 1st. Arrived at Somerset, and disembarked the "Neva" safely.
- 2nd to 5th. We were employed in fitting out the "Neva."
- 6th. Left Somerset at 2 p.m. on a trial trip, under a steam pressure of 30 lbs., proposing to visit Mount Adolphus Island, but the wood we used being wet we stopped at Muddy Bay until we had attained a power of 40 lbs. steam pressure, when we started for Cape York Island, and anchored at 4.15 p.m. west of Cape York; cut wood, and remained for the night.
- 7th. Passed the day on shore; the bilge water was very offensive on board the "Neva," and discoloured the paint.
- 8th. Left Cape York at 11 a.m., under a steam pressure of 40 lbs.; passed east of Albany Island and anchored at Somerset at 1.30 p.m. For five miles we had a current in our favour, and for three miles the current was against us, but the sea was calm.
- 9th to 11th. Engaged in completing the arrangements and stowage of the "Neva."
- 12th. Purchased two tons of coal from the steamer "Bowen," and was annoyed by some of the men getting drunk.
- 13th and 14th. Engaged in loading the "Neva."
- 15th. Was informed that Moreman was unwilling to go with the expedition, as higher wages had been offered to him. I therefore proposed to Moreman to discharge him on condition that he repaid the money I had advanced to his wife, and his passage money from Sydney, but he replied that it was his intention to go with the expedition.
- 16th. Moreman left last night. I was told he left with Captain Hovell on board his vessel.
- 17th. Moreman has not been seen in Somerset.
- 18th. Called on the Police Magistrate for a warrant to be issued against Moreman. The weather being fine and calm, I left Somerset at 1 p.m. and anchored at Harvey Rocks. Some of the bars of the furnace melted, so that we had to lessen our steam and help with the sail. Mr. Hargrave had an attack of fever.
- 19th. We left our anchorage at 7 a.m., and anchored at 10.15 at Long Island, where we remained all day and night—the engineer still continuing ill. The weather was very fine.
- 20th. Started at 7 a.m. and steamed until noon, and then sailed until 5 p.m., for we could not get fresh water at Long Island.
- 21st. We left at 7 a.m. under steam; at 9 a.m. saw the schooner "Pacific" at anchor on the Warrior Reef; we steered towards her, as she had some coal, rice, and biscuits on board for us; at 10 a.m. we went on board the schooner and received our supplies, and then left for Katow at 10.30 a.m.; being over the coral reef and having no chart we had some difficulty in keeping ourselves clear of accidents. Following one of the pearl fishing boats we sighted the coast of New Guinea, and landed at Katow at 3.30 p.m.; being desirous of procuring a pilot to Kiwai. Maino, his son, and another young native promised to go with me to-morrow to Kiwai.
- 22nd. Early this morning I landed again at the village Moatta, and found that Maino, his son Waruki and Dawan were ready and willing to accompany me as pilot to Kiwai. We left at 9 a.m. for Bristow Island, about 2½ miles from the main land, found a good channel from 3 to 7 fathoms deep. About 1 p.m. we were abreast of a coral reef east of Bristow Island, passed about a mile from the reef at low-water and found from 4 to 5 fathoms; after clearing the reef steered for Bampton Island, named by the natives Parama. At 4.30 p.m. we sighted Breakfast Island, named by the natives Mibu; at 7.15 p.m. anchored 3 miles south of this island in two fathoms water.

- May 23rd. At dead low-water, during the night the "Neva" struck the bottom, which being rocky occasioned some alarm, but fortunately the steamer received no injury, it being very calm at the time. At 7:30 a.m. we left for a small village at Kiwai Island, south-east of Mibu, named by the natives Tzamari, and anchored in front of the village about a mile from the shore on account of a mud flat. At 3 p.m. went on shore with the Moatta people; we were well received, as the natives are on good terms with the above people; they were ready to sell provisions in any quantity, consisting of pigs, bananas, yams, and cocoa-nuts, the medium of exchange being tobacco; so having loaded the dingy with a large stock of provisions we had to refuse to purchase any more. Remained at our anchorage all night.
- 24th. We had a strong breeze during the night with heavy rain in the morning, but it cleared up and became very fine during the remainder of the day. A few miles above Tzamari we found the water fresh. We passed close to some islands opposite to Kiwai Island and found a good channel 5 fathoms deep and shoaling to 1 or 2 fathoms, but it is very probable that we had got out sometimes from the proper channel. Anchored at 11:30 a.m. opposite a village at Kiwai named Para by the natives; this village can be readily recognized by some lofty trees which are very remarkable by being flat on the top. We found the current here ran from 4 to 5 knots an hour. The natives of this village did not come to us, and we saw only a small canoe in which were two men far away. Landed on an island opposite the village to cut wood, which we named Hixson Island.
- 25th. Left Hixson Island at 7:30 a.m., but the wood being wet we made but slow progress, but derived some assistance from our sail. After clearing Kiwai we had a fresh south-east breeze and made good speed. Passed Attack and Long Island without seeing any natives, and I made at this part some alterations in the chart planned in the former voyage of the "Ellangowan." We were in a good channel of from 5 to 7 fathoms deep. Passed on the left close to an island which judging from its vegetation is of recent formation; this was named Bennett Island. We now got into shallow water, but close to Canoe Island, there is a channel of 7 or 8 fathoms; anchored at the same place as when in the "Ellangowan." We have not yet seen any natives.
- 26th. This morning about 7 a.m. two canoes were seen about a quarter of a mile from the "Neva"; a short time after three more appeared behind but kept at a distance; we made signs and held out baits to them by waving red calico and called to them, but it was of no use. At 8:30 a.m. we raised the anchor, and the noise of our whistle and steam caused them to take flight, and to enable them to pull faster they left some of the canoe fittings behind; they were not armed or attired in their war dresses. I regretted we could not communicate with them, as they seemed to me to be the same people by whom we were well received in the "Ellangowan." We tried to pass close to the village on the main land west of Canoe Island, but we were obliged to stop at noon as we found we had got into shallow water and had but little steam from the wood being green. About this place are many sand-banks, dry at low water and difficult to cross. It was at this place the "Ellangowan" struck. I believe that when the river is properly surveyed, a safe and deeper channel will be found nearer to the eastern bank. At 5:30 p.m. we reached Howling Point, where, in the voyage of the "Ellangowan," we had seen natives; we, however, did not see any to-day, but heard the dogs barking and saw some smoke. At dark we sent up some rockets and made some experiments with a combination of the dynamite with the rocket, which consisted of inserting the fuse of a cartridge of dynamite into the body of the rocket. The first trial was unsatisfactory, as probably the rocket exploded before the fire had communicated with the fuse. The second time was a success, proving the possibility of sending a cartridge of dynamite to a great distance and which will explode after the rocket is spent. The time for the explosion of the dynamite may be regulated by the length of fuse. It is wonderful the effect it produces at night, hearing the heavy report of the dynamite after the explosion of the rocket and its shower of fire. We did not expect that the natives would venture to attack us this night. The day had been very fine.
- 27th. We did not see any fires on the land last night, nor did any natives make their appearance this day. We left at 11 a.m., but the strength of the current obliged us to stop and wait the rising of the tide. The second time we stopped at an island, which I named Walker Island. We then explored in the dingy a small creek for about half a mile and killed some fish with dynamite. We left again at 4:15 p.m., and anchored at dark.
- 28th. With the small supply of wood we had yesterday we left this morning at 5:30 a.m. having the flood tide with us. We went 6 or 7 miles and then anchored in seven fathoms water. It rained in the morning, but the remainder of the day was fine.
- 29th. Left at 6 a.m. with the rising tide, and the wood we used as fuel being dry we made a run of about 26 miles. At 11 a.m. we had to stop, having exhausted all our fuel. We did not meet any natives. Passed so many islands that it made this part of the river very narrow, but we had always from 5 to 7 fathoms. The banks at this part were low and flat, but covered with beautiful dense and luxuriant forest.
- 30th. We left at 7 a.m. and anchored at 4 p.m., at the distance of one or two miles from the last place we reached in the "Ellangowan." We passed a large island north-east of it and saw a small village on the main-land, composed of four or five new houses. Some few miles further we observed a few natives, some of whom were armed with bows and arrows. They were laughing and chattering at us, but did not appear to have any bad intentions. Near them, fastened to the bank, were some canoes. I waved some red calico towards them, but they did not or would not notice it, but soon after disappeared into the bush.
- 31st. We started early in the morning and reached Ellangowan Island, passing on the north side. The bank on the right was covered with dense and luxuriant forest trees, but on the left vegetation was very scanty, there being only a few lofty trees about the bank, and behind these, as far as we could see, was only an open country of coarse grassy vegetation, and appeared to be swampy and flooded at some seasons of the year. The banks of
the

- May 31st. the river had at this place a very different appearance from what we had previously seen for it was covered by that graminaceous plant the *Coix lacryma*. At 3 p.m. we discovered some huts in an abandoned village. We landed and found eight or ten old houses close to the bank, which was at this part 7 or 8 feet above the level of the water. Following a path through the forest behind the houses we found a new canoe which had been constructed on the spot. The ground around was cleared of trees and shrubs, and small trunks of trees were lying across of about two yards one from the other, on which the canoe had to be launched into the river. A similar plan is adopted on the north-west coast of New Guinea. In the houses I found a stone, some fresh water shells, fish bones, and pigs' skulls. The houses looked very rudely constructed, and it is very probable they were only used as places for shelter. Close by I observed some small platforms on which the natives preserve their provisions against the hungry dogs and pigs; such platforms are also used by the natives of Yule Island and Hall Sound. A short distance further on I saw a few more houses protected by a side wall made of leaves; they were probably used by the women. We left the village at 3.15 p.m., and anchored at 6 p.m., but we did not proceed any distance from the village, the wood procured there being wet. We had a fine and calm day.
- June 1st. Left at 8.10 a.m. and anchored at 2 p.m.; the engineer reported that from the quality and state of the wood we could not go any further to-day. The banks at this part were very low and covered with long coarse grass, of which the *Coix* was very prominent, and some straggling trees which appeared to be a species of *Acacia*. We saw a small channel, and considered it probable that we had anchored on the north side of an island formed by this creek. At this place the river assumes a much more broad appearance, and the presence of a number of aquatic birds suggests to me that we are not far from a lagoon.
- 2nd. We left at 7 a.m. and steamed until 5.30 p.m. when we anchored, during which time we ran thirty to thirty-two miles, advancing somewhat in a northern latitude, but the direction of the river seems to tend to the west. The banks of the river are still low and now are only covered by *Coix* and other coarse grasses, or a very poor vegetation, still here and there some clumps of beautiful trees would appear. The *Acacia* was also seen occasionally, but was not plentiful, the bread-fruit tree (*Artocarpus*) was more common on the banks, and also a species of taro. We also saw a few cocoa-nut trees, and I observed that those bearing fruit had their leaves hanging over the river cut down in the middle; this, I suppose was done by the natives, so that they could perceive at a distance which trees are bearing fruit. Also passed some huts, and saw some traps for catching fish at several places on the banks, especially on the left side; a short distance inland we also discovered a plantation of cocoa-nut trees, and observed some smoke; no doubt there is a village, but we saw nothing of the natives.
- 3rd. Left at 10 a.m. and anchored at 5 p.m. On three different points a quantity of smoke was seen, and about 2 p.m. we came upon a small grove of cocoa-nut trees; on the right hand, a little behind it, the ground is a little more elevated and covered with grass, and a little beyond a dense forest was seen. We landed here and got some cocoa-nuts; about half-a-mile from the cocoa-nut grove we met a canoe with a boy, and apparently also a woman; they did not appear to be frightened, but pulling away entered a lagoon on the right, and disappeared among the long reeds; some houses were seen in that direction. A little further on another lagoon was seen about three miles in extent as far as we could see; it may be larger, but a portion was not visible for the trees. We met also another canoe with two men, but they soon disappeared among the reeds. I endeavoured to make them understand that we were friends, but they avoided all intercourse with us, without evincing any great fear. The country we passed to-day looks much better, the banks were here and there more elevated, consisting of red clay, and the vegetation was much more luxuriant.
- 4th. We steamed from 8 a.m. to 5 p.m., except stopping at 11 a.m. to get more wood; the banks again became low, some of the land being covered with shrubs, and sometimes by coarse grass, among which the *Coix* predominated. A species of bamboo appeared very abundant at this place. A little before dark, about one or two miles inland on the left bank some cocoa-nut palms were seen, and probably there is a village, but we only saw a canoe with one native, who took no notice of us.
- 5th. Very early this morning I observed a canoe about 300 yards with natives behind us, and all our attention was directed to gain their confidence, but all our presents of red calico and bottles, sent down by the current, were unavailing; they did not notice or seem to care for them, but crossed the river and disappeared among the reeds. A short time after, two other canoes, manned by natives, passed the same way, without communicating with us. At 6.30 a.m. five large canoes came out from the place where the others had disappeared, with about twelve or fifteen men in each. After looking at us for some time they passed on, making a great noise and at times appeared as if they would approach nearer. They were in fighting order, as they were attired in their war dresses, and were armed with bows and arrows. I endeavoured to pacify them by sending some red calico, knives, and bottles, fastened to a piece of wood, but they did not take any notice of my presents or pick them up. When we raised up the anchor the flags were hoisted; this seemed to alarm them, for they almost immediately ceased shouting and talking, and pulled away; two chiefs apparently tried to place the other canoes ahead, so as to protect them from any danger. As soon as the "Neva" moved they began to retreat, but when we turned the bow of the steamer towards them they rapidly fled, still more terrified at the noise from the steam whistle and the report of a few shots from a revolver fired in the air, and they speedily got out of sight, vanishing among the reeds. We continued our course until 4 p.m., when we landed among some old houses on the left bank, which at this place was about twenty feet high from the water, and for the purpose of obtaining some more wood as fuel. To get into the house we had to climb up an old rotten ladder which was
not

not very safe. The houses were situated along the bank, and were similar to those used by the natives of Yule Island. In the middle of the village was a square place kept cleared of plants and other vegetation, and judging from a painted post, the carving of animals and other devices on the bark of some of the trees, and the remains of animal bones, it was evident that this place was used as a place of meeting for the people, for dancing or any public assemblies. The animals carved on the trees were principally reptiles, as alligators and iguanas, which are used as food by the natives, and may be also objects of veneration; some of the designs were very well executed, and I cut out one of these carvings from the tree, representing a human face, very odd and grotesque; the colours used were red, white, and yellow. The bones of pigs and fresh-water turtles were found in the houses, with net bags filled with fresh water shells, in the latter stored for the purpose of being converted into lime, which the natives use to mix with their betel leaf and areka-nut. The ground about this locality was somewhat undulating and tolerably dry. Bread-fruit trees were abundant and of large size, and taro was also growing on the bank. Our provisions being rather scanty, we had a good supply of fish from the river by aid of the dynamite.

- June 6th. We left about 7 a.m. and found the river bending very much till we got some miles west by north, when the banks again had only a little elevation, but the forest was very rich and luxuriant. We stopped a short time at some cocoa-nut palms to get a supply of nuts for the crew, who were very fond of them. At 3:30 p.m. we saw an opening on the left from the north-west, and came upon some places with not of a greater depth than one fathom of water, but we soon got again into the proper channel, when we then had from five to seven fathoms of water. Opposite the opening just mentioned there was a muddy bank on the right. At 4:30 p.m. we had to anchor, having no fuel, close to a bank of red clay, as we had exhausted all our wood. The weather was windy with a little rain, and we got some large fish by aid of the dynamite.
- 7th. We did not leave before 10 a.m., and, our supply of wood being bad, were obliged to go very slow, and to drop anchor at a small plantation, to procure more wood. Left; and stopped, after a short time, for the purpose of visiting another old village, and found some implements and other articles in one of the houses, which, in its form, resembles the reception-houses of the south-east coast of New Guinea—that is, like to an overturned boat, with a projecting spur in front,—the only difference being, that it was not built on piles. Part of the bank on which the village is situated has been washed away by the water, and consequently some of the houses have fallen down. Some fine banana-trees and tobacco plants were under cultivation by the natives; but, judging from the grass about the houses, I should consider they had been abandoned, from some cause or other, several months since. Steamed again for a few miles, and then anchored near a tall dead tree in the water, bearing the marks of fire—the first seen of any indication of fire since we entered the river.
- 8th. Left at 8 a.m., and anchored at 5 p.m., remaining half-an-hour at another old village. We found that tobacco was cultivated at this place, and appeared to be of excellent quality; some bags, with fresh water shells and the remains of alligators and fresh water turtles, were found in the houses. From stellar observations taken by Mr. Hargrave, we were now in 6° 28' south latitude; by my calculation, we are only four miles above. The health of all on board this day was very good.
- 9th. Left at 8 a.m.; and, the wood being good, we were able to steam until 4 p.m. without any delay. We spent the night near the left bank, mooring the "Neva" to a tree, and using the dingy as a bridge to go on shore from the steamer. The bank was high, and covered with a very rich vegetation, of more luxuriant growth than any we had yet seen, and of a deep green colour. During our excursions we met with no natives, but fell in with a young plantation of eleven cocoa-nut palms, a few huts, and some old landing-places. The bank was from 6 to 8 feet high above the level of the water; and, judging from the discolouration of the water, and the large amount of snags and *debris* brought down by the current, it is probable that there was very heavy rain about the higher lands of the interior far away from us. It was proposed to give the men a day's rest to-morrow (the first since we left), and also to go on a shooting excursion, as our provision was getting short.
- 10th. Went on shore at 8 a.m. with some of the men, and was very fortunate in killing, among many other birds, a noble full-grown cassowary (*Cassuaris sp.*), as well as a new species of goura-crowned pigeon. We soon returned to the "Neva" with a fine specimen of cassowary and a good supply of fresh meat.
- 11th. We left at 6:30 a.m., and anchored again at 5 p.m. By stellar observation Mr. Hargrave made our position 6° 20' south latitude, by my reckoning we were four miles more north. The bank was low, but covered with the most luxuriant vegetation and magnificent forest trees. I do not think this place is inhabited, as all traces of natives have disappeared. The men were dissatisfied that the cook did not give them a larger supply of meat, and also asked for an extra supply of biscuits; but I refused, as we had only about 40 or 50 lbs. of biscuit left.
- 12th. Left at 8:30 a.m.; but, our wood being bad, we could only proceed slowly. We passed an island, and found ourselves in front of some openings, one of which may very probably be another large branch of the river. We landed on the western point, to give time to get up sufficient steam to enable us to proceed; found an old arrow, and captured a living snake, so I named the point "Snake Point." I did not see any natives, but observed a cutting on a tree by some sharp instrument. We finished, this day, the flesh of the cassowary.
- 13th. Our wood being bad we did not proceed far this day. The banks were covered with a thick luxuriant forest. We passed two hills about 200 feet high, covered with a dense forest vegetation; the trees were of a rich deep green colour, and amongst the trees I observed some species of tree fern. We anchored at 5 p.m.

- June 14th. Left at 11 a.m., and anchored at 5 p.m. We were not able to make much progress this day from our fuel being bad. It is now three days since we have had a glimpse of any natives, but this day we had signs of some being in the vicinity, for we saw three or four canoes fastened to the muddy bank, but could not discover any tracks or signs of the owners, so I suppose the canoes must have been there for some time. The banks at this place were seven or eight feet high. I took a long walk and found that the forest was very rich, the lesser vegetation beautiful, and the soil very fertile, but in many parts it was exceedingly damp and muddy, and in other places covered with water. I found the sago palm very abundant.
- 15th. We were late in taking our departure this morning, not leaving until 10 a.m. We had cut a large quantity of wood, but being green we steamed this day very slowly, and were often obliged to stop. The banks as we passed along became of greater elevation, and once we stopped at the foot of a hill. At the edge of the water I observed some yellow sandstone with oxide of iron in it; this supported a conglomerate of flint-stone, basalt and quartz in abundance. Above the conglomerate was red clay and a strata of hard decayed vegetation. I collected several mineral specimens, with one or two fossils. The men washed some dirt for gold, but I did not think that they found any. From the washing I obtained a sample of iron-sand. The sight of a hill, rock, or stone seemed to animate my people, who no doubt engaged in the expedition in expectation of finding gold. We met this day canoes in different places some lying on the banks and one in a creek. On examination of this one I found only some leaves in it and two wretched paddles, being formed of long sticks with three bits of bark inserted in a cleft at the end, and tied with rattan; on the mud I recognised the foot-print of a boy or woman. I placed a bottle in the canoe, which I think will astonish the owner, who I suppose, was not far away. We anchored about 4 p.m., near a small creek, in which I procured some excellent fish by aid of the dynamite. Observed several paths in the forest, so I think we are in the vicinity of natives. Palmer had an attack of fever to-day.
- 16th. Left at 10:30 a.m., as we could not get up our steam before; we obtained more fish by dynamite. Visited the shore and shot a specimen of *Paradisea apoda*, if it should be that bird, which it closely resembles; if so it is the first time it has been met with in New Guinea. Not far from our starting point we saw a large rock above the water in the middle of the river, and trying to avoid it by nearing the right bank (it is about 25 feet high) came upon a large house, and a few natives were seen to run away armed with bows and arrows. We stopped in front of the house, and then landed to visit the house and the plantation, in order to procure food and ethnological specimens, so as to be able to form an opinion of the natives of this part of New Guinea, as so far we have not as yet been able to have any communication with them from their constantly running away on our approach. I found the house was constructed upon piles, fifteen feet high, very neatly built, but of a different style to any I have seen in other parts of New Guinea. The interior was very clean and arranged in good order. We inspected everything, and took away with us some weapons, stone implements, and several ornaments, which will serve to show by comparison and examination the race of people inhabiting this part of New Guinea. We procured also some bananas of a very bad quality, but did not see any pigs. In exchange for what we took, I left three axes, three knives, six bottles, some red cloth, and some handkerchiefs. We returned on board without seeing any natives, and steamed away. Soon after we passed a small island, got into shallow water and struck the ground three times, but fortunately received no injury, but on steering for the left bank we got into the proper channel, with a depth of water of two and three fathoms. About 4 p.m. we were obliged to stop, our supply of wood being exhausted. We saw three men and two canoes, but found it impossible to induce them to approach us, for they abandoned their canoes and disappeared into the forest.
- 17th. About 10 a.m. we left; after steaming a few miles the water became so shallow—only half a fathom, that we had to stop near to the right bank, where we found $1\frac{1}{2}$ fathom; the engineer went in the dingy to sound, and found the channel at one and one and a half fathoms on the right-hand side, but there was a large snag lying across it. He returned on board at 4 p.m., but too late to proceed any further. We proposed to clear the passage, but at the same time hoped we should have some rain by to-morrow, and have a greater depth of water. I went on shore, and ascended the summit of the hill, 250 feet high. On the top I found a good path along the ridge of the hill, and also visited a small house, which appeared to have been only recently vacated by the natives, judging from the remains of food, and fresh leaves used by them to sit upon. There were some net bags in which I found Dammar resin, and there were also some bamboos for carrying water. The paths at the summit of the hill were very numerous; from the top in a north to north-east direction I observed some very high mountains at a great distance, and the land rose gradually in that direction; it was so misty at the time that I found it impossible to determine the distance. In the afternoon I again visited the hills with some of the men; we then obtained a much better view, but not enough to enable us to form an opinion of the true distance, but I calculated they may be fifty or sixty miles distant from us.* The hills were covered with dense vegetation, and a yellow and red clay were to be seen here and there covering a hard sandstone. In the creeks quartz was seen in abundance. John, one of the men, is ill with fever; Palmer improving.
- 18th. After the rain of last night we found the water deeper and left at about 7:30, but found the current very strong against us at the rate of five miles an hour; had to stop at 1 p.m. for want of fuel, having progressed only four or five miles the water shallowed. I passed nearly four hours in rambling on shore, and found the country formed of small rounded hills from 50 to 100 feet high. Observed as usual in the creeks and gullies an abundance of quartz pebbles, and the dirt when washed gave a large quantity of iron. The forest is very luxuriant and of semi-tropical vegetation, and the ground was generally covered by a species of *Begonia*. Mr. Wilcox had an attack of illness.

19th.

* Probably it is the Charles Louis range.

- June 19th. Left at 7:30 a.m. but the wood being bad, we did not progress more than six or seven miles, and about noon had to delay for the purpose of cutting more wood; steamed again about 3 p.m., and stopped a short time after at some breadfruit trees we saw in a small plantation. We proceeded again, and as the water was shallow, having only three feet of water, I gave orders to the engineer to go slowly, and to stop when we had only half a fathom of water, to give us time to sound; but he must have mistaken my instructions, for he went at full speed, the result was that we struck the ground three times and had to stop. The men landed to cut wood, and I occupied myself by rambling about, and found the country undulating and hilly to the height of from 40 to 50 feet. The trees were here growing widely apart, but taller than any I had previously seen; the soil was of yellow clay, covered by a strata of decayed vegetation, mosses, an apparently new species of Pitcher-plant (*Nepenthes*) covered the ground in great abundance, quartz and sandstone were found in the creeks.
- 20th. It was raining all last night and this morning, to 9 a.m. Left at noon, but the wood being wet and a strong current against us we did not go very far. About 4 p.m. we arrived at a plantation on the left bank where we saw some poor sugar-cane and plenty of taro. Anchored to collect some provisions, as ours are all consumed, but I keep in reserve four or five pounds of flour, and biscuit, to be used only in case of necessity. We thought we perceived some movement on the bank, but could not distinguish if any natives were there, or only dogs or pigs. We landed and found a small house two or three hundred yards from the river, in the middle of a taro plantation; entered the house and got some sago and fish, which we found ready for cooking by the natives, and some ornaments and stone implements. Dawan captured a young pig, at which we were all delighted, as we all began to feel the want of meat. We determined to remain here for the night, to cut wood to-morrow, there being a great number of fallen trees, and to lay in a stock of taro for future occasions.
- 21st. We had a good deal of rain during the night and this morning, so that the men did not land to cut wood until 9 a.m. Captured another pig, and obtained ten bags of taro. I found two human skeletons exposed on a platform, and I secured them for scientific purposes; I left in exchange for what we took tomahawks, knives, handkerchiefs, beads, bottles, tins, and looking-glasses. Left at 12:30 p.m., but our progress was slow—the current being strong against us. From passing too close to the bank we were struck by the branches of an overhanging tree, occasioned by the want of care of the man at the wheel. I saw in the middle of the river a very singular plant which only grows on gravel banks in the rivers, serving as a natural warning to voyagers in an unexplored river. I was aware of this, and gave orders to proceed at half-speed, and told the man to steer to the left; but my directions must have been again misunderstood, as we went at full speed and received a severe shock upon the gravel bank; fortunately we sustained no damages, but we had to drop anchor for the night.
- 22nd. All night and morning we had heavy rains, and although we had our steam up till noon the current was so strong against us that we resolved to wait until the flood had subsided. Passed the day on shore, which teemed with a most luxuriant vegetation. I observed yellow clay and quartz in the creeks. Mr. Hargrave and the Chinaman ill with fever.
- 23rd. Left early this morning, and after steaming a few miles came upon two branches of the river; took the right branch, being the largest but not of a greater width than fifty or sixty yards, the depth of water being almost constant from two to three fathoms; but we had not proceeded very far when we came upon a gravel bank in the middle of the river, and found that we had shoaled to half a fathom of water; the "Neva" got aground, and the force of the current sent her on her beam ends, and we fully expected she would capsize. Sounded in the dingy from bank to bank, and found only half a fathom with a gravel bottom, at last found one fathom close to the right bank where we anchored, expecting, by waiting, the river would rise with the rain.
- 24th. We had no rain, so the shallow water still continued, and we were obliged to remain. I spent the day in shooting, and traversed some miles of country, which I found hilly, and the hills became more elevated as we passed inland from the river, still I did not see any mountains; the average height of the hills seen and ascended averaged for three to four hundred feet. Observed yellow clay, green sandy stone, and the usual quartz pebble in the creeks. This place afforded the greatest interest to the naturalist. On the top of one of the hills I found a small house, in which I discovered some arrows, stones used for cooking food, some flint implements, and some cassowary bones. Although the house was small, there was a division in the middle for a separation of the sexes. We had some rain during the day. Mr. Hargrave had a slight attack of fever.
- 25th. Abundance of rain last night, and the river rose this morning with a strong current. We left at 9 a.m., but in two hours did not make progress more than one or one and a-half miles; notwithstanding we took every precaution, we got twice aground, but did not sustain any damage. At 11 a.m. started for the third time, but the current drove the "Neva" against a snag, and we sustained two or three severe shocks and were nearly capsized, and lost from the roof a valuable collection of living plants, together with some shells and skulls and skeletons of animals which were stored on the roof for want of room inside the steamer, and also some yards of canvas, which got entangled in the screw and rudder, so that we could not move; the anchor was quickly dropped, so that we should not be carried by the current, but it placed the "Neva" on a gravel-bank, lying over on her side, and much water got into her. We made every effort to get her afloat again, but were unsuccessful; as the flood subsided the "Neva" remained on the now dry gravel-bank all the day. At 8:30 p.m. the clouds were heavy with rain, and every appearance of a thunder-storm, so we remained in hopes that a flood would relieve us from our unpleasant position.

- June 26th. Heavy rains last night; the river was rising, but at 6:30 a.m. our position had not improved. It appears to me, and to all, especially Mr. Hargrave, that we cannot proceed any further in the "Neva," and advised me when we floated again to return. I requested him to write his opinion in my log-book, which he did as follows:—"Mr. D'Albertis asked my opinion about the possibility of the "Neva" proceeding up the Fly River. I said, 'She cannot; the current is 6 or 7 knots, the channel narrow; the eddies make the rudder useless.'—LAW. HARGRAVE." From 6 to 8 a.m. the flood rose a little more, and we again tried to float the "Neva," but with no success, and she remained this day on the gravel-bank. Two men on the sick list.
- 27th. Last night, about 1 a.m. the water again rose until 6 a.m., when I sent two men in the dingy to put an anchor astern, in order to try to get her off the gravel-bank, on which she had been fixed for the last two days. By the carelessness of one of the men the points of the anchor struck the dingy, and damaged it so much that we had to defer any attempt to relieve the "Neva," as the dingy had to be put on shore to be repaired. The flood having subsided, the "Neva" remained dry on the bank, still on her beam-ends. I went up the country with the men about six miles, and crossed some swampy flats, and some very stiff hills, and followed the course of the river, in some places only 25 or 30 yards wide, and very shallow, with here and there gravel-banks similar to those on which the "Neva" is grounded, and which is composed of pebbles of quartz, basalt, limestone; and I also found some fossil plants, coral, and a fossil scapular bone of a turtle. The fossils appear to me to be the representant of a still living species.
- 28th. There was a very heavy flood last night, and this morning we were delighted to find the "Neva" in her normal position and afloat; the current of course ran very strong, so much so that it would have been imprudent to venture further up the river; it was therefore with much regret that I came to the conclusion to return, as I found it would be impossible to take the "Neva" further, as at low-water she was too deep, and at flood she had not sufficient power to stem the current; to abandon her, and to go on the land journey, it did not appear to me that it would be wise to attempt it, nor would it be possible. We reckoned that we were now in latitude $5^{\circ} 30'$ south, and longitude $141^{\circ} 30'$ east; so that, if the men could be induced to accompany me, from this the distance to be traversed in a straight line to Hall Sound would be about 400 miles, and I never at any time entertained the idea of crossing the land at a greater distance than 200 miles; the crew are also much exhausted by work, sickness, and a want of a constant supply of nourishing food, so that I think nothing would induce them to volunteer to follow me overland; not only this, but we have not yet reached the mountain range, and the only mountains we saw were in a northerly direction, and had we landed our course would have to be east by south-east, which, with the prospect of having to travel over flat, swampy country for such a distance, seemed to me an impossibility, particularly in a country like New Guinea, and without any means of carrying even our ammunition. So I gave orders to return, and the current took us in a few hours to the plantation from which we got our taro on the 20th instant. This course was also required, for we had finished all our provisions, and could find but little game, and no fish. We landed here again, and got as much taro as I considered will be sufficient to last six or eight days, so that I hope to be able to go and examine the large branch of the river we have seen at Snake Point. We were surprised to find that the natives had not returned to the house, for I found all the articles I left were untouched. The soil is very rich at this part, and covered with a luxuriant vegetation. A nutmeg (*Myristica*) tree was very abundant, bearing large and eatable fruit. The land was flat on the left bank, and hilly on the right. We remained here for this night to cut some wood to-morrow.
- 29th. At 9:30 a.m. we left the place, and passed down rapidly, aided by steam and the current, to the house we visited on the 16th instant. Some natives appeared in front of the house; they sent three arrows at us, but they did not reach their destination. Mr. Hargrave and myself fired three or four shots, and made them go away, but one came down to the bank, and under the shelter of some shrubs, thought to send us some of his arrows, but a discharge of a gun at him with game shot soon made him retire. We also fired three or four shots at some distant canoes to prevent them from approaching us. We then landed with the hopes of finding some pigs, but could not see any; we then visited the house, and a shocking sight there met my eyes: in the back room there was lying an old blind woman, only a thin diseased skin covered her bones; she was still alive, but evidently dying fast; the fore-part of the skull was broken, and the brain protruded, covering her grey hairs; on a careful examination I found that the wound had been made by a cutting instrument, and we afterwards saw some marks of blood near the door and on the ground in the direction in which we had seen the natives running away; probably the natives thought it better to kill her than to allow her to fall into our hands, or probably because she was helpless and diseased. Some few miles below the village we saw a canoe with two or three in it; when they saw us they hurried on shore, leaving the canoe. On examining it we found it was full of sago; we took it with us, and considered we were fortunate enough in securing food for about a fortnight, by far superior to the taro we had been using to live upon so many days, and left in exchange some trade as calico, axes, beads, &c.
- 30th. Left at 9:30 a.m., and although the current was in our favour, we did not go very far, as the wood was too green. When we arrived at Snake Point I gave directions to enter the western branch of the river, which I named Alice Hargrave River. Many on board were disappointed at this new arrangement, as they expected we were returning homeward; the natives Katow, Maino, Waruki, and Dawan, grieved and cried out at this change, and I at last pacified them by a promise of an increase to their wages, so they became consoled. We anchored at 5 p.m. four or five miles from the entrance. At first we found shallow water, and had some difficulty in finding the channel, which is from three to five fathoms deep. On my return from the Fly I made another chart in order to correct any errors that

that might have occurred when going up, and I was pleased to find that one agreed perfectly with the other, but great accuracy could not be expected with my appliances. From the great rising of the water to-day we could recognize only with difficulty many of the places we had marked as prominent points, and some noted in my chart as muddy or red banks had entirely disappeared.

- July 1st. We steamed this day from 9 a.m. to 4 p.m., and then had to stop from our wood being exhausted; we got up about 14 miles. We had a constant depth of water of from 4 to 5 fathoms, and only got out of the channel a short time after we started; the soundings gave us $1\frac{1}{2}$ fathom, but near to the right bank we again found 5 fathoms of water. We saw some old native houses, and a raft rudely constructed of two trunks of trees. For the first 7 or 8 miles the land we passed was very low, and covered with scanty vegetation; reeds were abundant, and the general appearance more especially on the left bank was swampy. We then passed a point where the bank is about 25 ft. high, but it soon decreased as we passed along to 5 or 6 ft., and the vegetation became very rich and luxuriant. It appeared to be raining not far from us.
- 2nd. There was nothing worth noting this day; we steamed to-day from 9 a.m. to 5 p.m., and had a depth of water varying from 3 to 5 fathoms.
- 3rd. Gave rest to the men, some of them not feeling well, and not being well myself remained on board; others went on a shooting excursion, and returned on board with some interesting birds. They informed me that during their excursion they found several native paths and a trap for catching pigs.
- 4th. Although I felt ill to-day from an attack of rheumatic fever, I proceeded to avoid loss of time. So we left at 8 a.m., passed some old houses, some creeks, and two small islands on the right and a smaller one on the left. At 3 p.m. had to stop on account of shallow water. Palmer and the Chinaman are both very sick, and I feel so exhausted that I can hardly stand.
- 5th. Remained the whole day at anchor, the water being too low. Some of the men landed and went on a shooting excursion. In the morning five or six natives made their appearance on the left bank, but not far from us; they did not evince any surprise but merely curiosity, and after laughing very much one of them turned his back and gave a slap to his hip as an insult (such an act is considered an insult in other parts of New Guinea); we replied by sending a rocket close to them, which made them disappear into the bush. I feel much worse, and three of the men are lying down with fever.
- 6th. Rain last night, deep water this morning with a very strong current against us. Left, but could not proceed further than a mile or perhaps less, and anchored at the foot of the left bank, which at this part was about 30 ft. high. Here was situated a small village of three or four houses; being too ill I could not go myself, but it was reported by some of the men who visited them that they were built very high on piles, and one of them which was supported by a tree was about 50 ft. from the ground. All round the houses the ground has been cleared from trees and cultivated by the natives. My men found the houses deserted and carefully shut up; they went inside and found everything had been removed. A short distance beyond they found another large but old house and some banana trees from which they gathered some fruit; they also brought on board some two or three stone implements they found which had apparently been forgotten by the natives. I was fortunate in obtaining the skeleton of a boy, which was brought on board by Mr. Hargrave. After replenishing our stock of wood we again tried to stem the strong current and twice we failed, being driven back by the current to the point from whence we started. The engineer considered it impossible to proceed further; I requested him to give a written statement to that effect, which he did as follows:—"On the 6th of July I tried twice to steam up the second rapids of the north-west branch of the Fly river and failed; Mr. D'Albertis asked me if I could steam further and I said no. LAW. HARGRAVE." After experience on the other branch of the river I considered it would be useless to make any further attempt, so I determined to return to-morrow and anchored below the village for the night.
- 7th. Early this morning the men went to cut wood and succeeded in killing two fine pigs. I was thinking of making another attempt this morning, but found John, Palmer, and Jackson very ill with fever, and although a little better myself unfit for work, so gave directions for our return, so in a few hours we were carried down by the current and again anchored in the Fly River at about 10 miles from Snake Point.
- 8th. Many being sick, we rested all day and cooked our pigs.
- 9th. From 7 a.m. to 3 p.m. we steamed down about 60 miles, and had to stop to cut wood. Sickness still on board.
- 10th. Steamed 50 miles down to our anchorage of the 5th of June.
- 11th. Left at 10 a.m., but the anchor got hold of a log, and so, not to lose it, we had to work to extricate it; we succeeded after three hours of hard work. We then proceeded to some new huts or shelters we saw on the left bank: there were also some canoes. Visited the huts, and found some bows and arrows and a fine large paddle. Did not see any natives, as they were probably engaged in collecting sago in the bush, or may be occupied in a hunting expedition. I am much better, but Jackson, John, and Palmer are still down with the fever.
- 12th. Left this morning, after getting our supply of wood, and about 1 p.m. arrived at the cocoa-nut grove we had previously visited, and discovered a village about a quarter of a mile distant, with many natives, who did not appear to be aware of our presence. I was desirous of paying them a visit, and returned with the "Neva" a short distance back to the channel, where in our ascending passage we observed a canoe pass through the reeds. Some of us went in the dingy, and with difficulty found the channel, which was obstructed with reeds and aquatic plants for about three-quarters of a mile. We then landed and found we were not nearer the village than when we were at the cocoa-nut grove, but still saw the natives in the village. We returned to the "Neva" with the hope of finding another

another passage to the village. A canoe appeared with two natives, and soon disappeared in the cocoa-nut grove; we followed them in the "Neva," found the channel they had taken, and went into the dingy. We soon found ourselves in a small lagoon, and saw a few men escaping from the village, where we landed soon after. The houses are on a small dry spot at the end of the lagoon, and in the middle was a plain covered with coarse grass, behind was a dense scrub. We succeeded in killing one pig and capturing another alive. When engaged in examining the houses, three canoes with native women only approached the village at a distance of about 200 yards. We went to see the new arrivals. For a little time they did not notice us, but soon they stopped pulling, and looked as if our appearance was something beyond comprehension, and then finding we were strangers, and of a novel kind, they pulled away in great terror before we had an opportunity of conciliating them, and disappeared behind a low hill. We got in the village some bows and arrows, human skulls preserved and painted by the natives, and some other articles. My men got a quantity of tobacco and sago. From the large quantity of tobacco and sago we saw, and the large marine shell used by the natives for ornament, I believe that these people grow tobacco, and trade with the southern tribes bartering it for shells.

- July 13th. This morning revisited the village with the hope of securing some more pigs; found a stuffed human head, the skull having been previously removed. I brought it away, and in return for what I had taken yesterday I left handkerchiefs, tomahawks, knives, hooks, beads, and calico. Observed a number of ducks in the lagoon, and succeeded in killing some of them. Left about 8 a.m., and soon after we saw nine canoes, four of them containing a number of men well armed, and wearing the usual war ornaments. In each canoe there seemed to be from fifteen to twenty warriors. The other five canoes contained but few men, who appeared to be unarmed, and remained some distance from the others. It was sufficiently apparent that their object was to attack us, but their ardour diminished very much as we approached them. I made every endeavour to assure them that our intentions were friendly, waving calico, but without success; so I gave the order to run the steamer at full speed to divide the war party in the middle, so as to leave the unarmed party up the current on our right, and the armed canoes below the current. As soon as they saw this, the unarmed canoes stopped, and seeing the others retreating as fast as they could paddle, went on laughing heartily. As soon as the canoes with the warriors reached the shore they deserted the canoes, with their arms and provisions, and disappeared in the forest. We boarded the canoes and found and appropriated plenty of sago, some fish, a living turtle, and some thousands of arrows, for which, this time, I did not pay anything. On going down the river we observed some more canoes, but they did not wait for us but went into some of the creeks.
- 14th. Passed Ellangowan Island, and at 5 p.m. anchored 37 miles from it.
- 15th. We steamed from 8:30 a.m. to 5 p.m., but we got on shore at 1 p.m., and it was some time before we got afloat again. At Howling Point we saw many natives on the opposite bank as well as canoes, and we slackened our speed, thinking they would come to us, but they appeared to be alarmed and pulled away.
- 16th. Rested the men this day; some went on a shooting excursion, but with very poor success.
- 17th. We left early, and at 3 p.m. anchored at Kiwai Island at a village, named by Maino, Auti. The inhabitants of Kawai are on very friendly terms with the people of Moatta (Katow). At this place Maino passed some years when a boy; one of his wives lives here. We bought a quantity of yams, taro, and cocoa-nuts, and a pig. I also bought twelve human skulls from a heap I saw in the verandah of a large house. We visited one of the large houses, but the natives did not like to go inside. The women and children had left the village. The house was very large and kept very clean, and could accommodate 300 people; the dim light of the interior and the peculiar form of the building conveys the idea of an old Gothic church. I saw a fine tame Horn-bill in the village, a female of *Buceros ruficollis*, or the red-necked Horn-bill. I wished to purchase it, but the natives said that they could not catch it, but would procure it for me to-morrow.
- 18th. Sent the men on shore to cut wood, and also a large knife and a red blanket to purchase the horn-bill. On the return of the men they said that the natives were willing to sell the bird, but could not catch it. I did not believe this statement, so I sent three rockets in the direction of the village; and then Maino went for the promised bird, and he returned with it on his arm.* Some canoes came with natives to wish us good-bye and to shake hands: we had met them before; some canoes also came off from the village where I had stopped when in the "Ellangowan," bringing cocoa-nuts and yams, but demanded too high a price for them. Left at 10:30 a.m. to go to Mibu Island to shorten the distance, so that we might in one day go from that place to the Katow River and land our pilots at their village, Moatta; anchored east of Mibu Island at 1 p.m.; strong south-east breeze and the health of all on board very much improved, no doubt from having a good supply of meat.
- 19th. Strong wind all night; the steamer rolled very much and shipped some water. I shall not go to sea yet, as it is too rough for a boat like the "Neva."
- 20th. Passed a terrible night from the heavy rolling of the "Neva" and powerful wind and sea, with the danger of the dingy getting destroyed against the stern of the "Neva"; took the advice of Palmer, the only sailor on board, who advised me not to venture the passage with such rough sea and strong head winds. Gave orders to get up steam and to go and find a safe anchorage and wait for more favorable weather. Maino suggested a channel which divides Mibu Island into two parts, forming two islands. We entered this channel, and found from five to seven fathoms depth of water; went out on the other side, west of the island, into the passage formed by Mibu Island and the mainland of New Guinea, considering that it may be possible by this way to get to Bampton Island or

Parama

* This bird is now in Sydney alive and in good health. It is the celebrated big bird of Mr. Stone.

- Parama of the natives. Steamed south for this island, but soon arrived abreast of the south end of Mibu Island, and found the sea too rough to proceed, so we anchored at the south end of Mibu Island; the steamer rolled very much, and we did not anticipate an agreeable night.
- July 21st. We had a miserable night with very bad weather, and the rolling of the steamer was very heavy, and the dingy struck several times on the stern of the "Neva" and caused a little damage. The rough weather continuing this morning, I got up steam and went directed by Maino to find a more sheltered place in one of the channels dividing Mibu Island. The one we are now in is 20 or 30 yards wide, and with 2 or 3 fathoms depth of water in the middle of the passage; the banks are low, muddy, and swampy, covered by mangroves and the Nipa palm, as well as an abundance of cocoa-nut palms. Waruki and Dawan crossed the island, and returned with some natives of Kiwai, who were on a visit to this island, and bought from them cocoa-nuts, yams, &c.
- 22nd. We had a much worse night than the preceding one, for on the tide changing we found ourselves across the channel, with the bow in the middle of the water and the stern on a dry bank. We set to work to get her out of this dangerous position, but when we succeeded we got into a worse state, for the strong current carried her on the opposite bank, on which we remained so fixed in the mud, in a very inclined position, that she could not be moved. The tide was falling all the time, so at last the "Neva" was lodged on a slippery mud-bank and was nearly capsized, and indeed was only prevented from overturning and ending her career in this place by the old roots of Nipa palms. At daylight it was dead low tide, and I sent on shore everything I could get out of the "Neva." As the tide rose the water entered the vessel and four men were employed in bailing the water out of it. We succeeded at last by great exertion to get her afloat again. None of us are expert seamen, but every precaution is taken to prevent accidents. Our provisions are getting short and water also, and if the wind does not subside we shall have to depend upon the natives for our supplies.
- 23rd. No change in the weather. The natives and some of the men crossed the island and saw the sea on the Kiwai side, and found it very rough. Last night we dragged the anchor, and this morning found we were some hundred yards from our original position, and at low water had only half a fathom. Returned to our former anchorage, and took every precaution to prevent a recurrence.
- 24th. The night has been nearly calm, so we steamed out, thinking to reach Parama; but in the morning the wind freshened and we had to stop again. I directed the steam to be ready by 4 a.m., so that if the night should be calm we might start and reach Parama before the strong breezes set in.
- 25th. The night had been calm, but were not ready to start before 6:30 a.m. The strong winds came on when the sun rose. We made an attempt to go but failed, for out of Mibu it was too strong for an open boat like the "Neva." As it was we shipped three seas, one after the other, with some damage to the stores and collections, and likely to be followed by worse consequences, so we returned to the channel first pointed out to us by Maino, in sight of Kiwai, and anchored. I sent Dawan and some men in the boat to buy a pig and some yams at Kiwai. The natives were unwilling to sell, but Dawan pointed out to Bob (one of the men) a fine pig and told him to kill it. This being done he afterwards paid for it with a large knife, a blanket, a crimean shirt, and a pair of trousers.
- 26th. A fine day and calm, but a heavy swell on the sea from the gales of the previous days. When the men were on shore to-day with the pig some natives arrived, and seeing the dead pig began crying out; but when Dawan told them it had been well paid for they were satisfied and went away in their canoes to the village at Kiwai, to secure the price, which was left in the hands of another for the proprietor.
- 27th. Rain during the night. Left at 5 a.m., but had to return to our anchorage. Maino got so alarmed at the sailing qualities of the "Neva" in a rough sea, that when we arrived at our anchorage he requested to be put ashore, telling us that he would never again expose himself to so dangerous a position. So I had to promise that I would not again leave except the day was calm. It rained to-day, so we filled our casks with fresh water.
- 28th July to 1st August. Detained by the weather. Living on game and some yams purchased from the natives.
- August 3rd. Calm night. Left at 5:30 a.m. Dawan did not come on board, so I left him behind with his friends. We arrived at Parama Island, passed in the channel between it and New Guinea, attempted to go as far as Jarro, but out of the channel we found shallow water and the wind too strong and the sea too rough to proceed, so we steamed back and anchored in the channel between Bampton or Parama island and the mainland of New Guinea. Sent to buy provisions at Wighi, a village on the mainland opposite, where they obtained yams, bananas, and cocoa-nuts. We have now ascertained that there is a passage from Bampton Island to Kiwai, or the mouth of the Fly River, west of Mibu, and it is probable that a future survey may discover a channel for larger ships. Two men attacked by fever this day. Dawan joined us to-day, coming in a native canoe.
- 4th. Left at 9 a.m. for Jarro, and Maino proved to be an excellent pilot; except in one or two occasions we had always 2 or 3 fathoms of water, the nearer we approached to Jarro, so here also a channel might be found for vessels larger than the "Neva." We had no accidents this day; but I am certain that we cannot go to sea with a head wind and rough sea, in safety, so I do not intend to attempt it any more.
- 5th. Remained at anchor all day, and visited the little island, where we found it had been used as a station for beche-de-mer. The island is well covered with shrubs and grass, and an ample supply of fresh water. The island seems formed of yellow and green sandstone with oxide of iron lying in strata, and forming a base to the yellow, reddish, and blue clay. The western part of it is swampy and muddy, and covered with mangrove. I found, in a creek, a good supply of fish; birds were also plentiful; so we had a good supply of fish and game.
- 6th.

- August 6th. Remained at anchor, and got a good supply of birds and fish.
- 7th. Left at 7 a.m. for Katow, passed between the mainland and Jarro, arrived at Katow, entered and anchored in the river at 10:30 a.m. So this day we had completed our passage from Mibu to Katow, passing inside all the islands close to the mainland, saving many miles than by the passage south of Bristow Island, Bampton Island, and Mibu. If a deeper channel could be found, no doubt this will be found the best course to be adopted for the Fly River. I asked Maino before he landed to sell or to get some one to sell me a pig, and not caring to trust that he will give the pig after he got on shore, I requested him to send on shore for the pig; he held a long conversation with his wife from the steamer; at last Maino spoke very decidedly, when the pig was brought, payed for, and killed, and Maino landed with his luggage and suite to his great satisfaction.
- 8th. This morning Maino sent us a present of taro, and we purchased from the natives some bananas and cocoa-nuts. I asked Maino to send some more provisions on board, so that we might have at least five day's rations on board, so that if we on leaving should be detained by the weather at some uninhabited island we should have sufficient supplies, but the natives did not bring any; so when it was dark I let off some rockets with the hope that to-morrow the natives would be better disposed.
- 9th. The rockets had the desired effect, for early this morning the natives came with yams, taro, and bananas, which we purchased with tobacco, which we found the best article for barter at this place. Two men ill with fever.
- 10th. More natives came to-day to sell provisions, but one demanded an axe for a cocoa-nut, which I refused. I was told by Dawan that the women and children left the village when they saw the rockets; I told him that they had nothing to fear, but at the same time they must understand that they must sell some provisions to feed my crew. After he left, women and children were seen returning to the village.
- 11th to 16th. Strong gales and heavy sea prevailing; could not leave, and had some difficulty in procuring food for all the crew, but what with pigeons, megapodius, cockatoos, parrots, fish, a few bananas, and taro from the natives, we were not exactly in a starving state.
- 17th. The weather more moderate; if we had provision on board we might have left this afternoon. Waima, another chief of Moatta, came on board and asked for a blanket, shirt, trowsers, and a large American axe, for a pig; I considered and sent the men to the village to get the pig, when Dawan suggested to the chief to ask for a gun instead of the other articles he had proposed, so the men returned without the pig, and I was angry with Dawan for his interference.
- 18th. I went on shore early this morning to the village, to inquire about the pig; Dawan appeared, and after much altercation a fight appeared imminent, but by threatening to fire rockets I kept the natives at a distance. Maino came and said I had to send a man to kill the pig, as it could not be held, but fearing for my man I asked to see the pig first, which after a little delay was driven to us, killed and paid for, amidst great shouts of laughter among the natives. Dawan had fled into the bush frightened. We all parted as friends as before, and Maino told me not to take any notice of Dawan, who was one of those who talked much but thought little. The pig was afterwards carried to the dingy, followed by about 100 natives; I threw some tobacco among them, and the struggle amongst the crowd to get a piece of this to them precious commodity caused a good deal of laughing, and good humour prevailed among them. I bought from a native two human skulls, taken by him from a bundle hanging in the front of the house of the young men. The natives have promised to supply me with all the food I may require, but I do not place much dependence upon them.
- 19th. At 3:30 a.m. we were ready to leave, but having been told it would be dangerous to leave in the dark I waited for daylight, but the wind increasing very much was obliged to put off our departure.
- 20th. The weather still very bad. As the natives brought no provision for sale, I sent the men to get some bananas from a plantation. Some natives from the interior are soon expected at Moatta with sago. One of the men sick.
- 21st. About 200 men and women from the interior passed this morning in sight of the "Neva," going to Moatta with sago, exchanging it for cocoa-nuts. They left again soon after, but none could be induced to sell any to us or to come near. I observed the women wore the small grass petticoat as at Yule Island. Mr. Wilcox ill.
- 22nd to 23rd. Still detained by the state of the weather.
- 24th. The weather being sufficiently calm I left at 5:30 p.m., but we soon struck on the left bank at the mouth of the river, and did not get afloat again until past 10 a.m., when we had to go back.
- 25th. As we could not start early I deferred it to the next day.
- 26th. Early this morning we had only a steam pressure of 22 lbs.; I would not leave until we had a pressure of 40 lbs.; which occasioned some loss of time, and with a receding tide I directed the course and considered we were almost out of danger, when we found we were only in half a fathom of water; I gave orders to stop, but by some accident the rope of the boat got entangled in the propeller, which caused some delay in cutting it; in the meantime the wind and the current sent us on a sand-bank, on which we struck so hard as to be unable to move, and ran a great risk of filling with water from the heavy breakers. On the tide flowing we again floated, but being too late to leave we had to return.
- 27th to 31st. The weather too tempestuous to leave and some difficulty to procure food. The men were however very successful in purchasing a supply of game.
- Sept. 1st. Nothing particular to mention from this day, the 5th, except the difficulty of purchasing a sufficient supply of food from the natives, but this day two pearl shelling boats called here, and we were glad to get some biscuit and rice from them.
- 6th. The pearl shell boats left this morning; we followed them, but as soon as we were out of the river we found that what was fine weather for the decked boats was bad for an open heavy steam launch, and Palmer advised me to return, notwithstanding he complained of our long detention at this place.
- 7th.

- Sept. 7th. Finding that every day I was exposed to new difficulties respecting getting a supply of food for the crew, I considered it advisable to send the boat to Brothers Island, to ask for some supply of provisions from Captain Redlich, who had a beche-de-mer station on that island. I expressed this proposal to the men and they agreed to it, so that four of them will start at 1 p.m. to-morrow.
- 8th. As arranged last night the four men left about 1 p.m., and we were not a little surprised to find Capt. Redlich calling at Katow in the afternoon. He will sail again to-morrow. I requested him to take six of my crew to Somerset, who it is my intention to discharge, from the difficulty of procuring food for them, and they also expressed a wish to leave; Capt. Redlich consented to take them, and he left at 2 p.m. on the 9th of September for Somerset, with the engineer and Jackson, and the other four he will take from his island, where he will find them. Wrote to the Rev. Mr. M'Farlane to pay the men and discharge them before the Police Magistrate at Somerset; Mr. Wilcox, Bob (South Sea islander), and the cook (a Chinese), remained with me.
- 10th. I felt relief to-day, as I am now quite independent of the natives for food, having but few persons on board. Eight native canoes, Waruki informed me, are fitting out for a fishing party to leave to-morrow.
- 11th. About 6 p.m. I saw a sail, it was our dingy returning from the Brothers Island; they reported that they got no provisions, as Capt. Redlich was absent. I told them what had happened in their absence, and they accepted my advice to return, and that Capt. Redlich would take them to Somerset. At this they were very delighted, and would not stay the night, but left again immediately. They gave me the news of the murder of Dr. James at Yule Island.
- 13th to 17th. Nothing of particular interest, except that this day, for the first time, a canoe with women came near the "Neva" to sell cocoa-nuts.
- 18th. Canoes returned from their fishing expedition.
- 22nd. Some canoes that arrived from Kiwai some days ago with sago are returning, taking with them some banana and other plants.
- 23rd. In the morning Moatta village was in a state of alarm, and all the men had left the village to repel an attack from some inland tribe; I observed, however, that the women passed near the "Neva" going to their usual work. About 4 p.m. I saw the natives returning, and seemed to be carrying a wounded or dead man. They would not permit Mr. Wilcox to enter the village, but told him they did not fight, as the bushmen ran away as soon as they appeared.
- 24th. Capt. Redlich arrived, bringing me provisions and letters, and returned on the following day.
- Sept. 25 to Oct. 4. Nothing has occurred worth mentioning, except that the Moatta people being now friends with the inland tribes, enabled me, with the assistance of the tobacco I received from Somerset, to purchase specimens of natural history.
- 5th. On the 5th a large canoe arrived from Wighi.
- 6th to 15th. Nothing of importance.
- 16th. Some natives from the interior visited Moatta to purchase fish, giving in exchange sago and bananas. Five canoes also arrived from Wighi. There was a man with them who had a gun and spoke English very well, and two others armed with clubs; they wished to come on board. I would not allow them to come armed on board, as it is not the usual custom among natives; so I told them to go away, which they refused to do for some time until I took my rifle. Bob at Tureture met the same man; it seems that he has been to Sydney on board of one of the pearl fishery vessels.
- 17th. Finding that the weather was breaking and likely to be fine and calm, we put the "Neva" in order for leaving.
- 18th to 29th. Nothing worth mentioning, except that two pearl shell boats came for provisions and water. A white man was in charge, but they had to go 4 miles distant for fresh water, and the natives and ourselves could only obtain it from the same distance. The Moatta people are much annoyed at seeing the inland natives receiving so much tobacco for animals, and they have tried to prevent their coming, and even threatening to fight them.
- 30th. The natives say the weather will now moderate and be fair, so I shall make every preparation for taking my departure for Somerset.
- Nov. 1. A boat arrived to-day with two native teachers, Lochat and Elia, from Cornwallis Island, sent by the kindness of Mr. M'Farlane, with a letter. They told me the weather was fine and calm, and would continue so for a few days. They left again in the afternoon. I shall leave to-morrow if the weather continues fine.
- 2nd. One of the inland natives brought me a beautiful snake of a species I had never seen before. Left at 10 a.m., and on arriving at the entrance of the river found the weather fine, and steered for Cornwallis Island with a gentle breeze, and aided by our jib-sail went at the rate of six miles an hour, passed north of Saibai, and anchored at Cornwallis Island at 4 p.m. The two following days we occupied ourselves in getting a supply of wood and water on board, in which the teachers aided me by lending their boat with two boys.
- 5th. I attended the service conducted by the native teachers in their little church; about 100 natives were present, men, women and children, almost the whole of them neatly dressed; they seemed very attentive to the service. A great number were from Saibai. I am not capable of judging of the influence of the teachers in a religious point of view, but from the benefit derived from their moral influence the result is very satisfactory; the advance of the natives of Saibai in civilization is progressing very fast, and the London Missionary Society may be proud of two such teachers as Elia and Lochat, who are eminently qualified to reform the wild tribes and to prepare the ground for future settlements.
- 6th. The wind being fresh and our anchorage not safe, I left for the Brothers Island, and arrived after a run of six hours. The passage was not pleasant, for the wind was fresh and

- and the sea rough, but I knew there was no danger of rocks or shallow water ; during the passage the men had to bail the water out, and it was with some difficulty it was kept from rising to the furnace and putting out the fire. On the following day, November 7th, Bob, the South Sea Islander, made a raft to go on shore to look for the dingy, but he found that Capt. Redlich had removed to Pumpkin Island ; as Bob did not see the dingy it was probably taken to that island. It is blowing very hard, but our anchorage is safe.
- Nov. 8th. Bob went on shore and made such arrangements as would enable us to get on shore to cut wood and obtain a supply of fresh water. There are no natives on the island. The wind still continues to blow very strong.
- 9th. Landed again to cut more wood, and obtained some birds. The Chinese cook was bitten by a snake of a poisonous species, and the symptoms in less than ten minutes were something very alarming ; I incised the wound, allowing it to bleed freely, applied ammonia, and gave brandy and ammonia internally.
- 10th. The cook was much better, but he was very ill in the night, but on the following day (11th) he was so much improved that I considered him out of danger.
- 12th. The weather being fine and calm, left the Brothers Island at 10 a.m., and anchored at Mount Ernest Island, where Mr. Jardine has a station. The next day was windy. I started for Somerset, but was obliged to return after going a few miles, from the stormy state of the weather.
- 14th. I left the "Neva," and went on board a boat going to Somerset.
- 20th. Returned to the "Neva." The wind during my absence had changed to the north, and the anchorage on the north side being unsafe the men had shifted anchorage to the south of Mount Ernest Island.
- 21st. Was calm last night, and we left early in the morning for Somerset. An accident happened to the engine by the bursting of one of the tubes, so I was obliged to cease steaming, but it very fortunately happened when we were only three miles from Somerset, when by aid of our sails and the current being in our favour, we soon anchored at Somerset. I left the "Neva" at Somerset, when I departed for Sydney, in charge of Bob, under the control of Mr. Powell, the postmaster, who kindly promised to see that the "Neva" was put in good order, cleaned, and painted.

After my long narrative I shall conclude with a few words expressing my regret at not having been able to do more ; but it is not the pioneer who shows the way that attains the most glory, but often the one who follows him, and it is easy to hear of a road but very difficult to find it out. I wish every success to any explorer of this part of New Guinea, should I not be able to return and complete my work ; and I hope that the little I have done will be some guide to, and enable him to find his way more readily than I did mine, and correct any errors I may have made. By this exploration we are now aware of a road to the interior of New Guinea, which is of more importance, as it is so near to Somerset, where a line of large steamers call twice a month. We also found a new passage from Moatta to the Fly River, shorter and safer than the one previously known, and when properly surveyed may be found navigable for larger ships. The richness of the land we visited, its vegetable and probably mineral productions, the soil suitable for the cultivation of many of the most valuable plants, as coffee, sugar, india-rubber, sago, tobacco, nutmeg, ought to attract the capital of the Colony to open up the country. The Dutch in their part of New Guinea, although on a small scale, derive some trade, and the part of New Guinea into which we penetrated was in latitude 50° 30' south, and ran about 500 miles on the winding river, the course of which may be seen on the chart appended, and it almost forms a line of demarcation between that part of New Guinea claimed by the Dutch and that remaining as yet unclaimed by any nation. About the Fly River, as far as I could judge, the natives appear less numerous than I have seen in other parts of New Guinea, and the land is cultivated in a smaller quantity, so that, in this part of New Guinea, the settler will not find the same difficulties I pointed out on former occasions when speaking of the south-eastern part of New Guinea, where the natives are more numerous and possess and cultivate all the best land. I have appended Baron von Müller's report on my collection of dried plants, and on the return of Professor Liversidge to Sydney he will report on the small collection of minerals I submitted to him for examination ; and I hope on a day not far distant to give the ethnological report on the natives, their weapons, also on the mammals and birds collected, the latter consisting of about fifty species, many of which are new or only recently described from specimens obtained during my first visit to the Fly River ; there is also a rich collection of reptiles, fish, both of salt and fresh water, some beetles, fresh water and land shells. I expect that the voyage of the "Neva" will be remembered by those who in future will take an interest in New Guinea, and by the scientific world.

I have now to give my grateful thanks to the Government for the aid they have afforded to me in this expedition by the loan of the steam-launch "Neva," without which it would have been impossible for me to have undertaken the expedition.

I remain,
Sir,
Your obedient servant,

L. M. D'ALBERTIS.

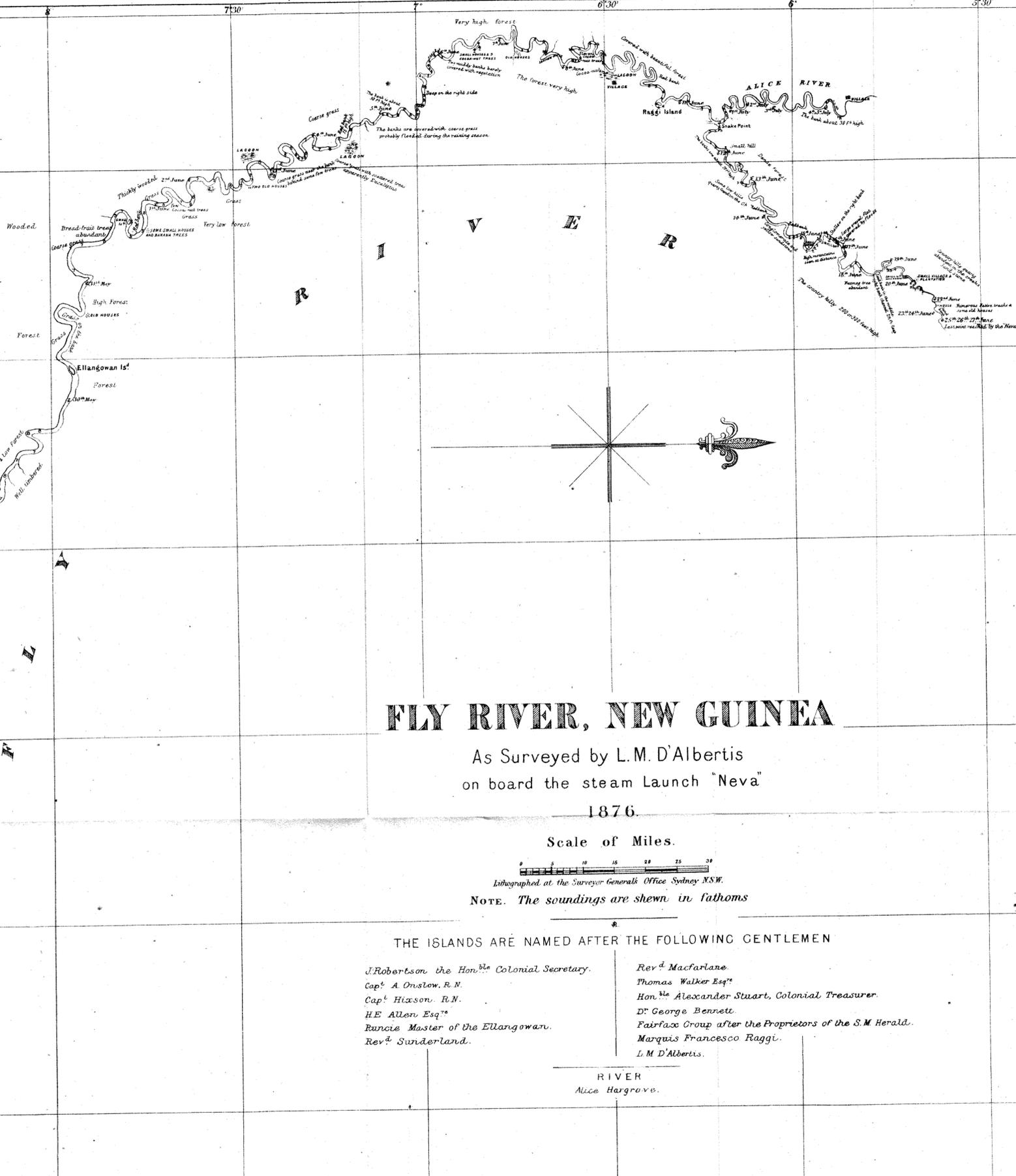
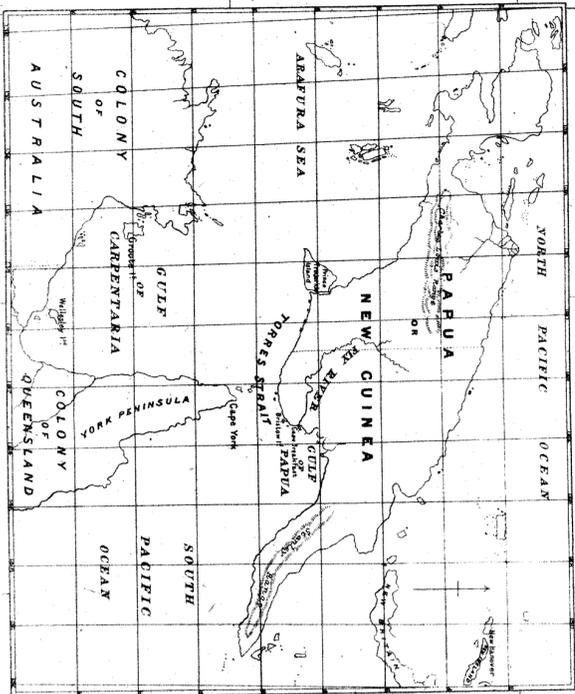
Sydney, 15 January, 1877.

APPENDIX.

Baron von Mueller's report.

THE collection of plants brought together by Signor D'Albertis, during his last expedition to New Guinea, is of particular interest, inasmuch as thus, for the first time, an insight into the vegetation of the more central portions of New Guinea is obtained. But since the distinguished Italian traveller, with the means at his command, could not extend his explorations beyond the country along the Fly River, only plants of strictly intratropical type, and mainly indicative of a jungle vegetation, came within his reach. It seems that no highland forms of plants descend to that river, as far as it was followed by Signor D'Albertis; nor shows the material kindly submitted to me any repetition of the Australian types, which some other portions of South-eastern Papua have brought to light, except two species of phylloidinous Acaciæ, both distinct from *A. Simoi*. This almost entire absence of Australian forms on these newly-traversed lines may perhaps be accounted for by geologic circumstances. But now, for the first time, are added to the hitherto recorded genera of New Guinean plants: *Gompharena*, *Grewia*, *Melhania*, *Muhlenbergia*, *Connarus*, *Terminalia*, *Pipturus*, *Codiaeum*, *Cynometra*, *Ceratophyllum*, *Jussiaea*, *Alstonia*, *Coleus*, *Vandellia*, *Limnanthemum*, *Calanthe*, *Eurycles*, *Costus*, *Schelhammeria*, *Dracaena*, *Hypaelytum*, *Phragmites*, *Paspalum*, *Lycopodium*, *Helminthostachys*, *Gleichenia*. The collection contains also species representing the following genera:—*Myristica* (nutmeg), *Wormia*, *Pittosporum*, *Elaeocarpus*, *Hibiscus*, *Dysoxylon*, *Harpullia*, *Vitis*, *Semecarpus*, *Maenga*, *Phyllanthus*, *Piper*, *Albizza*, *Mucua*, *Ficus*, *Eugenia*, *Barringtonia*, *Gardenia*, *Psychotria*, *Ixora*, *Plectronia*, *Myrmecodia*, *Ipomœa*, *Maba*, *Dischidia*, *Alstonia*, *Tabernæmontana*, *Mæsa*, *Coleus*, *Clerodendron*, *Solanum*, *Tournefortia*, *Cycas*, *Freycinetia*, *Flagellaria*, *Calamus*, *Pothos*, *Cordyline*, *Seleria*, *Kyllingia*, *Hypaelytum*, *Panicum*, *Coix*, *Leptaspis*. Besides, there are also representatives of other genera belonging to *Anonaceæ*, *Menispermaceæ*, *Rutaceæ*, *Laurineacæ*, *Melastomaceæ*, *Myrtaceæ*, *Araliaceæ*, *Urticaceæ*, *Euphorbiaceæ*, *Acanthaceæ*, *Gesneriaceæ*, *Orchidaceæ*, and *Palms*; but to define the species of these, and to contrast them with allied forms of other tropical regions, especially of the Sunda Islands, the Philippines, and Polynesia, will require careful investigation, the results of which will be promulgated in the succeeding pages of the publication on "Papuan Plants." As specially noteworthy on this occasion, may be mentioned a sapotaceous tree with edible fruit, two *Begonias* (one with spotted leaves), a grand *Hibiscus*, and several amaranthaceous and scitamineous plants of horticultural importance; further, a *Nepenthes* (Pitcher-plant), distinct from *N. Kennedii*.

Melbourne, December, 1876.



FLY RIVER, NEW GUINEA

As Surveyed by L.M. D'Albertis
on board the steam Launch "Neva"

1876.

Scale of Miles.



Lithographed at the Surveyor General's Office Sydney NSW.

NOTE. The soundings are shewn in fathoms

THE ISLANDS ARE NAMED AFTER THE FOLLOWING GENTLEMEN

- J. Robertson the Hon^{ble} Colonial Secretary.
- Cap^t A. Onslow, R.N.
- Cap^t Huxson, R.N.
- H.E. Allen Esq^r.
- Runcie Master of the Ellangowan.
- Rev^d Sunderland.

- Rev^d Macfarlane
- Thomas Walker Esq^r
- Hon^{ble} Alexander Stuart, Colonial Treasurer.
- D^r George Bennett.
- Fairfax Group after the Proprietors of the S.M. Herald.
- Marquis Francesco Raggi.
- L.M. D'Albertis.

RIVER
Alice Hargrove.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

NO-LIABILITY MINING COMPANIES BILL.
(PETITION OF CERTAIN GOLD-MINERS AND OTHERS, IN FAVOUR OF.)

Ordered by the Legislative Assembly to be printed, 22 February, 1877.

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

The humble Petition of the Gold-miners and others, resident at Sydney,—

MOST RESPECTFULLY SHOWETH :—

That a Bill is now under the consideration of the Parliament intituled "A Bill to incorporate No-Liability Mining Companies."

That your Petitioners believe that by passing into law the above Bill, it will be conducive to the development of the mineral resources of this Colony, which are at present languishing for want of legislation of this character.

And your Petitioners further believe that an Act similar in character to the above Bill has worked beneficially in the Colony of Victoria.

Your Petitioners therefore humbly pray that the said Bill now under consideration of your Honorable House may be passed into law.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 335 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NO LIABILITY MINING COMPANIES BILL.

(PETITION OF GOLD-MINERS AND OTHERS, RESIDENT AT HILL END, IN FAVOUR OF.)

Ordered by the Legislative Assembly to be printed, 1 March, 1877.

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

The humble Petition of the Gold-miners and others, resident at Hill End,—

MOST RESPECTFULLY SHOWETH:—

That a Bill is now under the consideration of the Parliament intituled "*A Bill to incorporate No Liability Mining Companies.*"

That your Petitioners believe that by passing into law the above Bill, it will be conducive to the development of the mineral resources of this Colony, which are at present languishing for want of legislation of this character.

And your Petitioners further believe that an Act similar in character to the above Bill has worked beneficially in the Colony of Victoria.

Your Petitioners therefore humbly pray that the said Bill now under consideration of your Honorable House may be passed into law.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 135 signatures.]

1876-7.

NEW SOUTH WALES.

OYSTER CULTURE COMMISSION.

REPORT

OF THE

ROYAL COMMISSION,

APPOINTED ON THE 29TH SEPTEMBER, 1876,

TO INQUIRE INTO THE BEST MODE OF CULTIVATING THE OYSTER, OF UTILISING,
IMPROVING, AND MAINTAINING THE NATURAL OYSTER BEDS OF THE COLONY,
AND ALSO AS TO THE LEGISLATION NECESSARY TO CARRY OUT THESE OBJECTS;

TOGETHER WITH THE

MINUTES OF EVIDENCE,

AND

APPENDICES.

 ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

 3 May, 1877.



SYDNEY: CHARLES POTTER, ACTING GOVERNMENT PRINTER.

1877.

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Commission.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and so forth,—

To our trusty and well-beloved—

The Honorable THOMAS HOLT, a Member of our Legislative Council of our Colony of New South Wales;

The Honorable JOHN BOWIE WILSON, and

JAMES SQUIRE FARNELL, Esquire, a Member of our Legislative Assembly of our said Colony.

Greeting :

KNOW ye that we, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do by these presents authorize and appoint you as hereinafter mentioned to make a diligent and full inquiry as to the best mode of cultivating the Oyster, of utilizing, improving, and maintaining the natural Oyster Beds of the Colony, and also, as to the legislation necessary to carry out these objects, with a view of offering such suggestions as you will think desirable for the framing of new laws and regulations thereto : We do by these presents give and grant to you, at any meeting or meetings to which all of you shall have been summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means : And our further will and pleasure is that you, after due examination of the premises, do and shall, within the space of three months after the date of this our Commission, or sooner if the same can reasonably be, certify to us, in the Office of our Secretary for Lands, under your hands and seals, what you shall find touching the premises : And this Commission shall continue in full force, although the proceedings thereunder shall not be continued by adjournment from time to time, and you may from time to time, if you shall see fit, without waiting for your full and complete Report, certify your several proceedings into our said Office, as the same shall be respectively perfected : And we hereby command all Government Officers, and all other persons whomsoever within our said Colony, that they may be assistant to you and each of you in the execution of these presents : And we appoint you, the said Thomas Holt, to be President of this our Commission, and do give you power at your discretion to procure such clerical and other assistance as you may deem necessary for enabling you to execute this our Commission.

In testimony whereof, we have caused these our Letters to be made Patent, and the Great Seal of our Colony to be hereunto affixed.

Witness our trusty and well-beloved SIR HERCULES GEORGE ROBERT ROBINSON, Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, our Governor and Commander-in-Chief of our Colony of New South Wales, at Government House, Sydney, in our said Colony, this twenty-third day of October, in the year of our Lord one thousand eight hundred and seventy-six, and in the fortieth year of our Reign.

(L.S.) HERCULES ROBINSON.

By His Excellency's Command,

THOS. GARRETT.

Entered on record by me, in Register of Patents, No. 10, pages 414-15-16-17, this twenty-third day of October, one thousand eight hundred and seventy-six.

HENRY HALLORAN,
(For the Colonial Secretary and Registrar of Records).

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REPORT.

To His Excellency SIR HERCULES ROBINSON, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of New South Wales, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

The Commissioners appointed to inquire into the best mode of cultivating the oyster, of utilizing and improving and maintaining the natural oyster beds of the Colony, and as to the legislation necessary to carry out these objects, beg to state that, having given the subject their most earnest attention, having obtained all available information respecting oyster culture in other countries, having taken evidence from persons practically engaged in that pursuit in Australia, and having caused the principal oyster-bearing rivers to be examined and reported on, not only as to their present state but also as to their capabilities of improvement, have the honor to report as follows:—

1. The climate of New South Wales is pre-eminently suitable for the breeding, growth, and fattening of oysters; that under proper management, the oyster may be produced in the Colony in the greatest perfection, the greatest profusion, and probably at a cheaper rate than in any other part of the world. All authorities concur in representing the oyster as a food of great dietetic value. In Europe and America the cultivation of the oyster is an industry of great commercial importance, and there is every reason to believe that it may be made even more valuable in Australia; but, to obtain the full measure of the results that are possible, the natural advantages of our oyster fisheries must be improved by art and culture—and must be carried on with the same close regard to the conditions of success that is found necessary in other pursuits. Oyster culture, like agriculture or grazing, requires an intelligent industry in order to turn natural advantages to the best account.

2. As to the commercial value of oysters, the Royal Commission (Ireland), 1870, report as follows: "The value of the oysters consumed in England annually is estimated at £4,000,000 sterling, and there is no doubt that double that quantity would find ready consumption, if obtainable." And in a foot-note on the same page of their Report (p. 34) the Commission quote the following passage from the "Popular Science Review":—"Such is the importance of this branch of commerce, that 700,000,000 of oysters are annually consumed in London alone, and quite as many, if not more, in the provinces. Now, supposing we value them at 6d. a dozen, which is certainly below the ordinary selling price, we shall then have an annual expenditure in England of about *three millions sterling* in oysters alone. Could any fact," they say, "more powerfully attest the value of this branch of commerce?" (Mr. Buckland, in evidence he gave before a Select Committee of the House of Commons, said he had paid as much as 3s. 6d. a dozen for oysters (natives) or seven times the value given as above in the "Popular Science Review.") Bertram, in the "Harvest of the Sea," estimates the number of oysters consumed in London at nearly 800,000,000. In Chambers's Encyclopædia it is said "the oyster trade in New York amounts in value to £1,250,000 per annum"; but from Baltimore it was recently stated, in the newspapers, that 40,000,000 tins of preserved oysters are annually exported, of the value of about £2,000,000 sterling.

3. From the above statements as to the value of oysters for home consumption and export, and in view of the fact that this climate is so admirably adapted for producing oysters in quantities almost without limit, and at the minimum cost, it would naturally be supposed that the oyster business in this Colony was equal in importance to that in any other in commodity, with probably the sole exception of wool; but so far from this being the case, we regret to say that the home consumption of oysters (as compared with the population) is small, the export of preserved oysters nil, and the shipment of oysters to the neighbouring Colonies will probably not exceed in value £40,000 a year. But, what may seem still more strange, this great oyster country is actually importing preserved oysters from America! We have not been able to ascertain from the Custom House the value of the American oysters imported into Sydney, but, as we have reason to believe that tinned oysters are to be had at the stores in almost every town in the interior, the quantity imported cannot be very inconsiderable. We hope, however, that the time is not far distant when the importation of oysters into Sydney will be deemed as great an inversion of trade as carrying coals to Newcastle.

4. The first thing necessary in oyster culture is *to secure the spat*. It must be emitted in warm weather, and have some hard substance to adhere to, or it will be irrevocably lost. The Royal Commission (Ireland, 1870) say in their Report: "The great object of oyster culture is to secure the spat." And with respect to the grants or licenses of the Board of Public Works (in whom the management of the Irish Sea Fisheries was vested up to the year 1869), they say, "most of them must be regarded as total failures as far as the production of oysters—the greatest object of all—is concerned. In many instances the oysters laid down have fattened, and the grants have thus proved advantageous to the grantee, but this is a matter of small moment in comparison with the main object—*increased production*."

5. The climate of New South Wales appears to be as superior to that of England in respect to the production and preservation of spat as it is for the production of the orange or the grape. In illustration of this we quote from evidence given last year before a Select Committee of the House of Commons, and also from evidence given before this Commission.

Mr. George Baker, a member of the Whitstable Oyster Company, examined by the said Select Committee of the House of Commons:—He attributes the scarcity of oysters to there being a scarcity of spat for a number of years. The largest fall of spat he has ever known were in those years which were extraordinarily hot. He believes that warm weather and still water are the most necessary conditions for a successful spat. He attributes the small fall of spat chiefly to the cold summers.

Mr. G. Harvey, oyster merchant, examined by the Committee:—He agrees with the former evidence, that a warm season is undoubtedly required to obtain a successful spat.

Mr. H. S. Goody, solicitor and clerk to the Colchester Oyster Fishery examined by the said Committee:—For about twelve years there had been very little spat in the Colne. The failure was attributable to unfavourable seasons. If they had had hot weather, a sudden cold disappointed all their hope of spat.

Mr. J. Wiseman, examined by the said Committee:—He has cultivated oysters about twenty-five years, and his family have cultivated oysters in that district for about, 300 years. He attributes the scarcity of oysters entirely to the unfavourable spawning seasons for the last ten or twelve years. He is of opinion that it is entirely attributable to the want of a high temperature. He has noticed for the last twelve years that the hotter the summer the greater the spat, and the colder the summer the less the spat.

Mr. H. Polley, fisherman, examined by the said Committee:—He said it is only favourable summers that will increase the supply of oysters, and we have not had that lately; heavy gales of wind during spawning time are quite as detrimental as frosty nights.

Mr. Frederick Wiseman, examined by the Committee:—He attributes the present scarcity of oysters to the want of spat during the last seven or eight years, which is to be ascribed to the low temperature of the water and strong winds during the spatting season. He says: It is simply temperature—temperature—temperature; we cannot fight against Providence; he should like to have an oyster bed in a locality where as high a temperature as 84 degrees is attained; he will stake his own existence that the scarcity of oysters may be attributed to the continuous bad seasons we have had.

Mr. William Burt, oyster merchant, examined by the Committee:—He attributes the cause of the decrease of oysters to the want of warm weather during the spatting months.

Mr. Blake, Inspector of Irish Fisheries, examined by the Committee:—The French system of oyster culture is in many respects a great success, but they have what we have not, a climate favourable to it; give us the French climate and the proper temperature, and at the right time, and you will see very astonishing results.

Mr. F. Buckland, examined by the said Committee:—You have to give oysters warmth (heat if you like) and quietness. For many years there was no fall of spat in the west of England, and in 1864 Mr. Wiseman and I considered the matter, and we saw that it was absolutely necessary to consult Nature; I went to the Isle of Ré to examine what I could see there. What was the first thing we saw there? We saw vines; we looked down from the vines on to the oyster beds. There are no vineyards in Essex. The same temperature which makes the vines grow makes the oysters spat; you have turnips, not vines, in England, and this is the principal reason why the French have succeeded.

Mr. Frank Buckland, in a letter to the *Times*, dated 22nd August (1876), says: "The cause of the scarcity of oysters, of late years, is without doubt attributable to the want of a fall of spat. * * * If the lambs die, where are the sheep to come from? So, if the infant oysters die, there will be no five and six year old oysters to pack in barrels at Christmas time; if at the time of their birth the water is cold and the weather boisterous, they die; if the weather is warm and tranquil they live. * * * Heat and

and tranquillity being therefore necessary, * * * he would like to try to breed oysters in a hot-house, with the temperature of the water up to 70 deg." Such artificial contrivances may be expedient in England, but owing to the mildness of the Australian climate the moment the young oyster has fixed himself to a holding on place he is perfectly safe, and only wants a favourable position to grow and develop; and Mr. Buckland in his evidence, describes an oyster as being, when born, an image of his mother, shell and all; he can open and shut his shell, and has the power of volition. In England, oysters the first year of their age are called *spat*, when two years old they are called *brood*, when three years old they are called *ware*, and it is not until they are four years old that they are called *oysters*.

The evidence above quoted as given before a Select Committee of the House of Commons, with respect to the failure and scarcity of spat, contrasts strikingly with the evidence given before this Commission a few months later as to the large production and unutilized superabundance of spat in this Colony.

Mr. Gibbins (one of the lessees) says that he never made any attempt to collect the spat by means of wood or stone placed in the rivers; he had no occasion for any artificial means of collecting it, there is such an enormous quantity of spat sticking to the rocks. From the time you enter the Hawkesbury River you may say there are 100 miles of nothing but rocks, and the spat sticking to them.

Mr. J. Emerson (one of the lessees):—They have such large quantities of spat lying about, any quantity of it can be collected. They have large quantities on the George's River; the banks are covered with it, except where there is sand. There is also a vast quantity of spat in Port Jackson. You can go up Middle Harbour and find any quantity of it, and no use is made of it. If it were put in good fattening ground it would grow and produce good oysters. He thinks that we are so prolifically supplied people will not turn their attention to it. If we did not get it we should have to adopt artificial means, such as are used in other countries. He thinks this profusion of young oysters is due almost exclusively to the genial warmth of the climate.

Mr. P. James:—He has never considered it necessary to go to any expense in securing spat, because there is plenty of spat to be had without it; the supply is almost inexhaustible; he has noticed countless millions of oysters sticking to the rocks in Port Jackson.

Mr. W. H. Bell:—He has frequently observed how the rocks in the harbour of Port Jackson are plastered with spat. He has no doubt that it would be an advantage if this spat were carefully knocked off the rocks and planted. The climate of this Colony is favourable to the cultivation of oysters. He was about twenty or twenty-two years of age when he left Whitstable. He has seen a good deal of the working of that Company; they breed only a small portion of the oysters they fatten; they purchase brood and ware at various places. At low spring tides there are a great number of persons collecting young oysters—any size that will bear removing. He thinks the Company purchases four-fifths of their oysters; they would certainly not be able to carry on their operations if they had not the opportunity of purchasing brood.

Mr. W. J. Langham, Inspector of Oyster Beds:—He said there were large quantities of oysters on the rocks and mangroves going to waste which might be converted into excellent food. Captain Griffin has done a great deal for a place like that he has at Limeburner's Creek. He utilizes all the spat he can get. He wished to get some from the rocks at Port Stephens, but Captain Griffin told him the lessees refused to let him have any; they preferred seeing it going to waste rather than allow him to utilize it. He thinks there is enough spat going to waste in Broken Bay to supply half the rivers working at the present time. There are oysters sent to market which, in his opinion, are not marketable, and which should not be sold as human food, but if they were laid down on suitable soil they would grow and become fat and good oysters. All the lessees seem to care about is to get as many oysters as they can. With respect to the rivers not leased, but closed, Mr. Langham said—"There is an immense quantity of spat at Port Hacking and no use is made of it; it was closed, at the request of the lessees, to prevent stealing. There are great quantities of young oysters on the rocks in Port Jackson; the Government do not make any use of them themselves, and will not allow any one else to do so."

6. We have thought it expedient to quote the above evidence at some length, in order to show the vast natural capabilities of this country for breeding oysters, and also the waste of young oysters which in England would be of high value, and which waste is as much to be deprecated as the former practice of burning oysters for lime. Bertram says—"The fisher people at Colchester and other places prowl about the sea shore and pick up all the little oysters they can find—those ranging from the size of a three-penny piece to a shilling, and persons and Companies having layings purchase them to be fattened for the table. At other places the spawn itself is collected, by picking it from the pieces of stone or the old oyster shells to which it may have adhered, and it is nourished in pits as in Burnham, for the purpose of being sold to the Whitstable people, who carefully lay it on their ground. The stock of oysters in the private layings of the Whitstable Company is said to be of the value of £200,000.

7. The breeding and fattening of oysters are as distinct as the breeding and fattening of cattle. In France the breeding is carried on in "*parcs*" and the fattening in "*claires*," which processes we will hereafter explain. In England there are many persons and Companies who never breed any oysters, but who do a very considerable business in buying spat, brood and ware, that is, young oysters one, two, and three years old, which they put in their "*layings*" or fattening beds to grow and fatten. The collecting of these very young oysters at the low tides gives employment to many persons, and the spat they collect is matured into excellent food which would otherwise be lost.

Mr. G. Baker, a member of the Whitstable Company, said, in the evidence he gave before the Select Committee of the House of Commons (1876), (to which we have alluded) he does not think his Company breeds a fifth of the oysters it sells. It has imported oysters during the thirty-five years he has been connected with it. If it were prevented from importing oysters from other grounds, it would bring the Whitstable Company to an end.

Mr. H. S. Goody, solicitor and clerk to the Colchester Oyster Fishery Company, said, in the evidence he gave before the said Committee, the Colne and the Blackwater fisheries join on to each other. The former is good fattening, and the latter good breeding ground. If the Colne Company had not been able to purchase brood, the fishery must have entirely failed. During the five years 1871 to 1875, the Colne Company have been supplied with brood at a cost of £16,138. He said, what astonishes any one who looks at the map and sees where the two rivers join (Colne and Blackwater), that in the former there is a large deposit of large oysters and no brood, and in the Blackwater few large oysters and plenty of brood.

Mr. Hole, oyster merchant, gave the following evidence before the said Committee:—Theirs is a growing and fattening process; they do not profess to be breeders; they never get any spat upon fattening grounds—such a thing was never known to be—the oldest servant they have never heard of such a thing. They put down small oysters, and their profit consists in the growth which they make. If they were to touch them in the summer months, they would disturb the beautiful shell growth that is being made, which is very thin. It is not at all injurious to remove brood. Oysters should be moved, just as anything in vegetation is transplanted. Oysters do not begin to thrive and fatten until they are moved. They import oysters from Ireland and all parts, and keep Falmouth as a sort of half-way house from Ireland. Oysters will not fatten at Falmouth; they are very poor, starved-looking things, and have not that nice fatness they acquire afterwards. They bring oysters into the Thames and Medway for the purpose of fattening them. The best fattening beds are supposed to be creeks and inland waters.

Mr. C. W. Harding gave evidence before the said Select Committee:—Is Bailiff of the Lynn Oyster Fisheries. He finds that the shallower the water the fatter the oysters are, and the deeper the water the poorer they are.

Mr. F. Pennell gave evidence before the said Select Committee:—He said it is very rarely that on a fattening bed the spat is produced, and if so that it comes to anything. He thinks a fattening oyster is always fit for market, and breeding oysters are rarely found fat. A fattening ground is usually a small creek, with muddy banks, and the bed is made in the middle with shells, upon which the oysters are laid. The fattening grounds are more or less all artificial. He would not prohibit the sale of oysters from a private bed, unless it was necessary to do so, in order to assist in carrying out some law, to enforce a close time on public beds; then he would stop consumption, but not for any other purpose. The law of nature is more or less suspended, as regards oysters being sick, on artificial fattening grounds. He has often made a hearty lunch of oysters in summer, and certainly thinks they are really fit to eat. He thinks the Committee has had evidence that only one oyster in ten, as a rule, spats, and all the rest would be fit to eat.

Mr. John Bullock, examined by the said Committee:—He has been thirty years connected with the Blackwater or Port Fisheries, where there are 400 or 500 vessels employed dredging in that river. He believes it to be a good river for breeding and growing oysters, but not for maturing and fattening them. He dredges and sells the oysters he has caught to Companies and private individuals, to mature and fatten for the market. He does not think it impoverishes the bed by carrying off the brood—he thinks it is beneficial.

Mr. Frederick Banyard, examined by the said Committee:—He has been engaged in oyster culture and oyster dredging from twenty to thirty years. He works upon his private ground or "*layings*," which is about an acre and a half, and when he is not so employed he works upon the Blackwater. He thinks, and indeed he is sure, that the Blackwater is one of the most productive spatting grounds in the kingdom. He says, brood growing upon a nice clay bottom would fatten as much in one year as another would upon a stony bottom in two years. He has private (oyster) ground upon a creek running into Blackwater, and 300 fishermen belonging to Mersea and Tollesbury have ground like that. They certainly are valuable.

Mr.

Mr. J. A. Blake, Inspector of Irish Fisheries, examined by the said Committee:—He said a place that is fit for fattening is not good for production, and, where production is most successful, there is the least done in the way of flavouring and fattening oysters. For example, one Honorable Member of this Committee has got a very good place for production, which he (Blake) has recently examined at his request, but it will never fatten nor flavour oysters, in his opinion. He must either send his oysters to where there is a marly soil like the London blue clay, or he must make fattening beds of his own by bringing the suitable soil. He is very strongly in favour of private fisheries.

Mr. S. Walpole, Inspector of Salmon Fisheries, examined by the said Committee:—He said there are a great many beds in England where the oysters are never sold for purposes of food, but to be laid down on other beds, in order that they may be fattened and brought to market subsequently. He thinks, with great submission to the Committee, that the chief object ought to be to protect the breeding beds.

Dr. Kemmerer, one of the most eminent of French oyster culturists, is of opinion that the oysters in the claires (fattening beds) are usually sterile, and that over-fatness is the cause in most cases.

8. From the evidence taken during the same year (1876) before a Select Committee of the House of Commons, and this Commission, it would appear that in England it was considered to be all-important to protect the breeding beds and secure the spat, whilst in this country the spat was so superabundant that it was not thought to be worth collecting and placing in suitable ground where it would grow and fatten. The time, however, will come, and probably is not far distant, when the immensity of oyster spat in this Colony will be utilised, and when oysters will become an important article of food for home consumption, and of commercial value for exportation; and when we shall not be satisfied with utilizing only what Nature so lavishly bestowed upon us without labour, but we shall also employ artificial means to breed as well as to fatten oysters.

9. The oyster is generally supposed to be hermaphrodite, and the spatting usually takes place when the parent oyster is from three to four years old. An oyster is estimated to produce between one and two million oysters at a birth, and of this spat a large proportion is destroyed by fish, crabs, and other enemies, or from the want of some hard substance to which it can adhere. The whole of the spat would perish if there were no other holding-on place for it than sand or mud.

10. With respect to the best kind of collectors to be employed, cultivators must be governed by the facilities offered in the neighbourhood, and they are very various. For instance, where wood is plentiful, as in this country, the best and cheapest means for securing the spat is probably the branches of trees, especially those of the swamp oak, but in places where there are few trees other means must be adopted. At the Island of Ré, where there are few trees, stones and tiles have been largely used as collectors of oyster spat. At one time there was quite a *furor* for oyster culture on that island, and several thousand parcs, as they are called, were constructed on the foreshores of that island. Bertram, in his "Harvest of the Sea," says:—"The secret of there being only a holding-on place required for the spat to insure an immensely-increased supply of oysters having been penetrated by the French people, the plan of systematic oyster culture was easy enough. A few initiatory experiments speedily settled the fact that oysters could be grown in any quantity. Oyster culture was begun as recently as 1858 at Ré, and in 1868 there were on that island upwards of 4,000 parcs and claires. The system of breeding oysters, that is, securing the spat in claires, was, Bertram says, inaugurated by a stonemason of the name of Bœuf. He enclosed a portion of the foreshore of the island, about 30 yards square, with a wall of rough stones about 18 inches high, and in this enclosure or parc he laid down a few bushels of growing oysters. The result of this initiatory experiment was so successful that in the course of a year he was able to sell £6 worth of oysters. Elated by the profit of his experiment he proceeded to double the proportions of his parc, and by that means more than doubled his oyster commerce, for in 1861 he was able to dispose of upwards of £20 worth, and this without impoverishing in the least degree his breeding stock. He continued to increase the dimensions of his farm, so that by 1862 his sales had increased to £40. When the great success of Bœuf's experiments had been proclaimed in the neighbourhood, a little army of about a thousand labourers came down from the interior of the country and, along with the native fishermen, took possession of portions of the shore, which were ceded to them by the French Government at a nominal rent of about a franc a week, to be cultivated as oyster parcs. The most arduous duty of these men consisted in clearing off the mud, which lay on the shore in large quantities, and which is fatal to the oyster in its early stages; but this had to be done before the shores could be turned to the purpose for which they were wished. After this preliminary business had been accomplished, the rocks had to be blasted in order to find stones for the construction of the parc walls; then these had to be built, and the parcs had to be stocked with breeding oysters, &c. Some gentlemen from the island of Jersey, who visited Ré, report that an incredible quantity of oysters had been produced on that shore, which

a few years ago was of no value; so that this branch of industry now realizes an extraordinary revenue, and spreads comfort amongst families which were formerly in a state of comparative indigence. A series of enormous and unproductive mud banks, occupying a stretch of shore about 4 leagues in length, are now so transformed and the whole place so changed as to appear to be the work of a miracle.

Dr. Kemmerer, of St. Martin's, Island of Ré, has invented a tile which he covers with some kind of composition that can, when occasion requires, be peeled off, and this plan is useful for the transference of the oyster from the collecting parc to the fattening claire.

Lake Fusaro is highly interesting as being the first seat of oyster culture. It is the *Avernus* of Virgil. It is still devoted to the highly profitable art of oyster-farming. The mode of oyster breeding at this place is now, as it was eighteen centuries ago, to erect artificial pyramids of stones in the water, surrounded by stakes of wood, in order to intercept the spawn. Fagots of branches were also used to collect the spawn, which must find a holding-on place within forty-eight hours after its emission, or it will be lost for ever.

The Royal Commission (Ireland) say:—Hurdles and fascines have been found to answer well as collectors, and they will be found cheaper. They are fixed in rows, by means of pegs, about 2 or 3 feet above the oysters, which are scattered on the soil under them.

Furze bushes are also found to answer fairly, but fascines and bushes are scarcely so suitable in a tide-way, in consequence of the liability of the twigs to catch weed, break, and float away, when the spat is carried with them. In all cases when wood is employed for collectors, it should be dry, hard, and sapless, and cut, at least, in the preceding season. Oysters are more easily detached from wood collectors; the loss or damage to the shell breaking them off is least upon fascines, as the twigs are easily broken off; the loss is greater on hurdles, greater still on tiles, and greatest of all on stones. The young oyster, though somewhat malformed at times on twigs, soon regains its shape when detached without damage. Tiles are largely used in France because they are cheap—about £2 per thousand. One cultivator, at Auray, possesses 200,000 tiles, and on these he obtained, in 1869, six-millions of oysters.

11. In New South Wales the production of oysters is immensely beyond our present requirements, and Nature has also provided us so amply with holding-on places (rocks, mangrove trees, &c.) for collecting the spat, that it appears almost superfluous for us to allude to the subject of oyster-breeding; but this state of things may not always continue, and at some future time information on breeding oysters will be as useful as that on the growth and fattening of oysters is at the present time.

12. As Regards the Fattening of Oysters.—The nature of the bed or soil on which it rests is a matter of the greatest importance. Bertram says the beds of "natives" are all situated on the London clay, or on similar formations. * * *. The portion of the beds set apart for the rearing of "natives" is as sacred as the waxen cells devoted to the growth of queen bees. But, although called "natives," in many instances they are not "natives" at all, but are, on the contrary, a grand mixture of all kinds of oysters, being brought from Prestonpans and Newhaven, in the Firth of Forth, and from many other places, to augment the stock. Many circumstances highly favourable to the growth and fattening of oysters are the reverse for successful breeding. Growth and fattening will proceed where there may be a large amount of fresh water and a strong current: the former would prove prejudicial to spatting, and the latter tend to prevent the adhesion of spat—at least in the locality at which it is voided. It is a remarkable fact that there are no fine flavoured oysters where there is not fresh water, and this fact was noticed by Pliny more than eighteen hundred years ago. The Royal Commission (Ireland) says: For fattening there are few places better than a salt marsh. The fattening ponds (termed claires) at Marennes and La Tremblade, of which sketches are appended, are at both places formed out of salt marshes, and are in many instances only old disused salterns or salt pans, in which rough salt was made. The number of oysters laid down in claires is proportioned to the time it is intended they should remain there; for as the food of the oyster is limited, a smaller number will of course fatten more rapidly than a larger number. The average distribution is about two or three to the square foot. The oysters thus fattened are of excellent flavour and quality.

Mr. Cholmondeley Pennell, Inspector of the English Oyster Fisheries, who was sent by the Board of Trade to inspect and report upon the French modes of oyster culture, says in his report:—"The fattening pits (claires) are excavated from one to two feet deep, and are of all shapes and sizes, from ten to sixty yards square, which latter is the maximum, the usual size being from forty to fifty yards square. It is in these pits that the celebrated green oysters are fattened. Round the margin of the claires, at Marennes, a trench or channel is excavated a yard or two wide, and an extra foot deep, the object of which is to equalize the temperature when the shallower water becomes too hot or too cold. One portion of the side

side of each claire is cut down to the depth at which it is wished to keep the water; this depression communicates with the nearest gully or natural channel, and at spring tides (when only the water in the tides can be changed) the tide, winding its way up the channel, finds ingress and egress. The same channel also serves to carry away the waste water whenever it is wished to lay the pits dry, for which purpose the simple method is adopted of digging a hole in the clay bank, which is readily stopped up again when desired.

During the summer months the sea has free ingress and egress to the claires to purify them, and the coating of blackish mud which has collected on the surface during the preceding year is also removed. In August they usually stop up the gaps in the banks, in order that the continued action on the soil and water may produce the greenish creamy scum with which the surface mud of all the claires is covered. Oysters in the claires do not begin to fatten until late in the autumn and winter. A large quantity of oysters will live well in the pits, but they will not fatten if too numerous. There is no doubt that the fewer oysters that are placed in a pit, the more food there will be for each of them and the quicker they will fatten. Wherever these claires have been constructed they have succeeded, and, when once constructed, the labour and expense of working them are small. The claires at Marennes occupy a strip of low-lying clay country on the river Seudre. The soil is marl, that is, a mixture of chalk and clay, and is of various colours—greyish, blue or black, greyish yellow, and in some cases red. The muddy or marly bottoms are most favourable to the growth and fattening of the oyster. Professor Sullivan says, “the soil of all places successful as oyster fattening stations contains more or less of a fine flocculent highly hydrated silty clay, abounding in vegetable and animal matter, derived chiefly from diatomacea, rhizopoda, and other microscopical organisms; and that the soils of those places which have proved successful as breeding stations always contains some of it, but not necessarily as much as those which fatten; and lastly, that in those places which have proved failures, this peculiar kind of mud is either wholly absent, or inferior in quality and quantity.”

13. The Royal Commission (Ireland) say, fruitful oyster mud may vary within very wide limits, from almost pure sand to almost plastic clay. In the very sandy grounds, there must, however, be always a sufficient quantity of highly hydrated clay to render the sand adhesive and to preserve it from becoming a mere loose running mass.

14. In the clayey grounds there must always be calcareous mud to make the clay porous and prevent it becoming too hard,—clay marls, with some intermixed sand, being perhaps the best of all materials for oyster grounds.

15. The earth known as the London clay appears to be the soil peculiarly adapted for oysters. It may be well here to explain that the term “London clay” is employed in a general and a special sense. In the former it is used as a collective name for a number of beds of the old tertiary formation, consisting of gravels and sands below and of clays above. In the special or limited sense, it is applied to the bluish or blackish clay, sometimes mixed with a greenish coloured earth and white sand, which forms the upper parts of the beds just mentioned. London clay is plastic clay, not differing much in chemical composition from ordinary potters’ clay. All fruitful oyster muds contain organic matter, always due, in part, to the presence of infusoria, and sometimes, in part, to small algæ or confervæ, remains of shell fish, and other marine creatures.

16. Bertram says, one of the most lucrative branches of oyster farming in France is the fattening of oysters in claires, at Marennes, which have been brought from the Ile de Ré breeding parcs. In the claires the oysters become green, and of considerably more value than the white oyster. The peculiar colour and taste of the green oyster are imparted to it by the vegetable substances which grow in the claires. The industry carried on at Marennes consists chiefly of the fattening in claires; and the oysters operated upon were at one period of their lives as white as those which are grown at any other place; indeed, it is only after they have been steeped a year or two in the muddy ponds (claires) of the river Seudre that they attain their much-prized green hue. The ponds (claires) for the manufacture of these green oysters—the oyster *par excellence*, according to all epicurean authority—require to be watertight, for they are not submerged by the sea, except during very high tides. Each claire is about 100 ft. square; the walls for retaining the waters require, therefore, to be very strong. They are composed of low banks of earth, five or six feet thick at the base, and about 3 ft. in height. These walls are also useful in forming a promenade, on which the watchers or workers can walk to and fro and view the different ponds. The floodgates for the admission of the tide require also to be thoroughly watertight and to fit with great precision, as the stock of oysters must always be covered with water, but a too frequent flow of the tide over the ponds is not desirable, hence the walls, which serve the double purpose of both keeping in and keeping out the water. A trench or ditch is cut in the inside of each pond, for the better collection of the green slime left at each flow of the tide; and many tidal inundations

are

are necessary before the *claire* is thoroughly prepared for the reception of its stock. When placed in these greening *claires* they are usually from twelve to sixteen months old, and they must be left for a period of two years at least before they can be properly greened, and if left a year longer they are all the better. Dr. Kemmerer says: "The green oyster has only been regarded as a luxury for the table of the rich, but I would like to see it used as food by every one."

17. In this Colony we have salt water swamps, marshes, mudbanks (or *crassets*, as they are called), more or less covered by the tides, where *claires* for the fattening of oysters (and probably also the *greening* of them if required) could be carried on to a very considerable extent. We have the same kind of rich mud as that in the estuary of the Thames, which is so celebrated for fattening oysters. Professor Watt has analysed some of the mud out of one of the bays of the George's River, and found it to be similar to the London clay, of which the Portland cement is made. There is nothing more unsightly than a salt water marsh, and it is probably as unhealthy to the neighbourhood as it is unsightly. Not a blade of grass grows thereon, or indeed anything which is useful for either man or beast. But these marshes may by means of *claires* become more highly productive than any high dry land however rich. They are capable of fattening oysters and growing grass or vegetables in perfection.

18. In cutting the *claires* it is not necessary that they should be of any particular shape or size, and it would be absurd to imitate the French in the *claires*, which were originally excavated for salterns. We learn from some of the witnesses, who gave evidence before a Select Committee of the House of Commons, that oysters grow and fatten the best in creeks and shallow water. Mr. Pennell says:—A fattening ground is usually a small creek with muddy banks, and the bed is made in the middle with shells, upon which the oysters are laid.

19. We think it right to mention, for the information of those who may contemplate making *claires* for the growth and fattening of oysters, that the experience of Mr. Holt (the Chairman of this Commission) is decidedly against the damming of them. Mr. Holt has constructed *claires* of more than 30 miles in total length, and he spared no expense in making flood-gates and dams, according to the most approved systems he had seen in France, but he has since had reason to believe that it was a mistake, and he has done away with them entirely, and let the *claires* have the full benefit of the ebb and flow of the tides, which has caused a very considerable saving in the expense of management, and a vast improvement in the oysters.

20. The green oysters produced in the *stagnant* *claires*, may, like the huge goose livers produced by keeping geese before hot fires for the *pâté de foie gras*, be appreciated by the French gourmands; but it is a question whether oysters and geese fattened by natural means are not the most wholesome. Monsieur Tandon, in his "*Le Monde de la Mer*" (World of the Sea), says:—"Oysters" (in France) "are put in *claires*—long canal-like excavations—filled with green, stagnant saltwater. The green matter, which makes the water all but offensive, penetrates the system of the poor Molusks compelled to inhale it. The oyster under this *regime* fattens, and soon obtains that obesity so relished by the connoisseur, but which is really the result of disease induced by the unwholesome water of the *claire*. Imagine the unspeakable disgust of the oyster after living in the beautifully clear and fresh water of the ocean, at being immured in a stagnant pool, whose water is seldom changed but always charged with filth!" The oyster *claires*, with the full flow of tides, resemble in many respects the English fattening creeks, with the sole exception that the former are probably more artificial than the latter. In this latitude there is no fear of the young oysters being killed by the frost by being left dry at low tides; on the contrary, there is reason to believe that they are benefited by the change; and at Arcachon, one of the most extensive and prosperous oyster fisheries in France, the oysters are always left dry at low tides. Mr. Buckland, in evidence he gave before the said Select Committee of the House of Commons (1876) said: Oysters have sometimes a very rotten appearance about the shell, like a very old wine cork. This is caused by a sponge called *clione*, which gets into the oyster shell and completely riddles it and makes it quite fragile to the finger. By exposing the oysters to the rays of the sun the *clione* is killed, and it will not live again.

21. The enemies of the oyster, such as the five-fingers, &c., can be seen when walking on the banks, and forked out with the greatest ease; and the oysters when ready for market can be gathered out of the *claires* as easily as potatoes are dug up in a garden, and at as little expense. Bertram tells us in England the dredgermen on the Colne River Fishery are never paid less than 12s. and sometimes 40s. a bushel for dredging the oysters. What a contrast there is between the cost of gathering oysters out of the shallow *claires* in this Colony and dredging for them in the deep waters of England.

England. As the climate of New South Wales is equal to that of the finest parts of France, Spain, or Italy; and is equally as applicable to the breeding, growth, and fattening of oysters as to the breeding, growth, and fattening of cattle on the natural pastures, all the year round.

22. Ten or twelve years ago the oyster industry in France was in a high state of prosperity, but five or six years later it was in a most deplorable state, and Mr. Pennell and others gave melancholy accounts of the failures of oyster culture in that country. This did not arise from natural causes, such as frost, snow, floods, &c., which occasioned such tremendous losses of spat and oysters in England, Ireland, and Scotland, but from the negligence and greed of the cultivators. The Royal Commission (Ireland, 1870) say in their Report: There is no reason to doubt that the decline in production (in France) is to be attributed to the neglected state of the collectors, and also to the selling of too many of the parent oysters, and thus annihilating to a considerable extent the source of spat. This, the Commission say, is admitted by the proprietors themselves, who have found their expectations to get spat without parent oysters to be delusive, and they are now taking means to renew the stock of oysters and collectors. The selling of their breeding oysters is but a repetition of the old story of killing the goose that lays the golden eggs. But now the tide has turned, and the French having learned by bitter experience not to trust solely to their fine climate and great natural advantages, have put their shoulders to the wheel, and by skill and industry have turned the bountiful gifts of Providence to good account. Like causes can never operate in New South Wales to injure the oyster industry, from the fact that there are many localities where marketable oysters cannot be profitably dredged for consumption, but where spat can at all times be obtained in any quantity.

23. Mr. Farrar, Secretary to the Board of Trade, in the evidence he gave before the said Select Committee of the House of Commons (1876), said:—"Mr. Pennell was sent by the Board of Trade, in 1868, to inspect the French oyster fisheries, and he gave a most melancholy account of them—nothing could be worse. The Irish Commission confirmed that melancholy account; but now it appears from the official returns of the French Government (1876) that the production has enormously increased. At Marennes the private cultivators have been enormously successful: At Cancale the value of the oysters produced had risen from 97,375 francs in 1869 to 720,800 francs in 1874. The oysterculturists, who have established parcs on the banks of the Auray, gather considerable quantities of young oysters in their collectors, and many of them have already realized important profits. Many of the proprietors of parcs are embarrassed by the abundance of their produce. Mr. J. A. Blake, Inspector of Irish Fisheries, in the evidence he gave before the said Select Committee (1876) said:—"French oysters will cause a great revolution in the oyster trade in England; so that we need to care very little about our own production at all, but look more to the fattening."

24. After carefully reading and considering everything procurable that has been written about a close season for oysters, as well as the evidence taken before this Commission, we have come to the conclusion that a close season is unnecessary, and would be prejudicial to the public interests and to the oyster industry in this Colony. There may be valid reasons for restricting the consumption of oysters to nine months in the year in those countries where, notwithstanding their dearness and scarcity, the people were not satisfied with eating them at one meal a day, but must needs have them (probably because they were dear and scarce) at *four* meals a day. Mr. Blake, in evidence he gave before the said Select Committee of the House of Commons (1876), attributes the scarcity and dearness of oysters chiefly to the great consumption of them. He says it became the custom in France about fifteen years ago to introduce oysters at four meals—at breakfast, luncheon, dinner, and supper; no entertainment was complete without oysters, and that fashion came into operation in England, and a vast demand for oysters arose, and the enhanced price induced the people to dredge extensively; whilst, at the same time, we began to have bad spatting seasons. There is every reason to believe that oysters that are not sick or spatting are as wholesome food in summer as in winter, and therefore there is no more reason to make a close season for oysters than there is for beef or mutton. Mr. F. Pennell, in evidence he gave before the said Select Committee of the House of Commons (1876), said he would not prohibit the sale of oysters at any time from a private bed unless it was necessary to do so in order to assist in carrying out some law to enforce a close time on public beds; then I would stop consumption, but not for any other purpose. He thinks a fattening oyster is always fit for market; he has rarely known the oyster sick on fattening ground; he has often made a hearty lunch of oysters in summer.

25. Having now indicated the actual resources of this Colony for oyster production, and the need of artificial culture, and the character of the operations suitable, we have to refer to the state and operation of the present Fishery law. The only law in this Colony relating to Oyster Fisheries is the 31 Vic. No. 20, intitled "*An Act to regulate Oyster Fisheries and to encourage the formation of Oyster Beds* (1868)." The preamble of the Act says: "Whereas it is expedient to encourage the cultivation and improvement of oyster fisheries,

fisheries, and to prevent the exhaustion of the oyster-beds in the Colony: Be it therefore enacted, etc. (the 1st clause is a mere interpretation clause, and the 2nd clause is as follows):—"The Governor, with the advice of the Executive Council may, subject to any regulations, * * * demise by auction, or otherwise, for any term not exceeding ten years, any Crown lands being part of the shore and bed of the sea, or of an estuary or tidal water, above or below, or partly above or below, low-water-mark, for or in connection with the laying down of any oyster-bed. The 3rd clause provides that every such lease shall be in writing, etc. On the 15th September, 1871, the Government published Regulations for carrying into effect the "Oyster Beds Act of 1868." The 6th Regulation says, leases shall not include more than *one* mile of the frontage of any river, creek, estuary, or tidal water. This Regulation, it appears, was cancelled with respect to the one mile frontage on the 21st February, 1873. And the 7th Regulation says, parties leasing oyster-beds will be required to enter into a bond for ten times the amount of the annual rent, with two sureties, approved by the Government to fulfil all the conditions of the lease, and also to leave the oyster-bed in as good condition at the termination of the lease as at the time of its being granted. The advertisements calling for tenders from persons willing to lease the oyster-beds for a period of ten years, say, "Each tender must be accompanied by a guarantee from two responsible persons as sureties, agreeing to become answerable for the due fulfilment of the conditions of the lease, etc." The oyster-beds in most of the tidal rivers of this Colony are now held by six persons (the lessees), and the other rivers not under lease are *closed*, at the instance of the lessees, to prevent any oysters being taken out of them to interfere with their monopoly.

26. *Mr. Langham*, the Inspector of Oyster Beds, in his evidence before this Commission with respect to the River Hawkesbury leased by *Mr. Gibbins*, says:—"He should say he claims under his lease 20,000 acres or more. He has laid down 4,000 or 5,000 bags of young oysters for a few months; he shifts them, that is all. There is no proportion at all between what he has taken from off the rocks and mangroves and those that remain; you could not tell where they were taken from, they are like a mere drop in a bucket of water." At another part of the evidence, he said:—"Capt. Griffin is the lessee of Limeburners' Creek. He has done a great deal in laying down or forming oyster-beds, for a small place like that. He utilizes all the spat he can get. Capt. Griffin told him (the Inspector) he wished to have some spat from the rocks on Port Stephens, but the lessees refused to let him have any. Capt. Griffin is the only one he knows of who has strictly complied with the terms of the Act." He gives similar evidence about most of the other leased rivers. The lessees make no use of the spat (that is, for growth and fattening), or only to an inappreciable extent, and although there is such a vast quantity going to waste they will not allow any person to take any.

27. The evidence given before this Commission shows that immature oysters (specimens of which we have seen) are not only sold in Sydney but also in Melbourne, which are not fit for human food. The New South Wales oysters, which ought to be the finest in the world, not only get a bad name in the Colony but also in Victoria. The Inspector says that all the lessees seem to care about is to get as many oysters off the oyster-beds as they can. *Mr. Emerson*, oyster merchant, in his evidence before the Commission, said:—"The sale of these small oysters (such as were exhibited, and which had been bought for the Commission at certain shops in the city) have a prejudicial effect on the public mind to prevent consumption. People who go into a shop and get these small oysters become disgusted; whereas if they got fat and well-flavoured oysters they would make them a regular article of food. *Mr. Emerson* handed in to the Commission a letter he had received from his agent in Melbourne (*Mr. Brooks*), in which the latter speaks of the reckless way the trade is being carried on, and the rubbish that comes from Sydney to the Melbourne market—oysters, he says, that never ought to have been allowed to leave their beds. * * * The result will be, he says, that at the expiration of some of these leases there will be no oysters fit for use. * * * He saw eighteen bags of Newcastle and Broken Bay oysters sold for 20s. ! (This is little more than half the freight, and very little more than the cost of the bags) ! *Mr. Brooks* (*Mr. Emerson's* agent) gives the prices of oysters sold during the last month (September, 1876), which range from 3s. to 30s. per bag. *Mr. Emerson* said he had no difficulty in getting a good price in Melbourne for good oysters, and while inferior oysters were selling at 3s. 6d. per bag in Melbourne, he got from 27s. to 30s. per bag for good oysters. The Inspector laid before the Commission a letter he had received from Melbourne, in which the writer informs him that during December last Newcastle oysters were sold at from 16s. to 22s. 6d.; Clyde River oysters at 20s.; Manning River oysters at from 18s. to 25s.; Cape Hawke oysters at 20s.; Clarence River oysters at from 14s. to 18s. Also, that at auction a lot of Newcastle oysters were sold at from 3s. to 6s. 6d. per bag; and a lot from the Clarence at from 6s. 6d. to 7s. per bag.

28. After carefully considering all the circumstances, we consider it to be our bounden duty to recommend the cancellation by the Government of all the so-called existing leases of natural oyster-beds,

as none of them have been granted according to law. We are of opinion that this is the only wise course the Government can adopt to save the oyster-beds from ruin. If any of the lessees can show that they are entitled to compensation we recommend that they should have it by all means.

29. The system we advise the Government to adopt for the future is not to lease the natural oyster-beds, but to grant licenses to persons to dredge, dive, or get oysters off the beds or rocks, and to charge for each license a small fee, and also a royalty on all matured oysters dredged for sale. We do not recommend any royalty to be paid on the spat, brood, or ware got off the rocks, mangroves, &c., and sold to grow and fatten; but we recommend (without prejudice to any of the provisions in the Lands Alienation Acts) that all lands which are covered by tidal waters should be leased for oyster culture for a term of fifty years, in areas not exceeding 5 acres, at—say 5s. per acre per annum for the first four years, and afterwards 20s. per acre per annum to the end of the lease, provided that during the first four years the said land shall be prepared and stocked with oysters.

30. We believe that the cancelling of the existing leases of natural oyster-beds and substituting the system of licenses will have a very beneficial effect in many respects. The Government will have the power to stop the dredging or diving on the oyster-beds whenever it may be reported by the Inspectors that sufficient oysters have been taken out of a bed, &c., and that there is some danger of the bed, &c., being exhausted if more oysters were removed. The licensees could not complain of the temporary closing of a river, as their licenses would enable them to dredge other beds; and their licenses would always be available for getting oysters off the rocks which are uncovered at low tides.

31. We think a royalty the best mode of raising a revenue for the use of the public waters and the protection of property. Bertram says, every bushel of oysters landed at the Billingsgate market has to pay, for tolls, &c., 8d. per bushel. We think a small royalty will have the effect of putting a stop to the small oysters (rubbish, as it is called) being sent to Melbourne for food. And a good effect will be produced by enabling all persons of good character to obtain a license to dredge, dive, or get oysters off the rocks, without the necessity of begging the oyster monopolists to give them employment.

32. The oyster waters in the Colony being thus offered to the public on such liberal terms, there would not possibly be any excuse for oyster thieves, or the receivers of stolen oysters. Cattle and sheep are protected, and oysters ought to be equally secured, in order that full-grown oysters may become as plentiful and cheap as beef or mutton. There are reasons why oysters should be *especially* protected, because there is more danger of oysters being stolen than either cattle or sheep. Oysters cannot be branded or identified with the same facility as sheep or cattle, and in shallow water (where they fatten the best) they are more exposed, and easily picked up by the idle who would rather steal than work. There are few persons who would invest capital in any industry, unless they have a tolerable assurance that it will be protected, and those persons who buy oyster spat to grow and fatten in their ponds, trenches (or claires) have to wait for three or four years before they can have any returns.

33. We suggest for the protection of the public, as well as private property, that no dredging on the oyster rivers should be allowed between sunset and sunrise; that no oysters should be conveyed from one place to another without a permit or pass, signed by the owner or his agent; that no oysters should be carried by water, unless the person in charge has a permit, or they appear on his manifest; a breach of any of these provisions should subject the offender to a penalty. We also recommend that all licensed oystermen should show their licenses whenever they are required to do so by an Oyster Inspector, or by the Police, or any Custom House Officer.

34. In order effectually to put a stop to the receiving of stolen oysters, we recommend that all dealers in oysters should be required to take out a license, and to keep an entry of all the oysters they purchase.

35. In all cases of conviction the Magistrates should have power to cancel the licenses, in addition to any penalties which may be imposed. And a moiety of all such penalties should go to the informer.

36. We have carefully revised and amended a Bill drawn by Mr. G. Milner Stephen, and think that if it become law it will work beneficially. Although the legislation upon oyster fisheries in the United Kingdom extends over some twenty-five Acts of Parliament, especially in later years as the knowledge of the subject has increased, we have felt it our duty to make the Bill as concise as possible, and we trust that that which accompanies this report embraces all the points necessary in this colony.

37. We also recommend the Government at once to appoint an efficient staff of Inspectors, for the supervision and preservation of our oyster fisheries, as their services are urgently required.

38. We think also that it would be advisable forthwith to issue amended regulations for the guidance of the present so-called lessees without recognising the legality of their position should their so-called leases not be immediately cancelled ; and it should be carefully provided in these regulations that all spat, brood, and ware, when dredged, should be at once returned to the bed from which they are taken, and only matured oysters sold therefrom.

39. In conclusion, we would draw your Excellency's attention to the evidence taken by this Commission and the reports of Messrs. Langham and Black appended hereto, which contain valuable information. We have also thought it advisable to append lithographs to illustrate some of the artificial processes for collecting and cultivating oysters in France.

40. We have endeavoured to make our Report as complete and brief as possible, but we have found that we could not do justice to this most important subject in fewer words.

Certified under our hands, at Sydney, this third day of May, 1877.

THOMAS HOLT, PRESIDENT.
J. BOWIE WILSON.
JAMES S. FARNELL.

[Lithographs—four leaves.]

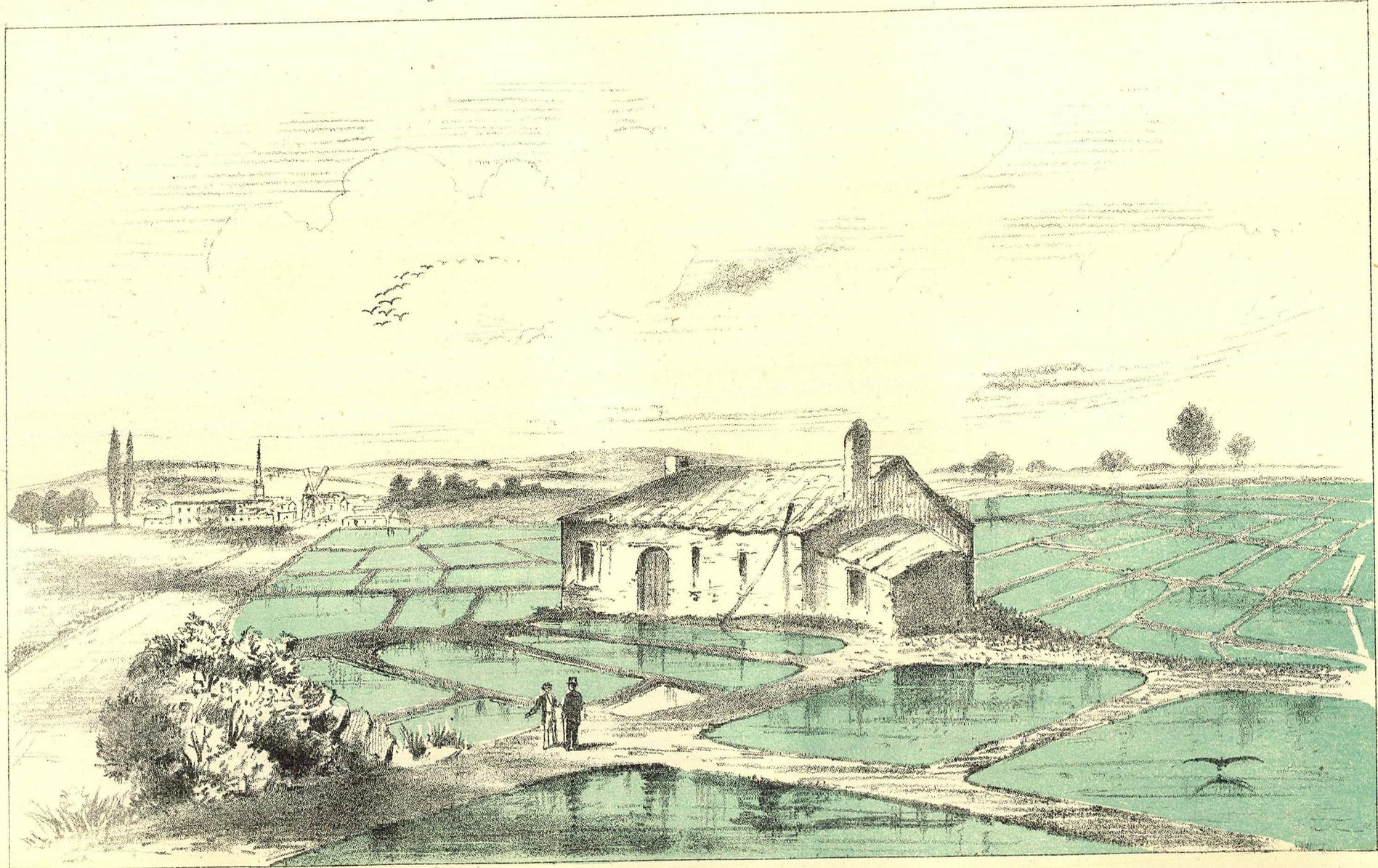


(Sig. 23-)

Clares at Marennes, France

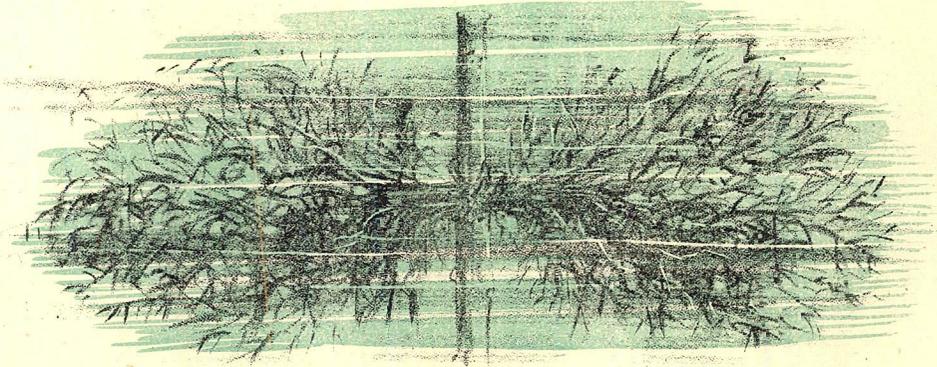
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Illustrations of Oyster Culture copied from the report of the Irish Commission of enquiry into the method of Oyster Culture in the United Kingdom and France.

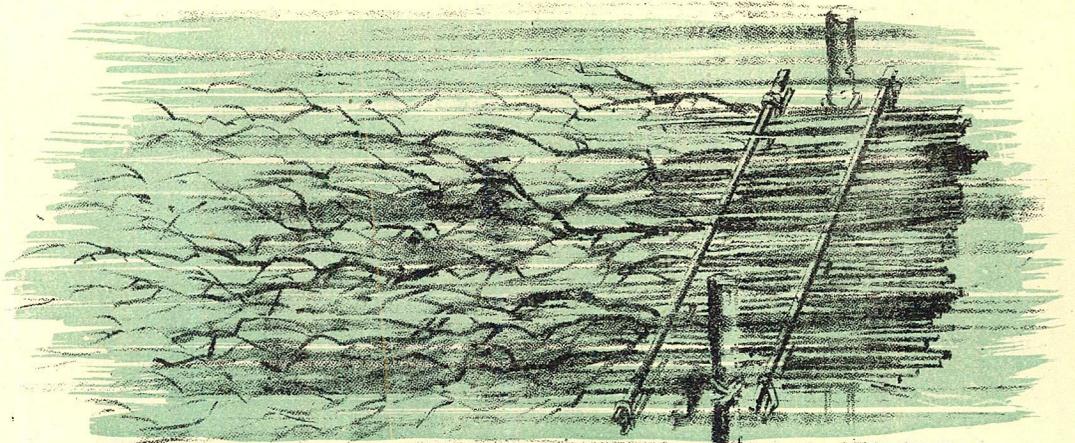


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Clares at La Tremblade

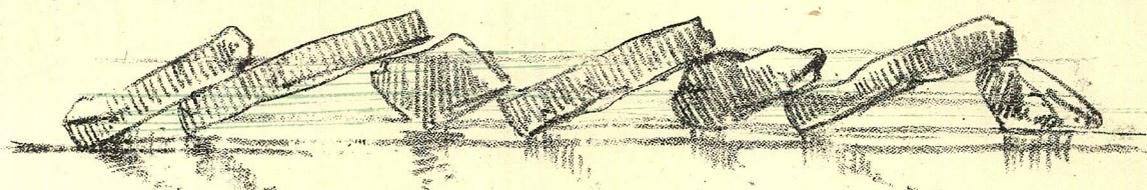
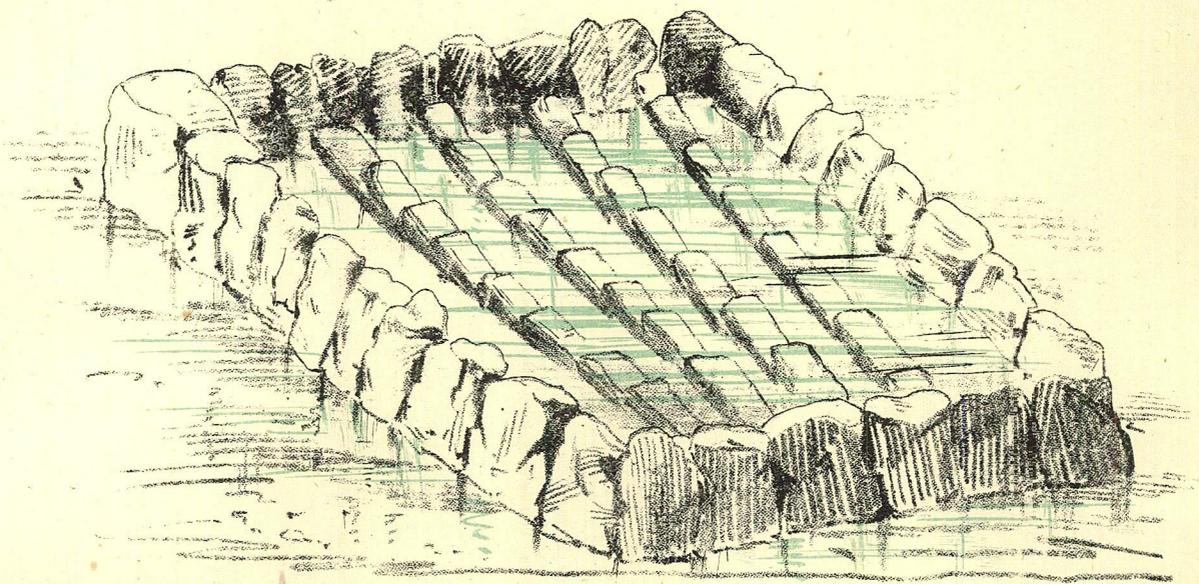


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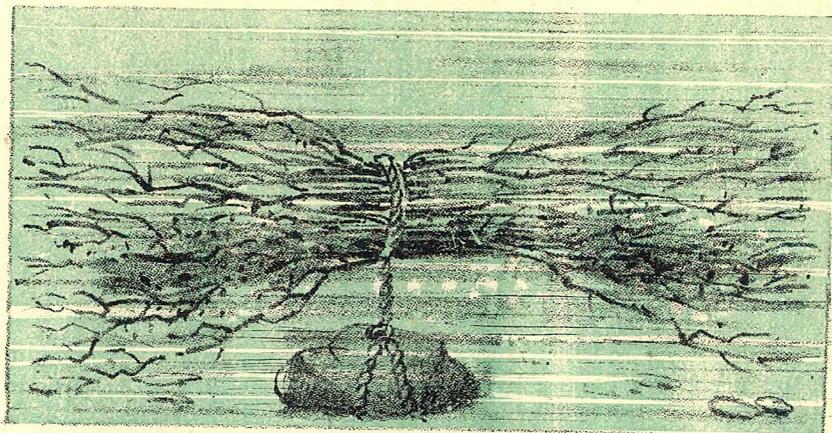


Collectors

(sig. 23-)



Arrangement of Collectors in a parc at Ile de Re



Fascine at St. Brieux with "spat" attached

(Sig. 23-)

40^o VICTORIÆ, 1877.

A BILL

To consolidate and amend the Laws for regulating Oyster Fisheries.

WHEREAS it is expedient to amend the laws for regulating Preamble.
oyster-fisheries and encouraging the formation of oyster-beds
Be it therefore enacted by the Queen's Most Excellent Majesty by and
with the advice and consent of the Legislative Council and Legislative
Assembly of New South Wales in Parliament assembled and by authority
of the same as follows:—

1. The Act thirty-first Victoria number twenty intituled "*An* 31 Vic. No. 20
Act to regulate Oyster Fisheries and to encourage the formation of repealed.
Oyster-beds" shall be and the same is hereby repealed.

Interpretation of Terms.

2. In the construction of this Act the following words within Interpretation of
inverted commas shall have the meanings assigned to them respec- terms.
tively unless inconsistent with the context (that is to say):—

"Governor"—The Governor with the advice of the Executive
Council.

"Oyster"—Every variety of edible oyster and the spat brood
and ware of oyster.

23—c

"Collectors"—

- “Collectors”—Any mineral or organic substance (whether stones slates tiles cultch shells wood hurdles or fascines of twigs) used for collecting the spawn or spat of oysters.
- “Dredging”—Any mode of fishing for or taking oysters whether by means of a dredge or otherwise.
- “Sea-shore”—The shore and bed of the sea or of an estuary or tidal river above or below or partly above and partly below low-water-mark or within three miles off the coast.
- “Private Owner”—The owner of any oyster-bed situated on his property.
- “Minister”—The Secretary for Lands.
- “Inspector”—The Controller or any Inspector of Oyster Fisheries or other Officer appointed by the Governor to carry into effect the provisions of this Act.
- “Fishery”—Any oyster-bearing waters.
- “Private Fishery”—Any oyster-bed held by a private owner in fee under a Crown grant or by lease from the Crown.
- “Lessee”—A tenant of the Crown.
- “Natural Oyster-beds”—All natural oyster-banks or beds or deposits of oysters whether found on mud sand clay rocks or other mineral or organic substances within *three* miles of the coast or within the headlands of any harbour bay estuary or tidal river (not being the property of any private owner) on which banks or deposits of oysters are found and which shall have been propagated without manual labour shall be deemed “natural oyster-beds.”
- “Artificial Oyster-beds”—Any ground under lease whether enclosed or otherwise where oysters are introduced or laid down for cultivation.

Governor may grant leases of ground for making artificial oyster-beds.

29 and 30 Vic. c. 97 s. 4.

3. The Governor may demise or lease for any term not exceeding *fifty* years or may renew the same at its expiration subject to such conditions and limitations as the Governor shall approve any land belonging to the Crown subject to be covered by water at high tide or within two feet of the level of high-water-mark and not exceeding five acres to any person for the purpose of forming or planting artificial oyster-beds subject to the provisions of this Act and of any regulations made under its authority at a yearly rental of *five shillings* per acre for the first *four* years and *twenty shillings* per acre for the remainder of the lease.

Not lawful to demise natural oyster-beds.

4. It shall not be lawful for any demise to be made of any natural oyster-bed but the same may be dredged by persons duly licensed in that behalf subject to the provisions of this Act and of the regulations made under its authority.

Leases to be in writing &c.

29 and 30 Vic. c. 97 s. 5.

5. Every lease granted under the authority of this Act shall be in writing or partly in print and partly in writing and be signed by the Governor and shall by reference to a map plan or tracing annexed thereto or other sufficient description define the position and limits thereby demised and shall contain all necessary covenants for the due observance of the several provisions of this Act by the lessee.

Lessees to mark out their limits upon the ground.

29 and 30 Vic. c. 85 s. 19.

Governor may cancel any lease of oyster-beds &c.

29 and 30 Vic. c. 85 s. 22.

29 and 30 Vic. c. 97 s. 10.

6. Every lessee shall within the time prescribed by the Regulations after the granting of his lease mark out with stakes or otherwise the boundaries of his leasehold in the manner directed thereby And whenever any demise shall have been granted of any artificial oyster-bed if it shall be made to appear to the Minister at any time that the lessee or his assigns shall have broken any of the conditions of the lease or is not properly cultivating the oyster-ground within the limits of such lease or has not properly defined the boundaries thereof then and in such case it shall be lawful for the Governor to cancel such lease.

7. For the purposes of the provisions contained in this Act the Minister may from time to time with respect to any lease thereby demised make such inquiries and examinations by an Inspector of Fisheries or otherwise and may require from the lessee thereof such information as the Minister may think necessary or proper And the said lessee shall afford all facilities for such inquiries and give true information accordingly or such lease may forthwith be cancelled.

Minister may direct inquiries to be made.
29 and 30 Vic. c. 97 s. 10.

8. All oysters being in or on a demised artificial oyster-bed within the limits of the demise or of any oyster-bed belonging to a private owner and which is sufficiently marked or known as such shall be the absolute property of the lessee or private owner and in all Courts of Law and Equity and elsewhere and for all purposes civil and criminal or other shall be deemed to be in the actual possession of the lessee or private owner.

Property in oysters on oyster-beds.
29 and 30 Vic. c. 85 s. 16.

9. Any person stealing any oysters from any oyster-bed being the exclusive property of any other person and sufficiently marked out as such shall be deemed guilty of larceny and being convicted thereof shall be punished accordingly.

Stealing oysters &c. deemed larceny.
24 and 25 Vic. c. 96 s. 26.

10. Whenever any oysters shall have been removed by any person from an oyster-bed which has been demised under the authority of this Act or belongs to a private owner and not either sold in an open fish market or disposed of by or under the authority of the lessee or private owner shall be the absolute property of the lessee or private owner and in all Courts of Law and Equity and elsewhere and for all purposes civil and criminal or otherwise the absolute right to the possession thereof shall be deemed to be in the lessee or private owner.

Property in oysters unlawfully removed from oyster-beds.
30 Vic. c. 18 s. 4.

11. It shall not be lawful to discharge any sawdust sugar-cane refuse or other rubbish or any blood or offal or any other filth into any oyster-bearing waters or into any watercourse whether dry or not leading into the same or to discharge the same elsewhere in such manner that it is carried or is likely to be carried into such oyster-bearing waters And if any person shall do any act in contravention of this section or shall otherwise suffer or permit any of the above named matters to be so discharged into any such waters he shall be liable to a penalty not exceeding *twenty* pounds nor less than *two* pounds and shall also be liable in addition to make full compensation to the lessee of any oyster-bed for any damage sustained by him by reason of any such unlawful act which compensation may be recovered from the person offending in any Court of competent jurisdiction.

Sawdust and other mill refuse &c. not to be discharged.
29 and 30 Vic. c. 89 s. 63.

12. Any person disturbing or injuring in any manner any oyster-bed or the oysters brood or spat thereupon or any oyster fishery shall on summary conviction be liable to a penalty not exceeding *ten* pounds and not less than *one* pound for the first offence and not exceeding *twenty* pounds and not less than *five* pounds for the second offence and to imprisonment for *three* months for the third and every subsequent offence And every person so offending shall in every case also be liable to make full compensation to the lessee for all damage sustained by him by reason of such unlawful act and in default of payment the same may be recovered in any Court of competent jurisdiction whether the person so offending has or not been prosecuted for or convicted of such offence.

13. Whosoever shall dredge for oysters between sunset and sunrise or shall gather or burn living oysters (whether he shall be or not the lessee of any oyster-bed) for the purpose of converting the shells into lime (and the possession of any living oysters together with any dead oyster-shells in the same boat or bags or heap shall be *prima facie* evidence of such purpose) shall on conviction thereof be liable to a penalty not exceeding *fifty* pounds and not less than *ten* pounds and if such person be a lessee of any oyster-bed the demise of the

Burning live oysters for lime prohibited.

the same may on the recommendation of the convicting Justices be cancelled by the Governor.

Oysters to be culled on the fishing-ground.

Rep. Ir. Comm. 1870.

14. Every person whilst engaged in dredging oysters from any natural oyster-bed shall immediately after making each drag or haul throw back into the water whilst on the fishing ground every oyster of less dimensions than *two and a half* inches at the greatest diameter thereof as well as all gravel and fragments of shells as shall be raised while engaged in such fishing. And every person offending against the provisions of this section shall be liable to a penalty not exceeding *twenty* pounds and not less than *one* pound and the whole of the oysters found in his possession shall be forfeited. And the possession by such person of any unsizable oysters shall be *prima facie* evidence that he had unlawfully taken them. Provided always that if the persons so offending shall prove to the satisfaction of the convicting Justices that any such oysters of less than the above standard dimensions are required as oyster brood for the purpose of stocking or replenishing any specified natural or artificial oyster-bed the said Justices may thereupon abstain from imposing any penalty.

Persons on pleasure excursions exempted from operation of this Act.

15. None of the provisions of this Act applicable to oyster-fishing shall be held to apply to any persons taking oysters when engaged in pic-nic parties or otherwise *bona fide* in the pursuit of pleasure. Provided that oysters so taken by them shall not be sold or offered by them for sale or dealt with in any other manner than for actual consumption on the spot where the same may be gathered.

Boards may be appointed for the consideration of matters affecting oyster fisheries.
7 & 8 Vic. c. 108 s. 4

16. The Governor may at any time nominate and appoint a Board to consider and report upon any subject connected with oyster fisheries for the information of the Minister and the benefit of those interested in the fisheries.

Oysters seized and adjudged to be forfeited may be deposited in tidal water.

17. Wherever any oysters shall be seized by reason of the same having been unlawfully dredged according to the provisions of this Act it shall be lawful for the Inspector of Fisheries or other person making such seizure to deposit the same temporarily in some convenient tidal water until the matter of such seizure shall have been determined by the Justices upon complaint made. And in case such oysters shall not be adjudged to be forfeited they shall be restored to the owner or person out of whose possession the same were taken. But upon the forfeiture of such oysters being adjudged by the convicting Justices as herein provided it shall be lawful for the Minister or Controller of Fisheries to direct the same to be removed to some oyster-bank appointed by the Governor and the same shall be finally disposed of in such manner as the Governor may direct.

Offenders may be apprehended if they refuse to tell their names &c.

5 and 6 Vic. c. 106 s. 57.

18. If any person shall be found offending against any of the provisions of this Act it shall be lawful for an Inspector of Fisheries or other person duly authorized to enforce the provisions of this Act or for any lessee private owner or other person interested in the fishery in which such illegal act may be committed to require the person so offending to desist from such offence and also to tell his real christian name surname and place of abode. And in case of his refusal in either respect or his giving such a general description of his abode as shall be illusory for the purpose of discovery or shall wilfully continue such offence it shall be lawful for the Inspector of Fisheries or other person so authorized and so requiring as aforesaid and also for any person acting by his order and in his aid to apprehend such offender and to convey him or cause him to be conveyed as soon as conveniently may be before a Justice of the Peace to be dealt with according to law. Provided always that if the person apprehended cannot on account of the absence or distance of the residence of a Justice or other cause be brought before any Justice within *twenty-four* hours the person

Ibid.

person so apprehended shall not be detained any longer but shall be discharged. Provided that he may nevertheless be proceeded against by summons or warrant as if no such apprehension had taken place.

19. Every person dealing in oysters whether by wholesale or retail shall be required to take out an annual license for which he shall pay *one* pound and shall keep a book in which he shall enter the particulars of all purchases of oysters made by him which shall be open at all times to the inspection of an Inspector of Fisheries or any officer of police and any person selling oysters without such license or failing to keep such book as above directed shall on conviction thereof be liable to a penalty of not less than *five* pounds nor more than *ten* pounds.

Oyster dealers to take out licenses.

20. The Governor may from time to time as may become necessary make such rules orders and regulations as shall seem expedient for the more effectual government management protection and improvement of oyster fisheries and the registration of all boats and brands and the licensing of all persons engaged therein and from time to time repeal rescind or vary the same and substitute others in lieu thereof and may impose and prescribe any conditions and restrictions for the regulation of the said fisheries and the carrying and sale of oysters and the preservation of good order among the persons engaged in such occupations respectively. And it shall be lawful for the Governor by such rules orders and regulations to impose any penalty not exceeding *ten* pounds and also appoint the minimum penalty for the breach of any of such rules orders or regulations. And all such rules orders and regulations shall be published in the *Gazette* and shall be binding and conclusive on all persons as if the same had been contained in this Act. Provided always that a copy of all such rules orders and regulations shall be laid with all convenient dispatch before Parliament if then sitting or if not then in session within one month after the commencement of its then next session and shall be approved by both Houses of Parliament.

Governor may make regulations.

5 and 6 Vic. c. 106 s. 91.

21. Every person employed or engaged in dredging for oysters from natural oyster-beds shall take out a license to be current till the *thirty-first day of December* in every year which license shall be issued to him by the *Controller of Fisheries* or such other officer as the Governor may appoint in that behalf on the payment of *one* pound and shall have the name and address of the person to whom the same shall be issued written thereon in clear and legible characters and such license shall not be transferred to or be available for any other than the person named therein. And if any such person shall not have taken out such license or shall be unable to produce the same when its inspection is demanded by an Inspector of Fisheries police constable or other authorized person it shall be deemed *prima facie* evidence that such person has been unlawfully fishing for oysters. And it shall be sufficient in any proceedings for the recovery of the penalty so to charge and prove the offence.

Dredgers required to take out licenses.

13 and 14 Vic. c. 88 s. 12 and 32 and 33 Vic. c. 92 s. 17.

22. Such licenses shall during the term authorize the owner thereof to dredge for oysters at such times and places only as the Inspector may appoint and subject to any regulations that may be issued for the carrying out of this Act. Provided that the person so licensed shall also pay to the Government a fee or royalty of not less than *two shillings and sixpence* for each bag of three bushels of oysters dredged and such sums shall be collected as and when provided by the Regulations. Provided also that all oysters dredged for sale shall be sold by the dredger in the shell. And any person dredging for oysters without such license or in contravention of the provisions of this section shall on conviction be liable to a penalty of not less than *five* pounds or more than *ten* pounds and to the forfeiture of all oysters then dredged by him.

Governor may grant licenses.

Governor may close up any fishery over-worked.

7 and 8 Vic. c. 108 s. 5.

23. Whenever any natural oyster-beds shall have been so severely dredged as to endanger their future productiveness as oyster-beds the Governor may by public notice published in the *Gazette* prohibit or close the fishery in the bay creek or other locality containing the same or any portion thereof (the position and limits of such oyster-bearing waters being defined in the said notice by a description of the natural features or by reference to a map or otherwise) for any period not exceeding *three* years and whosoever shall dredge for oysters from any oyster-bed situated in any such bay creek or other locality during the time the fishery shall be so prohibited or closed (unless he shall have the written authority of the Minister or an Inspector of Fisheries as herein provided) shall be liable on conviction thereof to the fines and forfeitures declared in and by the last preceding section Provided always that the Minister may authorize an inspector to clear the beds whilst closed from weeds mud or vermin And after being so cleared or worked to replenish if necessary with oysters or brood or with cultch stones shells or other proper material for the restoration of the bank or bottom.

Governor may appoint officers.

24. The Governor may appoint a Controller and Inspectors of Oyster Fisheries whose duty shall be to carry out the provisions of this Act and any regulations that may be issued thereunder and also do all in their power to improve the natural oyster-beds by planting collectors and otherwise improving the productiveness of the natural beds.

Oyster bags to be branded.

25. Whenever oysters are carried either by land or water they shall be placed in bags and each bag shall be branded with a legible brand at least three inches long which brand shall be registered in the manner and at the place to be named in the regulations and any oysters carried in contravention of the provisions of this section shall be forfeited and the person carrying them shall be liable on conviction to a penalty of not less than *two* pounds or more than *ten* pounds.

Oysters to be entered in manifest.

26. The master of any vessel carrying oysters shall enter them in the manifest stating the quantity the name of the shipper and also the name of the person to whom they are consigned And any oysters carried in any vessels and not so entered in the manifest may be seized by an Inspector Custom House officer or officer of police and confiscated and the master of the vessel shall be liable on conviction to a penalty of not less than *two* pounds and not more than *ten* pounds.

Oyster carriers to obtain permit.

27. Any person carrying oysters by land shall obtain a permit from the owner of the oysters stating the quantity by whom owned to whom consigned and also the locality from which they have been taken or dredged which permit shall be produced if demanded by any inspector of fisheries or officer of police and on the carrier failing to produce such permit the oysters shall be seized and forfeited and the person in whose possession the oysters are found shall be liable on conviction to a penalty of not less than *two* pounds or more than *ten* pounds Provided any person signing such permit other than the owner of the oysters or his agent shall on conviction be liable to a penalty of not less than *two* pounds or more than *ten* pounds.

All fishing boats and vessels to be registered and to be marked &c.

5 and 6 Vic. c. 106 s. 16.

28. A registry of all vessels and boats employed in dredging for oysters shall be kept at the nearest Custom House if any or otherwise at the nearest police office in the district to which every such vessel or boat belongs together with the name of the owner thereof and the port or place to which it may belong and stating the number of men usually employed therein And every such owner is hereby required to have his vessel or boat with his name so registered accordingly And every such owner shall thereupon be furnished by the officer so registering with a certificate thereof signed by him for which the owner shall pay a fee of *two shillings and six pence* and such certificate

certificate shall contain the mark number or letter assigned to such vessel or boat and shall be conclusive evidence of such registration. And the mark number or letter which shall be assigned to every such vessel or boat by the registering officer together with the name thereof of the owner or some owner if more than one and of the port or place to which she belongs shall be painted on the stern of such vessel and such mark number or letter shall also be painted on the bow or quarter and on the sails in such manner and in figures of such dimensions as the Minister may direct. And if any vessel or boat shall be used for dredging at any time after the expiration of *one* month after the passing of this Act without having been so registered or being so marked or whose sails are not marked according to the provisions of this section the owner master or person in charge of the same shall for every such offence be liable to a penalty not exceeding *ten* pounds and not less than *one* pound. Provided always that when any vessel or boat shall not be permanently engaged in dredging the mark number or letter may be temporarily attached to the sails bows or quarters thereof in such manner and for such time as the Minister shall authorize.

Penalty for using vessels not registered.

29. There shall be annually laid before both Houses of Parliament a report by the Minister respecting his proceedings under this Act during the preceding year.

Annual report to be laid before Parliament.
20 and 30 Vic. c. 85 c. 27.

30. All complaints may be heard and all penalties or forfeitures imposed and declared by this Act or of any regulation made under its authority may be enforced in a summary way before any one or more Justices in the manner provided by the Act of the Imperial Parliament eleventh and twelfth Victoria chapter forty-three as adopted by the Act fourteenth Victoria number forty-three or any Act amending the same and out of every penalty imposed under the authority of this Act the convicting Justices shall award a moiety thereof to be paid to the person on whose information the prosecution in the case was instituted.

Complaints to be heard in a summary way &c.

31. Where no penalty is specifically provided for any breach of the provisions of this Act or of any regulations made under its authority the person offending shall be liable to a penalty not exceeding *five* pounds and not less than *one* pound.

Penalties for offences not specifically provided for.

32. If any penalty imposed under the authority of this Act or of any regulations made thereunder shall not be paid forthwith or within the time appointed by the convicting Justices the person offending shall be adjudged to be imprisoned for any term not exceeding *three* months unless such penalty be sooner paid.

If penalty not paid the offender may be imprisoned.

33. All complaints or other legal proceedings taken for the breach of any provisions of this Act or of any regulations made under its authority may be laid and taken by any person against any person charged with any breach of this Act or the said regulations.

All proceedings may be taken by any person.

34. Any summons against any person offending against any provisions of this Act or any regulations made thereunder may be served either personally or by leaving the same at his last known place of abode with any inmate of the same. And in case the person so summoned shall not appear before the Justices in Petty Sessions according to the exigency of the said summons it shall be lawful for any Justice upon proof of the service of such summons to issue a warrant for the apprehension of the person so summoned and to proceed thereon according to the provisions of the Act fourteenth Victoria number forty-three and the English statutes thereby adopted.

Warrant may be issued against party summoned and not appearing.

35. The evidence of informers owners or occupiers of oyster-beds or of other persons interested in the oyster fishery shall be receivable in all Courts upon any legal proceeding taken against any offender against any of the provisions of this Act notwithstanding that the witness shall be entitled in case of the conviction of the offender to receive a portion of the penalty awarded. And it shall be

Evidence of informers &c. to be admissible.

5 and 6 Vic. c. 106 s. 103.

lawful

lawful for the Justices hearing the case to convict the offender upon such evidence notwithstanding that the witness shall not be corroborated by any other testimony.

The lease or certified copy to be evidence of the demise.

29 and 30 Vic. c. 97 s. 12.

36. The production of the lease signed by the Governor or a copy thereof certified as such by the Controller of Oyster Fisheries shall in all Courts of Justice be conclusive evidence in all civil and criminal proceedings that such demise was duly granted by the Governor of the oyster-bed therein described and defined.

Larceny from contiguous oyster-beds. 30 Vic. c. 18 s. 6.

37. Whenever a person shall be charged with larceny of oysters from any oyster-bed which may be contiguous to another or others it shall be sufficient in alleging and proving the place from which such oysters were stolen to allege and prove that such oysters were stolen from one or other of such contiguous beds and that the same belonged to and were in the lawful possession of one or other of the lessees or private owners thereof.

Justices may grant a warrant to enter suspected places. 5 and 6 Vic. c. 106 s. 85.

38. Any Justice of the Peace upon an information on oath that there is probable cause to suspect any breach of the provisions of this Act to have been committed anywhere by warrant under his hand and seal to authorize and empower by name any Inspector of Oyster Fisheries or any other officer appointed by the Governor under this Act to enter any dwelling-house or premises for the purpose of detecting such offence.

Police to aid and assist Inspectors.

5 and 6 Vic. c. 106 s. 89.

39. All police constables and others if called upon to aid and assist any Inspector of Oyster Fisheries or other officer in the execution of any of the powers or authority vested in him by this Act are hereby authorized and required to aid and assist such Inspector or officer in the lawful exercise of the powers and authorities so given to him for enforcing the provisions of this Act.

Appeal allowed to Quarter Sessions.

40. Any person feeling himself aggrieved by any conviction or penalty or forfeiture made under the authority of this Act where the penalty or sum exceeds *five pounds* may appeal against the same to the next Court of Quarter Sessions holden in the district where the subject matter thereof arose unless such Quarter Sessions shall be held within fourteen days from the date of such conviction or judgment and in that case to the Court of Quarter Sessions then next following. And such Court shall have power to hear and determine the matter in a summary way and shall have and exercise all other powers vested in them by the third section of the Act fifth William the Fourth number twenty-two and the decision of such Court shall be final and conclusive in respect to the subject matter of such appeal. Provided always that the person so appealing shall have given written notice seven days at the least before the hearing of such appeal of his intention to appeal and stating the grounds thereof to any one of the convicting Justices and to the person who prosecuted the matter before the Justices in Petty Sessions and provided also that the person convicted (in case a penalty shall have been awarded against him) shall pay into the hands of the convicting Justices the full amount thereof together with the costs awarded within twenty-four hours next after conviction and also enter into a bond with two sureties approved by such Justices conditioned to prosecute such appeal with effect and to abide the event of such appeal and to pay the full amount of all such costs as may on such appeal be awarded against him.

Short title.

41. This Act may be cited for all purposes as the "Oyster Act of 1877."

OYSTER CULTURE COMMISSION.

MINUTES OF EVIDENCE.

MONDAY, 6 NOVEMBER, 1876.

Present:—

HON. T. HOLT,

HON. J. B. WILSON.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. Frederick J. Gibbins called in and examined:—

1. *Chairman.*] You are aware that this Commission has been appointed to inquire into the best mode of cultivating the oyster, and utilizing and maintaining the natural beds, in order to recommend to the Government the necessary legislation to secure those objects. I believe you have had a great deal of experience in oyster culture? Yes.

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2. You have also been dealing in oysters as well as engaged in cultivating them? I have.

3. You have had experience not only in growing and fattening, but also in breeding them? Yes.

4. At what age do you consider oysters to be marketable—that is to say, fit for food? About four years.

5. What size would an oyster be at that age? That would depend greatly upon the river it came from.

6. Yes, of course; but you are aware, perhaps, that in England a gauge is employed in order to test their growth—all oysters that are sold are tested by a ring having a diameter of $2\frac{1}{2}$ inches, and if they can be passed through that ring they are not considered marketable. At what size do you think oysters should be considered marketable in this country? Well, as I have just stated, it depends greatly upon the river they are taken from. In the Newcastle river, where the beds are a mile apart, there is a difference of fully two inches in the size. In the bay they never grow to any size—they are always cuppy, but in the channel round Mosquito Island they are larger, and not so cuppy.

7. What are their respective sizes—those in the bay, and those in the channel? In the bay they are about 3 inches, and in the channel about 5 inches.

8. As large as 5 inches? Yes, when they are full-sized.

9. Do you think it would be desirable to have a gauge in this country to test the size of the oysters, so as to prevent such a number of small ones being sold? I think not.

10. Are you not aware that very small oysters are sold in the shops? Yes, there are a great many; the smallest oysters are those which are brought from off the Parramatta River, Port Hacking, and some other places; those are the smallest that are brought to market.

11. Do you think it desirable that these very small oysters should be sold for food? No.

12. What remedy do you suggest, as you appear to see objections to the use of the ring employed in England? I hardly know what to propose.

13. If the small oysters are 3 inches in size, and the largest 5 inches, would it not be safe to adopt a ring or gauge of $2\frac{1}{2}$ inches? Yes, it would be safe, but I don't think it would be advisable.

14. You think that no oysters that would pass through a $2\frac{1}{2}$ gauge ought to be sold? Yes;* but the oysters I am speaking of would be those taken from their natural beds; those you mean are of course very small and thin.

15. *Hon. J. B. Wilson.*] That would be an argument in favour of the ring, would it not? Yes.

16. *Chairman.*] But you have already stated that you think it is not desirable to allow these very small oysters to be used? Yes.

17. And these are chiefly rock oysters, which adhere to the rocks very high up, and are therefore not so much exposed to the water? Yes.

18. These oysters, if removed to good ground, would grow and become larger and fit for food, would they not? No, sir.

19. Have you ever made the experiment? I have.

20. Did you find they would not grow on rich ground? Yes; I have laid down plenty that came from ground of that sort, and I have found that they had come to their full growth before they were removed, and have not grown since they were moved.

21. Of course if they had come to their full growth they could not grow any more, but did they not fatten? Yes, but they did not become fit for market during that time.

22. Would they when full-grown go through a $2\frac{1}{2}$ -inch ring—you spoke of oysters being from 3 inches to 5 inches in size—would these oysters, fattened on your rich ground, go through a $2\frac{1}{2}$ -inch gauge? They would sir, that is to say the oysters that grow high up on the rocks. When I first commenced bedding oysters, especially in one place on the Hawkesbury River, it was these oysters chiefly that I got, and they are still lying in the bed. The only advantage I derived from them was that they spawned, and I got the spawn.

23.

NOTE (on revision):—

Sir,

In giving evidence before the Commission of Inquiry into Oyster Culture, on Monday, 6th November, I made an error in stating the size of the ring should be $2\frac{1}{2}$ inches in diameter; since then I have had a ring made, and find that, with very few exceptions, the whole of the oysters taken from my beds will pass through the ring; and I may say my oysters are no exception. I consider a ring $1\frac{1}{4}$ inch would be a fair size for marketable oysters. And I may also mention that in the size I gave I should have stated the oysters were from 3 to 5 inches in length. I have the ring mentioned above by me, and am quite willing to show the same, with a sample of oysters, to prove my statement.

Sydney, 15 November, 1876.

Yours respectfully,
FREDK. J. GIBBINS.To Lindsay G. Thompson, Esq.,
Secretary to the Commission on Oyster Culture.

23—A

- Mr. F. J. Gibbins. 23. *Hon. J. B. Wilson.*] Were they full-grown—that is to say, four years old—when you got them? Yes.
24. *Chairman.*] Were they growing high up on the rocks? Yes.
25. And when put down on the ground they fattened, but did not grow? Yes.
- 6 Nov., 1876. 26. Is not that contrary to all experience—Is it not the case that women and children knock them off the rocks and send them away to persons who fatten them for eating? Yes, I do the same; but I understood you to refer to the oysters which grow high up on the rocks.
27. I do not mean those only which grow on the highest rocks—what I wish to know is whether oysters growing on the rocks will not grow larger if placed in good ground. I do not mean the very small oysters such as are called Tom Thumb oysters, stunted in their growth. Oysters sticking to rocks, if moved would not they fatten? Oh yes; I thought you referred to the stunted oysters.
28. Have you formed any opinion respecting the spawning of oysters—do they spawn all the year round? Yes, every month in the year.
29. Do they spawn during some months more than in others? Yes.
30. Can you give us any idea of the percentage of the oysters which spawn at one time in one oyster bed? No, I cannot.
31. There have been many theories on the subject. Some say that not more than 2 per cent. spawn, others say 10 per cent.? I have formed no idea.
32. But you are aware that oysters have a large number of spat in the water? Yes. I have cut out a number of paragraphs from papers at different times, but I find there is a great difference in the quantities given.
33. Do you think the percentage of breeding oysters in a bed is greater than the percentage of breeding sheep or cows on a cattle station? Yes, sir.
34. What data have you for forming that opinion? The only ground I have for thinking so is from what I have noticed in one place, especially on the Hawkesbury River, where we threw over some ballast stones—stones with nothing on them—in order to see the set of the spawn on them.
35. And from the observations you then made you came to the conclusion that the percentage is greater than that of breeding sheep or cows? I think so, but I have had no means of proving it with any accuracy.
36. Are you aware that an oyster is said to produce a minimum number of eight or ten hundred thousand spat, and some naturalists are of opinion that the number is six or eight millions? I have heard so. The breeding depends greatly upon the state of the water while they are spawning.
37. Is not the opening of the oyster the best criterion—Have you even seen more than one or two out of a hundred that were spawning showing what are termed the white or black sickness, which are different stages of spawning? Yes, I think I have.
38. What proportion have you seen? Well, of course I have never opened such a quantity at a time; but when I have been on the Hawkesbury River, I have found nearly every oyster spawning; when they were opened the spawn would run away from them. On one occasion, on the Hawkesbury River, almost every oyster was spawning—as soon as you touched it the milk would run away from it.
39. Then do you think it would be desirable to have a close season for oysters? No, sir.
40. *Hon. J. B. Wilson.*] Is there not a greater percentage of spawning in some months of the year than in others? Yes, about Christmas time.
41. Although the oysters spawn all the year round? Yes.
42. Supposing you took the month of June, would you find a large proportion of oysters in a spawning state at that time? Yes, in some rivers. In the Clarence and Clyde Rivers the oysters are at their best all the winter.
43. *Chairman.*] Do they vary so much? They vary very much; the oysters from the Clarence River are really splendid all the winter.
44. But if there is such a very large proportion of oysters spawning at one time—nearly every one as you say—would it be undesirable to close that portion of the river for a time only? I should not think it desirable to have any close season here at all.
45. Why? On account of the quantity of oysters we have.
46. But are they wholesome as food when they are in a state of sickness? They are what we call watery then; I do not consider them fit for food.
47. *Hon. J. B. Wilson.*] You say that you do not consider it advisable to have a close season, on account of the large quantity of oysters we have—Do you think we have anything like the quantity we ought to have? Well, as far as I am concerned I think I may say that I have three times the quantity I had when I first took charge of the rivers.
48. But we are talking of the spawning, and you give, as a reason that there should be no close season, the quantity of oysters? Well, if there is a market for them in the winter I don't see any occasion for a close season.
49. *Chairman.*] You mentioned Christmas as the time that they are principally spawning: that month should certainly be closed? That is the time they are really fat, for of course they do not spawn unless they are fat. On the Hawkesbury River I can commence with January and finish with January, and give you really good, fat, marketable oysters all the year round.
50. From one river? From three rivers; when I cannot get them from one bed I can from the other.
51. Which are the three rivers? Newcastle, Broken Bay, and the Clyde River.
52. If you cannot get them from one place you are certain to get them from another—if they are not spawning in one river they are sure to be in the other? Yes.
53. Have you ever made any attempt to collect the spat by means of wood or stone placed in the rivers? No; in fact I am so situated, on the Hawkesbury River especially, that I have no occasion for any artificial means of collecting it.
54. There is such an enormous quantity of spat sticking on to the rocks? Yes.
55. And you employ persons to knock it off the rocks, and then you plant it? Yes.
56. Are the banks of the Hawkesbury River covered with spat the same as those of the Parramatta and Clarence Rivers? Yes, only thicker; from the time you enter it, just up Long Reach going up the river, you may say there are 100 miles with nothing but rocks with the spat sticking to them.
57. Which would be worth many millions sterling in England, where the great difficulty is in securing the spat? It would, but are their oysters the same as ours?
58. No doubt of it? I am given to understand that they are only mud oysters.
59. Have you sufficient fattening ground for the whole of the oysters on the rocks? Yes. 60.

60. If the demand were sufficient, then you would be able to plant all the oysters that are on the rocks for 100 miles? Not the whole of the distance, because there is a good deal of it where we could not put oysters on.

61. I mean suitable ground, free from any objections. Where you chiefly plant oysters, I presume, is in sheltered spots where there is plenty of mud? As little mud as possible—not sufficient to bury them.

62. But you would not expect to get fat oysters off the bare rock? No, but I always endeavour to get a gravelly bottom.

63. So as to prevent them from sinking. Would not a bed of oyster-shells be the best of all? Yes, wherever we can get an old bed they always do very well.

64. With respect to the oysters on the rocks, not only in Sydney but in other parts of the Colony, can you suggest any mode by which the Government could utilize them—Do you think it would be desirable to license persons who, with their wives and children, might be able to make a very good living by knocking them off the rocks and selling them to others who would fatten them? I do not think so; it would not be very easy to get persons to go into the business. The plan I have endeavoured to carry out is this: I have told them to take a particular spot and plant the oysters so as to form a bed, and I have offered to buy them when they had grown to a marketable size, but no one would go into it.

65. Would not it be too long for working men, who expect to get paid their wages at once, to wait? The people to whom I made the offer were men who were working for me and getting paid for their work.

66. But still it would be for wages only that they would care to work—they would like to be paid at once. Perhaps if you were to put it to them in another form, and offer to pay them so much a bag for all the oysters they knocked off they would be glad of the work? Then it would require a host of people to watch them.

67. But do you consider it desirable that the Government should continue to lease those large areas for oysters? I think the term of lease is too short.

68. *Hon. J. B. Wilson.*] The Chairman is referring to the extent of ground leased. Is not the area too large to be comprised in one block? I will answer that question in this way: We have the same difficulty to contend with here that they have in England, where they cannot prevent the practice of going to each other's ground and stealing the oysters. Even with all the care I take I get my oysters stolen, though I have men continually working and keeping a look-out, and I have an overseer at each place.

69. No wonder, the area comprised in your lease being so very extensive; it is scarcely possible for one overseer to supervise 100 miles? Of course when I say 100 miles that is the measurement along the shore taking each turning.

70. What I wish to know is whether you think it should be the policy of the Government, in the interest of the public, to continue to lease these large areas, or whether it would not be better for all parties to divide them and to lease smaller blocks? I do not think so.

71. You think it would be better to continue to lease these large areas for short terms rather than smaller areas for longer terms? No, I think the same areas should be leased for longer terms. I can only say that for my own part I would not take any lease a portion of which was sub-let. It is very difficult to get honest men on a river. Even in Sydney there are plenty of people who will buy oysters that are stolen from me who am a legitimate dealer.

72. With regard to securing the ownership of oysters, you are aware that in the case of cattle and sheep the Government take precautions to prevent persons from slaughtering or selling without a license, and neither cattle nor sheep can be driven from one place to another without a pass from the owner. Also with respect to the cutting of timber, licenses are required, and for other industries. Now supposing that the Government—I am merely putting the question as one of public policy, the object of the Government in appointing this Commission being to obtain advice as to the best course to pursue in the future, when the present leases, which I believe have about eight years to run, have expired—were to throw these large blocks open to tender in subdivisions of smaller areas, subject to such precautions as might be found necessary to prevent stealing? Of course I can only speak for myself, and I can only say that I should not like to tender for the lease of any river portions of which were sublet.

73. Do you think it is not possible for the Government to adopt such precautions as would prevent oyster-stealing—you seem to be afraid that other persons would steal the oysters from your rocks; that is your idea, is it not? Yes.

74. But still you have a great deal more than you can make use of? I am in hopes of having more; I have not at present.

75. Why, to knock off all the oysters annually that stick to your rocks you would require many hundred men? Yes.

76. So that your area is larger than one person could manage unless he went into it very largely. Therefore, supposing the Government should take precautions to prevent stealing, would it not be desirable to reduce the size of these blocks? No, sir, I think not.

77. Can you give the Commission any idea of the proportion of mud flats or fattening ground there is on the rivers which you lease from the Government? In Newcastle I may say there is none; in the Hawkesbury River, of course, there is a great deal.

78. That is where it is easy to get at the oysters—where they do not sink in the ground? Yes.

79. Are you aware that oysters do not breed in fattening grounds? No, sir, I am not.

80. That is the case in England, according to the evidence of some of the largest and most intelligent oyster merchants? It is not the case here.

81. One oyster merchant says that they never do, and were never known to breed on fattening ground? That makes me think there must be a difference in the oyster.

82. Can you form any idea where the oysters come from that stick to the rocks? I have no idea.

83. You have the same objection to the leasing of fattening grounds in smaller areas that you have to the rocks? Yes.

84. Have you any idea of the number of oysters that could be laid on one acre of ground? No, I could not tell you.

85. Would you consider a million too many? I have no idea of the number.

86. In England it is considered that about one million should be placed on an acre of ground for fattening? I could tell you by asking persons in my employ, but I have never calculated the number myself. We lay them down as singly as we can.

87. Have you ever considered the climate of Sydney in connection with the fattening of oysters—I mention

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mention Sydney as the mean temperature between the two extremes—have you considered that the climate of Sydney, which produces the orange and the vine, is a suitable one for the culture of the oyster? I have not.

88. Have you had any experience in oyster culture in Europe? No, only in this country.

89. Then you have had no opportunity of comparing one climate with another? No.

90. But you are aware that several years ago in England they did not get any spat? Yes.

91. That is never the case here, because we have no frost or snow? No.

92. Do you think, from what you have seen, that this country is particularly adapted to oyster culture—that they can be produced to any extent if there is a market for them? Yes. I think they are produced to too great an extent at present.

93. But if they come to be exported, either by freezing or some other process (the Americans, I believe, export them in tins), they would be a very valuable article of export. Don't you think in that case that they could be grown to supply almost any demand? No, not to such an extent as that.

94. Why not? Well, I have never heard of any of the oyster beds at Home being swept away by floods, such as we have here.

95. But in England the oyster has a great many enemies; they have the five-fingers, and the dog whelk, and many other enemies, and they are dredged from a great distance in order to get clear of these enemies? There are many places in this country where the beds are so swept with floods that the lessees are almost afraid to go into the business.

96. Do the floods affect the rock oysters as well as the others? All of them. In one creek—the Browra Creek—in the Hawkesbury, during the heavy flood of '67, every oyster in the creek was killed, and at that time there must have been some thousands of bags of them in it. I have been improving that place since, and it is now coming on again—that was eight years ago.

97. You find oysters fatten best in ground where there is some fresh water as well as salt, do you not? Yes, wherever the waters mingle, fresh and salt, the oysters get on better; when the water is entirely salt they have not the same flavour.

98. *Hon. J. B. Wilson.*] With regard to the selling of oysters, do you not think some provision should be made under which every captain of a vessel should be held responsible for every oyster he carried to the Custom House, that they should be entered in his manifest, and that he should be able to show what beds they came from, and to whom they belonged? Supposing he did not put them on his manifest he would not be boarded by any officer, and he might put them into any boat he chose when going up the harbour.

99. But I am supposing there were proper officers to look after this traffic, and not that things should remain as they are, in a state of neglect. Don't you think a great deal might be done to prevent the stealing of oysters? No, because it is all done at night, and I do not think any officer could really look after it. For instance, when a vessel was coming up what could be easier than to send a telegram for a boat to meet her at any given place. Of course it would pay the parties to send a boat, as they would get the oysters at a low price.

100. There can be no doubt that a few oysters would be smuggled in that way, but with proper precaution a great deal of stealing might be prevented. Rum used to be smuggled in that way, but it has been put a stop to? The Parramatta River is the worst place for that; I have seen some very fine oysters sold in Sydney, and I have been told they came from Mr. Holt's place.

101. I am speaking of putting down wholesale stealing by means of proper supervision? Well, the Parramatta River is the worst place. Mr. Thompson can tell you that I have called upon him about it until I am almost ashamed to see him. Immense quantities have been coming in from there.

102. Of course we are looking to the future, and not to what is going on now, and I want to know whether you do not think that with proper supervision and inspection of the oysters imported and exported, if they were brought under the Customs regulations, this wholesale stealing might be prevented? Yes, to a great extent.

103. Are any oysters preserved for export in this Colony? I do not think so; I tried to preserve them myself, but the attempt turned out a failure.

104. Are any oysters so preserved that they can be transmitted to the towns in the interior? There is no occasion for it.

105. Do you mean there is no demand? No, but we send them up without preserving them.

106. You would find it very difficult to send a bag of oysters to Fort Bourke, for instance, on account of the carriage. I am speaking of towns in the interior of the Colony? I am supplying the Adelaide market at present. I am not sending them further up the country than Bathurst.

107. Are you aware that they export largely from the town of Baltimore, in the United States of America? No.

108. Would you be surprised to hear that the annual export from that town amounted to two millions sterling. They take so much care of them there that, notwithstanding that oysters are an article of almost universal consumption, they export two millions sterling per annum? I do not think they can take more care of them than I do, but I do not know whether they have the same difficulties to contend with. Since I have had the Clyde River, the oysters I laid down to form a bed have never grown at all; they are all gone—the last flood covered them all over.

109. Covered them with sand? Yes, it was all black sand where they were.

110. Are there not places in these rivers where beds could be made which would be protected from the floods? No, sir, I think not, with the exception of the Hawkesbury River. I suppose I have at the present time not less than 10,000 bags laid down to form beds.

111. Are they natural beds or artificial—did you lay down ballast or any other material to form them? No.

112. Nothing but oysters? No.

113. They were tolerably firm then—free from mud? Only a little of it; of course there must be some mud in every bed.

114. Did you pay attention to the nature of the soil on the banks of the rivers where you laid down the beds—you would not think of putting oysters down on sand? No; the bed in the Clyde River was originally sand, but it was a great place for mud oysters until they all died off.

115. Have you done anything in the Hawkesbury or other rivers to improve the natural beds and to try and extend them? There are very few natural beds in the Hawkesbury River.

116. Have you done anything to improve or extend those that are there? Yes.

117. How have you done it? By laying down other oysters on them.

118. But have you tried to extend them by laying down dead oyster shells or other material? No; in all rivers there are too many dead oyster shells—any quantity of them. 119.

119. What was the state of the oyster-beds when you leased them originally—are they improved at all since then? Yes.

120. How long have you had the Hawkesbury beds? A little over two years—about two years and six months.

121. Then they have not had much time to improve? No, but they are improving.

122. You stated to Mr. Holt that you have never adopted any artificial means of catching the spat? No.

123. Could not that be done very profitably in some of these rivers? I think not.

124. Why? Well, a very little flood would carry away anything of that sort.

125. Yes, but the expense would be trifling; a few fagots or some such material would be the means of attaching millions of spat. You think the natural rocks catch all that is needed? Yes.

126. That is to say for our present consumption? Yes.

127. Supposing our consumption were a thousand times as large, do you not think an immense quantity of spat might be secured by artificial means? It might be done; I have never tried it.

128. I presume you will admit that there has been a great deal of destruction going on of valuable oyster-beds in the Colony—I am not alluding to your own—from the beds being over-dredged? I do not think so, since they have been leased.

129. I am speaking of the country generally, before the leases were issued? Yes.

130. Can you tell us anything of the quantity of oysters taken out of the rivers? No.

131. Have you any further suggestions to make before you leave? No. I should be very glad to show my place to any members of the Commission if they would like to see it. I have watched it very carefully, and have been able to form a pretty good idea of the places where the oyster will grow.

132. Will fatten, you mean; there is no doubt about their growing? Yes, but there are some places—I may mention one creek in particular as an instance of it—the Moonah Creek—where there is a point separating it from another creek, the oysters will grow there as much in six months as they will in twelve months in any other place.

133. What is the reason, do you know? It is in consequence of the quantity of fresh water that comes into the creek.

134. They grow best where there is plenty of fresh water? Yes, where the fresh water is continually mingling with the salt.

135. Do they breed there as well as in other places? No, they do not breed there so well.

136. Then they will not breed so well on ground where they fatten? No; and even in the creek where they do grow so well, if you take the oysters and lay them down in the beds they will grow faster than any others you could bring.

137. *Hon. J. B. Wilson.*] The best fattening grounds are high up the river where there is plenty of fresh water? Yes. *To the Chairman:* I was requested by the lessees to ask your permission to inspect your beds. I am going very largely into oyster culture, and I might be able to learn something from what I saw there.

138. *Chairman.*] I shall be very glad to let you see the improvements I am adopting from what I have seen on the Continent and elsewhere. In about ten days or a fortnight when the men are not so busy, if you will pay me a visit, I will show them to you.

Mr. F. J.
Gibbins.

6 Nov., 1876.

Mr. John Emerson called in and examined:—

139. *Chairman.*] We have been appointed a Commission to inquire into the best mode of cultivating the oyster, and of utilizing and improving the natural beds, in order to recommend to the Government any legislation that may be necessary. Can you give us any information on the subject, Mr. Emerson. You are an oyster merchant, I believe? Yes. Before I give my evidence I wish to ask you one question which I hope you will not consider disrespectful. Am I to be examined as a lessee or as a private individual?

140. Not as a lessee. We merely wish to obtain from you such information generally on the subject as may serve to guide us in our recommendations to the Government. It is merely on public grounds that we do this. If any question is put to you which you think interferes with your interests, you can decline to answer it? I will explain my reason for putting that question. I am quite certain that if all the lessees were examined on this subject, my replies would be found to be totally different to all the others; consequently there would be five against me, and my opinions would go for nothing. I am quite aware that my views differ in every shape and form from those of the other lessees, both as to what has taken place and what ought to be done.

141. *Hon. J. B. Wilson.*] It is by collecting all the different opinions on the subject, and comparing them, that the Commission hope to be able to arrive at a correct decision. Therefore we shall be glad to receive any information you can give us? I shall be happy to afford you all the information I can.

142. *Chairman.*] You have been largely engaged in the oyster trade? Yes, for fifteen years.

143. You have also had some experience in oyster culture? Yes.

144. And in breeding and fattening oysters? Yes, in cultivating them on purely naked ground.

145. At what age do you consider oysters marketable, that is to say, in perfection for food—how long after they are spawned? Not less than five years, to attain a real good growth. They can of course be used sooner. I have some that were put down in April, 1874, two years and eight months ago, but to be thoroughly marketable and fit for food they ought to remain for two years more. They were no doubt about two months old when I laid them.

146. Where did you get them? From the shores of Botany Bay and off the rocks; they were collected anywhere.

147. Are there many small oysters sold in Sydney? A large quantity; they are used for what is called "chopping up," for the bottling trade, and are hawked about the streets, and sold in various ways.

148. Do you think it desirable that that sort of trade should be continued? No; it must end in the destruction of the beds if all the young oysters are used up; and by and by we shall be short of spat and all the natural beds will be worked out.

149. Don't you think it very desirable that the Government should adopt some gauge, and prohibit the sale of oysters for consumption that will pass through a ring of (say) $2\frac{1}{2}$ inches? It would be very difficult to do that, because there is such a difficulty in separating the oysters. Some of them grow together so that it is almost impossible to separate them. I think the better way would be to have a

proper

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- proper inspection of the oysters after they are opened to see if they are fit to eat, in the same way that meat and poultry are inspected; and also to see if the oyster itself, not the shell alone, is an average size, because some oysters have very large shells and small fish.
150. But how could that be carried out. As far as I know, in no part of the world do they judge an oyster by the weight of the fish? (*Some samples of oysters were here produced.*) These oysters are only such as we commence to grow upon.
151. These small oysters come from Shoalhaven? Yes.
152. And they are sold as food in Sydney? Yes.
153. The fish must be very small? Yes; they are sold cheap; they are hawked about and disposed of, not as a luxury in the ordinary way, but for whatever they will fetch.
154. Have you seen oysters as small as these sold in Sydney? Yes, and worse, much worse.
155. Is not the oyster trade greatly prejudiced when such rubbish is sold for food? Yes, it acts badly in many ways. In the first place, the parties who sell these oysters, as long as they can make a living at it, strip them off the rocks without any regard to the future trade.
156. Is Shoalhaven a leased river? Yes, I believe it is under lease of older date to Mr. P. T. Johnson.
157. Is it the lessee who sends these in? Yes; they are put into the market as saleable oysters.

Mr. William John Langham, Inspector of Oyster-beds, called in and examined:—

- Mr. W. J. Langham.
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158. *Chairman.*] Perhaps you can give the Commission an explanation of the different samples of oysters now exhibited? They are samples which I procured from the shops this morning; there are seven of them. No. 1 is from Shoalhaven, at present under lease to Mr. Johnson.
159. *Hon. J. B. Wilson.*] And these oysters have been sent up to Sydney for sale by the lessee? Yes, with the exception of No. 5 and No. 7 samples.
160. And purchased by you at shops in Sydney? Yes, this morning. No. 2 sample is from Broken Bay, from Mr. Gibbins's place, who is also a lessee.
161. *Chairman.*] These also are sold in the shops? Yes, all the samples produced. No. 3 is from the Clarence River—Mr. Peter James, lessee; No. 4 is from Cape Hawke—Mr. George Clarke, lessee; No. 5 is from off a bed in George's River, cultivated by Mr. Emerson; No. 6 is also from George's River, from Mr. Emerson's lease: No. 7 is from the same bed as No. 5.
162. *Hon. J. B. Wilson.*] Do you consider it proper that these oysters should be offered for sale? Most decidedly not. I have complained over and over again to the lessees about it, but I have no power at present to prevent it.
163. With respect to No. 1 sample,—do you consider those oysters unfit to be sold in Sydney, on account of their small size? Certainly.
164. What do you think is the diameter of the largest? The largest I think does not exceed 2 inches.
165. And the smallest? About $\frac{1}{3}$ inch.
166. With regard to No. 2, the Broken Bay sample,—Are those oysters, do you think, sufficiently matured to be marketable? I think not.
167. And No. 3 sample, from the Clarence River? No, I think they might also be grown larger.
168. No. 4, from Cape Hawke? Yes, they are of average size.
169. No. 5, from George's River? Yes, I consider those marketable.
170. Would these last (No. 5 sample) go through a $2\frac{1}{2}$ -inch gauge? They would one way most decidedly.
171. We have evidence from Mr. Emerson that these oysters would require two years to mature? Yes, they would require all that.
172. And then they would not go through a $2\frac{1}{2}$ -inch gauge? No.
173. The samples No. 5 and No. 7 were not for sale in the shops? No; they are samples I procured to show the difference in size.
174. They are in fatter condition and more suited to the market than the others? Yes.

Mr. John Emerson's examination resumed:—

- Mr. J. Emerson.
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175. *Chairman.*] You have exhibited these two samples—Nos. 5 and 7—merely as a sample of your growing oysters. You do not consider that they would be fit for consumption for another two years? No; it would be to my advantage to leave them for that time. Of course, in the event of an emergency I could take them up and use them, but it would be more profitable to leave them, because they grow so much more during the last two years.
176. These mud oysters, which you get by dredging, of course are saleable? Yes; that is a sample (No. 7) of mud oysters of a rare species now nearly extinct.
177. Do you think it would be a wise policy—having regard to the public interest solely, without respect to lessees whose interests of course must be secondary—on the part of the Government, to prohibit the sale of these very small oysters, such as you have exhibited? Yes, I think no oysters should be allowed in the market except those that are a proper size.
178. Don't you think these small oysters have a prejudicial effect on the public mind to prevent the consumption? Yes, of course people who go into a shop and get these small oysters become disgusted and don't care to try them again for perhaps a month; whereas if they got good, fat, well-flavoured oysters they would make them a regular article of food.
179. And these same oysters if put on a good fattening ground would become large and healthy? Yes, I believe any oyster if put on to proper ground would grow.
180. Supposing a four-year old oyster were taken from the rocks and put on good fattening ground, would it grow? Yes, if it were taken off the rocks carefully without being chipped. All our George's River oysters grew on the face of the rock, and grew so thick that they grew outwards. When these are worked off they fall into the soft ground and become drift oysters. All these oysters are rock oysters, and if you take an old boot or a bottle and put it down they will adhere to it, but when they are put in soft ground they grow and fatten.
181. All the oysters in this Colony are of one species, are they not? Except the mud oyster—that is a different species. Even the stock of the mud oyster is different from that of the rock oyster. The stock of the rock oyster is on the left side, but in the mud oyster it is in the centre. There is a difference also in the shell,—the shell of the rock oyster is a flint, and that of the mud oyster is like a cuttle-fish, quite soft.

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182. Is there any difference between the oysters got on the shores here and those obtained in the Channel? No, they are just the same; the Tasmanian, Western Port, and Chesapeake Bay oysters, and the Jersey oysters of the south part of New Zealand, are all the same oysters. The strangest thing with regard to the mud oyster is, that if you go south of the 39° of latitude in New South Wales, and across to New Zealand and right through that Colony and to the south of it, you will not find the rock oyster—they are all mud oysters. In Auckland, New Zealand, the shell is of a flinty description.
183. Will those oysters keep for any length of time? No, when they have been thirty-six hours out of the water they open their mouths.
184. And how long will the rock oysters keep? I have known rock or drift oysters to lie exposed for a period of six weeks.
185. Without being spoilt? Without being spoilt, but alive then.
186. One will not keep for more than thirty-six hours, and the other you have known to keep for six weeks? Yes, that is my experience.
187. With respect to the spawning of oysters, Mr. Emerson, have you formed any idea as to the number of oysters spawning at one time at the same place? No; it all depends upon the condition of the oyster at the time; if the oyster is in good condition and the weather is favourable it will spawn, but I think the time of spawning is greatly regulated by the weather.
188. The object of my question was to ascertain, if possible, what percentage of oysters are spawning at the same time and on the same bed? I don't think the oysters on any one bed spawn at the same time. You may take a bunch of oysters and find that one is spawning and the other is not.
189. Do you think it is necessary to have a close season? I think not.
190. Are there certain months in the year only when oysters spawn, or do they spawn all the year round? They are continually spawning.
191. All the year round? I think so. In fact I have opened clusters of oysters and found one good and the other watery.
192. You sell oysters all the year round, from the 1st January to the 31st December? Yes.
193. And you think a close season would be of no advantage? I do not think it would.
194. *Hon. J. B. Wilson.*] Do you think that all full-grown oysters spawn every year? No, I think not.
195. Well, what percentage of them spawn? I believe they all spawn when they come to maturity, but the time of spawning greatly depends upon the state of the weather.
196. That has a great deal to do with it no doubt, and a good deal of spat may be lost; but what I wish to know is, whether you have ever found in opening oysters that the whole of them were spawning—that is, were sick and unfit for food? No.
197. I am desirous of having your opinion, because it is the opinion of men experienced in oyster culture in England, that not more than ten out of every hundred spawn in the same year? I do not think they can have the same species of oyster at Home, because there we find that the mud oysters are only healthy and eatable and in their prime in the cold weather, and they must certainly spawn in the summer, while these large oysters are in their worst condition in the winter months.
198. I think you are mistaken as to the time these large oysters are fit for consumption in England. They are the only oysters that are eaten during the summer; it is only during the summer months that they can dredge for them. But it is not with reference to England, but to this Colony. Is it not a fact that during the whole year there are always good oysters in abundance, so that you have no occasion to throw them away because of their spawning? Oh, yes. We had one season when for fifteen months oysters could not be used in the Clarence River.
199. From what cause? Well, it was from some cause which we could not make out at all. Then there were other seasons when we worked the beds for eighteen months, and the oysters were in good condition all the time.
200. Were there floods,—was there a great deal of fresh water during that time? No; it was rather a cold winter. It has been just the same with the Queensland oyster beds. During one season they could be worked for fifteen months continually, and then a bad season would follow.
201. Then you think there is no occasion for a close season in this country? I think not, because there is no spawning season here, and if you closed the rivers for six months when the young spat was formed you would be unable to make use of it.
202. You think there is no more occasion for a close season for oysters than for sheep or cattle? I think not. I do not think, if you took any of the rivers, that you could determine the close season for two years; you could only see that a proper inspection was made to show whether the oysters were in a healthy condition.
203. Have you any idea of the quantity of spawn that a mother oyster will produce? No.
204. Some say as much as a million, and some even more? You could not make any calculation of that sort here, because during a cold or unfavourable season a great part of the spat would be destroyed.
205. Don't you think this is a very favourable climate for spawning? Yes.
206. Have you had any experience in oyster culture in England? No.
207. Have you made any experiments in forming artificial beds for laying down oysters? No, we have no occasion to do that here; we have such large quantities of spat lying about—any quantity of it can be collected.
208. Have you a large quantity of this spat on the banks of the George's River? Yes.
209. The banks are covered with it more or less all along the coast? Yes, except in places where there is sand; wherever there is a chance for spat to adhere to anything we find it.
210. And in Port Jackson there is a vast extent of spat also? Yes.
211. And no use is made of it? None whatever. You can go up Middle Harbour and find any quantity of it.
212. And if this spat were put on to good breeding ground it would grow and produce fat oysters? Yes.
213. Then is there not a very great waste in this Colony, since this spat is not collected and put in good ground. It is not perhaps felt at the present time, but if they go on working the beds they must die out? Yes.
214. Do you see any objection—I do not wish you to answer this question if you think it may prejudice your interests—to the Government giving licenses to persons whose business it would be to collect oysters from the rocks for the purpose of selling them to oyster growers and fatteners? I think it would be the proper course.

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215. It would give remunerative employment to a large number of persons? Yes, but I think it would only be fair if it were compulsory upon these persons who had licenses to collect the spat, to sell it to the lessees of the rivers.
216. I am not speaking of lessees—I am only suggesting a policy for the future; suppose, for instance, that these leases had expired? Oh, yes; but while the rivers are leased I do not think it would be fair that any persons should be licensed to take spat out of them unless they sold it to the lessees.
217. Of course not—that would be an interference with private property; I am speaking with reference to the future. Besides all the rivers are not leased.
218. *Hon. J. B. Wilson.*] With regard to these rivers, do you think it would be desirable to lease them without leasing the foreshore also, so that not only these persons could collect the spat, but the public could collect it also? It would be a good thing, but I think there should be places set aside for the purpose, that these people should be licensed, and that none of the spat should be sold under any conditions except for the purpose of planting.
219. Now we will take the Hawkesbury River for instance,—there is a much larger quantity of spat there than one person can make use of? Yes.
220. Then where would be the harm of licensing persons to collect that spat and sell it? I do not see why it should not be done if other persons will cultivate it—if persons who have spat do not make use of it, I do not see why they should not allow others to do so.
221. *Chairman.*] Is it the case that oysters which only get the benefit of the high tides do not thrive but die? They do not die, but they are always sickly from being exposed to the sun; if they are knocked off and thrown into the water they thrive and grow. I believe that any live oyster thrown down on the ground would grow.
222. If all the oysters on the rocks were knocked off and thrown into the water, would that interfere with the breeding, or would that go on just the same? They would breed just the same.
223. Then does not this supply, on the rocks along the river banks, appear to you an admirable provision of nature to meet an increased demand? I think that, as we are situated, the whole business is going to ruin, because we are so prolifically supplied that people will not turn their attention to the means provided for saving the oysters.
224. We get what in England is only obtained by a considerable outlay of time and expense, without the least labour or outlay? Yes, and if we did not get it so easily we should have to adopt artificial means such as are used in other countries.
225. Don't you think this profusion of young oysters is due almost exclusively to the genial warmth of the climate? I think so.
226. What I mean to say is, that if we had frost and snow here, as they have in England, the greater portion of them would be destroyed. In England, sometimes for ten or fifteen years, they have hardly been able to save any, while in France, where the climate is warmer, they can save large quantities? Yes, it is the rule to save them here, and the exception to lose them in bad seasons.
227. You think then that this climate, which produces vines and oranges, is peculiarly suited to the growth of oysters? I think so, as far as my experience goes. I know what has been done in my leases out of almost nothing, in the course of two and a half years. These oysters which I have exhibited to-day were grown from a mere nothing; they would not have been worth anything if they had remained where they were. I do not think there is any obstacle at all to the growth of oysters here if proper ground is secured. Of course it is a question whether they can be made to pay.
228. What do you consider the most suitable ground for fattening? Do you mean on the foreshore or in deep water?
229. I mean both? I think a clear shelly bottom, with about a 3-mile tide is about the best. The ground should be turned over with a dredge every three or four months, to prevent the oysters from getting into one mass. I believe that when they are spread out they get much larger. In a new bed we sometimes find it all like one crust, and then the oysters are very poor; they are so close that they live upon one another, and don't get the same chance to feed as when they are separated.
230. Don't you think they fatten much better when they are laid down separately? They would in still water; but I think where there is a running tide it is sufficient to keep them apart.
231. With regard to the soil, is not mud essentially necessary for fattening them? Mud is a very good thing for fattening, but when the mud sets over them they get smothered; they require much more care than they do on a firmer bottom.
232. Sand is very injurious to oysters, is it not? Yes; sand will choke them.
233. I will ask you another question having reference to the policy to be adopted in the future. Do you think it would be wise on the part of the Government to lease small areas for fattening grounds, or to continue the present system of leasing large blocks? I think the areas should be large, but that there should be conditions imposed with regard to cultivation. For instance, for every 100 bushels of oysters taken out of a river I think the lessee should be compelled to show that he had cultivated a certain proportion, enough to keep the river in working order. If you took out a bushel of oysters and put back a bushel of spat, you would get ten times the quantity, because you would have three crops.
234. If the Government were to issue licenses in the way we have spoken of to men of good character to knock the oysters off the rocks, and to sell them to growers, don't you think it would give employment to a large number of persons; that it would also be the means of stocking fattening grounds, besides producing a large quantity of wholesome food? I think so, if the conditions of the licenses were that these persons should sell the oysters to no one but the lessees.
235. Is it not quite as possible to make regulations to prevent oyster-stealing as it is to prevent sheep- or cattle-stealing, and other offences of that class? Yes, I suppose so. I think it is quite as much a crime to steal oysters from a person's ground as it is to steal sheep off a run.
236. Then do you not think it would be a wise policy on the part of the Government to adopt precautions to prevent such waste as exists at present? Yes; if the penalties were sufficient to prevent the sale of the oysters to any one except the lessees or growers, because sometimes there is a scarcity of oysters, and these men might get oysters instead of spat, and bring them into town and sell them for consumption.
237. But that would be prevented by an inspector, in the same way as the sale of unwholesome fish is prevented. Is it not possible to have inspectors to prevent the sale of oysters of improper size? I don't think that could be done, unless all the oysters were taken to one place for inspection before they were offered for sale, and that would be difficult.

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238. Would not that prevent to a great extent the sale of small oysters? Yes. It would be to a certain extent an annoyance to lessees; for instance, where two or three hundred bags came in for the Melbourne market, if they had to be taken anywhere to be inspected it would be very inconvenient. It would also give one inspector an immense deal of work.
239. I am merely speaking of the principle and not of the details? I think the inspector should have power to inspect oysters anywhere, and to condemn them and prevent their sale if he considered them unfit, just as the Inspector of Nuisances has power to seize unwholesome fish. That would keep a good many oysters out which ought not to come into the market at all.
240. *Hon. J. B. Wilson.*] I suppose you are aware that there has been a very great destruction of the natural oyster beds of the Colony from over-dredging? I am well aware of it.
241. Do you think as a rule that these rivers which have been leased have been improved since they came into the hands of the lessees? I do not think so. I think they have been working them without any regard to the future; in fact, I have proved that one-third of the beds have been destroyed by competition--by one man working against another.
242. What is the term for which you think the Government should lease a river for cultivation? I don't think any term less than twenty years would be of the least use.
243. Do you think that is enough? If it were a longer term it would be a great encouragement, but it should not be less than twenty years.
244. Do you think it would be possible to carry out such an inspection of the oyster beds as to ensure their being handed over, at the expiration of the leases, in proper working condition? I think it would be, but it would take some time to find out the condition the beds are in at first. If that were properly done, it would be easy enough to ascertain whether they were left in the same state.
245. Do you think it would be desirable to insert in the lease a proviso that the beds should be returned in the same state as they had been in during the last five years of the lease? Yes, with the exception, of course, of accidents from flood or other causes.
246. Have you any information as to the price of oysters in Melbourne and the state of the oyster market at the present time? I have a letter from my agent in Melbourne, dated 30th October, 1876, in which he states that some oysters sent from Sydney to the Melbourne market, probably about 160 bags, were quite unsuitable. I also put in a letter from the same correspondent, dated 5 October, 1876.

Mr. L. Brooks to Mr. John Emerson, Sydney.

Melbourne, 5 October, 1876.

Dear Sir,

I wish you will oblige me to bring those facts before the Commission of Inquiry to protect and cultivate the oyster beds of your Colony. I want to show the reckless way the trade is being carried on, and the rubbish that comes from Sydney to the Melbourne market, in fact oysters that never ought to be allowed to leave the beds. It is a regular practice to send oysters in bags to Melbourne which are topped up; I mean by that that there are good oysters on the top and rubbish underneath, and the young brood that is in some of those bags ought never to be allowed to leave their beds; the result will be that at the expiration of some of those leases there will be no oysters left fit for use.

The result is, that with sending such rubbish, and more than is wanted for the regular supply, they are obliged to sell them by public auction at the fish markets, Melbourne. In one instance I saw eighteen (18) bags of Newcastle and Broken Bay sold for 20s. the lot.

I send you the price of which oysters have been sold by public auction during this last month.

Whatever information the Commission wish to get I shall be most happy to give them, either personally or by letter.
I am, &c.,
L. BROOKS.

Price of oysters sold by auction during the last month :—

	s.	d.	s.	d.
Newcastle oysters...	4	6	to	9 0
Broken Bay „	3	0	to	8 0
Clarence „	3	0	to	9 0
Camden „	4	0	to	10 0
Cape Hawke „	6	0	to	9 0
Manning „	11	0		

247. Have you any difficulty in getting a good price for good oysters in Melbourne? No, or I should not be able to get on at all.
248. While these inferior oysters have been sold in Melbourne for 3s. 6d. a bag, good oysters have still commanded a good price? Yes, from 27s. to 30s. per bag. Last year—the whole of last year I paid the Brisbane Oyster Company 18s. a bag for all their oysters, and that with freight and costs mounted up to 21s. when they were landed in Sydney, and if they had not been good oysters I should have lost money by them.

FRIDAY, 10 NOVEMBER, 1876.

Present :—

J. S. FARNELL, Esq.,

HON. J. B. WILSON.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. George Clarke called in and examined, Mr. Henry Woodward, another witness, present by permission :—

249. *Chairman.*] You are an oyster merchant in Sydney, I believe? Yes.
250. We have been appointed by the Government a Commission to inquire into the best mode of artificially cultivating the oysters in this Colony, and of maintaining and improving the natural beds. I understand that you do a large business as an oyster merchant? Yes.
251. You have also some oyster beds, have you not? Yes.
252. Have you ever done anything in the way of cultivating the oysters artificially? Never.
253. You simply use the natural beds which you have leased from the Government? That is all.
254. You have no layings, as they are termed in England—beds prepared for laying down oysters? No.

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- Mr. G. Clarke.
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255. With respect to the spawning of oysters, have you formed any theory on the subject—whether they spawn all the year round, or only during certain months? I believe they spawn at various times in various places; that is to say, they do not all spawn at the same time in the same rivers.
256. Do you think that in any place they spawn all the year round—every month? More or less they do.
257. They spawn more or less during every month of the year? I could not say that they spawn every month, but they spawn at various periods in the year.
258. Of course they spawn more during certain months of the year than in others? Yes.
259. What are the months during which, in your opinion, the spawning chiefly takes place? My experience leads me to believe that they spawn principally during the months of March and April.
260. Does that apply to certain rivers or to the Colony generally? I think it is the case in all the rivers, except about two or three.
261. Do you think it is desirable on that account that there should be a close season—that no oysters should be sold during March and April? I do not see what would be the advantage of a close season.
262. You think that there are always abundance of good oysters to be had which are not spawning during those months? Yes, large quantities of them.
263. As in the case of sheep and cattle, although the ewes may be lambing and the cows calving at certain seasons, still there is always a supply of good meat? Yes, it is just the same.
264. You think it is quite as applicable to oysters as to sheep and cattle? Exactly so.
265. And that there are as many good oysters in proportion as there are sheep and cattle suitable for food? Quite so.
266. Are there not a great many very small oysters brought into Sydney for sale? Well, since the rivers were leased by the Government there are not so many sent in.
267. But formerly there were a great many miniature oysters brought into town, were there not? A great many.
268. Which were not fit for food? Oh they were perfectly good for food, but not being large were unsaleable; they were sound and good enough to eat, but inferior on account of their size.
269. It is stated in England upon good authority that these small oysters are not good for food—that they are skinny and watery? Then it is because they are out of season.
270. It is not on account of their being young then? Oh no; I could show you small oysters which are very fat and good.
271. Is not that because they are on a good fattening ground, in the same way that lambs are fat? Yes, no doubt it depends upon the ground they come from. You will find that, however small, they are as fat as the large oysters.
272. They are something like what are termed “natives” in England? Yes.
273. What size are these small oysters—would they pass through a $2\frac{1}{2}$ -inch ring? Yes, they are smaller than that. I should say they would go through a $1\frac{1}{2}$ -inch ring; that would be a fair medium size.
274. Are you not aware that in many parts of England oysters are not allowed to be sold if they will pass through a $2\frac{1}{2}$ -inch gauge? I was not aware of the size of it.
275. That does not apply to natives? I believe the native is the smallest oyster they have in England.
276. These very young or small oysters that come into Sydney are not generally sold in the trade—they are used chiefly for what is termed “chopping up,” and for the bottling trade—is it not so? That all depends upon what kind of oysters you are working on. Some of the oysters, when full grown, are not very large oysters.
277. Still they would not pass through a $2\frac{1}{2}$ -inch ring? Yes, they would pass through a smaller ring.
278. Those I was chiefly alluding to are the half-starved oysters which Mr. Frank Buckland—a great authority on the subject—defines as “mere skin and water.” Are they not, when bought by the merchants, chopped up for bottling? No, it would not pay to chop up oysters of that kind; we use the largest and finest oysters for that purpose, the small ones would be useless for bottling. We should only think of using them in a time of great scarcity, as they are entirely out of season. At the same time there are always plenty of oysters in season: we can get good oysters all the year round.
279. Now, with respect to the leasing of these rivers and estuaries from the Government, have you formed any opinion as to the best policy to be pursued in the interests of the public,—is it desirable to lease them in large blocks or in small areas? I cannot see what would be the good of small areas. I took up one small portion on the Clarence River myself, and I never saw it. I paid my money, but there were no oysters on it, and it was no good to me.
280. But if it were rich ground could you not have improved it by laying down oysters upon it? It would not pay a small man to do that, unless he had the lease of such a place for fifty years.
281. Now that is coming to the point I wish to arrive at. If you could lease these mud flats for a longer period, would that not be an inducement to take them and expend capital upon them? Where should we get the stuff to lay down on them?—the man alongside of me might have a good patch, and my men might take his oysters to lay down on my ground.
282. If the law were not sufficiently stringent to prevent larceny it ought to be made so. I am asking you whether, if these rich fattening grounds were let for a longer period, it would not be an inducement to capitalists to stock them? What precaution should I have against floods?—they would destroy all my capital. I might lay down 20,000 bags and in twenty-four hours the whole of them might be destroyed.
283. We have a great many farms on low-lying lands, subject to floods, and they manage to get good crops off them? Yes, because they get a crop in a few months, whereas with oysters we should have to wait for years.
284. But the floods would only bring fresh water;—would that injure the oyster-beds so much? Yes. I could mention one bed at Port Macquarie which has been destroyed twice within the lease. Every bag that has come out of it has cost £5 or upwards. That is only one place. There is the Manning River also which is also subject to floods; there is an oyster bed at the bar, one of the finest I ever saw, which has been destroyed for the second or third time.
285. What is the nature of the beds;—are they composed of blue clay, soft to the touch, like soft-soap? Not quite so soft as that, but something similar; but the one on the Manning bar is a sandy bottom.
286. Oysters do not fatten there, do they? Oh, yes; no oysters could exceed those that come from that bed, in any part of the world.

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287. Where the oyster beds are subject to floods there is no inducement to incur the risk ; but are there not many places where there is good laying ground which is not subject to the action of floods ? There is no place in the Colony where the rivers are not subject to floods periodically.
288. Enough to destroy the oyster beds ? Yes, to destroy them for years.
289. Then you do not think there is much ground for artificial culture ? No, not artificial.
290. You have no doubt observed in many parts of Port Jackson and in some of the rivers that the rocks are completely plastered with rock oysters ? Yes, there is no place for that like our harbour of Port Jackson ; but our rivers are not like that—in some of them the oysters attach themselves to the mangroves.
291. Now if these young oysters were removed from the rocks or mangroves and laid down on rich mud, would they not produce rich and good oysters ? Well, I have laid oysters in that way in some two or three rivers, and they have never come to much—they have not grown a very great deal.
292. But if they had remained where they were, on the rocks or mangroves, they never would have come to perfection ? Oh, yes ; they come to great perfection on the rocks if they are left there.
293. Those high up on the rocks do not come to much ? Of course they are not so good as those that are covered by the water, but the small ones will become large.
294. Not if they are very high up on the rocks ? Yes ; although they are scarcely ever touched by the water they will grow to a good size, more especially on the Parramatta River. Mr. Josephson had some on his estate, some of the finest I have seen, and the water scarcely ever touched them.
295. Were the fish good and well flavoured ? Yes ; there is nothing so sweet as a first class rock oyster.
296. That may be a solitary case. Is it applicable to all the rivers with which you are acquainted—do the oysters which grow high up on the rocks come to perfection ? Yes, they come to perfection, but they are not so good as those which are covered with water.
297. Now, supposing there were licensed oystermen who would knock off the small oysters from the rocks and sell them to those who would lay them on good ground, would not those oysters come to much greater perfection than they could on the rocks ? Not having seen any of that kind of culture I could not say.
298. Have you had any experience in oyster culture in England ? Never.
299. But you have read that the celebrated Whitstable oysters are fixe-sixths of them purchased in large and small numbers from men, women, and children, who collect them and then laid down to grow ? Yes, but there is so much difference in the species and class between the oysters in England and those in New South Wales.
300. You think there is a difference in the species between the oysters in this country and those in England ? Yes.
301. In what respect do they differ ? In size and make, and in the hardness of shell. I have seen nothing like the English oysters except those we used to get from the Parramatta River some years ago—mud oysters.
302. Do not they resemble what are called the Channel oysters in England, or those that are artificially cultivated ? Not so much ; but we used to have oysters on the Parramatta which very much resembled the English natives—they were not much larger. That is not very long ago ; but they have wholly deteriorated since then. There were beds and beds of them.
303. How many years have you been in the trade ? Thirty years.
304. Do you find much change in the beds ? In what respect ?
305. Have they been seriously injured by dredging ? They were some years ago.
306. That is to say, there is nothing like the quantity of oysters on their natural beds that there were thirty years ago—is that the case ? Well, I see no difference. I think we have as many oysters now as we had thirty years ago. We keep turning out the same quantity year after year.
307. Then you think that what has been said about the beds being exhausted by over-dredging is not the fact ? Well, it was supposed that when the rivers were leased by the Government they were in a very low state, and we know by experience that there was nothing in some of them.
308. They had been injured then at that time ? Yes ; for instance, in the George's River there was nothing, and I remember when two men in my employ, who went to California, used to bring me as many as 40 bushels of oysters of immense size, and in those days they used to be burned for lime in thousands of bushels, as well as used for food.
309. Then George's River is one that has been seriously injured by over-dredging, and the oysters have also been used for improper purposes ? Yes.
310. And have other rivers been similarly injured ? Yes, the Newcastle River.
311. Any other rivers ? Those are two of the chief.
312. The rivers you leased from the Government had a rest for some time, had they not ? They were supposed to have, but the oysters were sold just the same.
313. Then the rest was no advantage to you ? No, rather the reverse.
314. It would have been better for you to have had your lease before the rest ? Yes.
315. Are all the rivers in the Colony subject to floods—there must be some in which the oysters are not liable to be destroyed in that way—are there not places in the George's River high up where they are not killed by floods ? In George's River the oyster beds are pretty free from floods, and it always was so.
316. And about Liverpool the floods cannot be very high ? No, but I don't think the oysters go as high up as Liverpool.
317. Supposing that there are rich flats available, do you not think it would be advantageous for the Government to let them in small blocks to persons who would purchase spat and cultivate it—don't you think in that way we should have more mature oysters, that it would also give employment to a number of persons and be the means of creating a valuable industry ? I don't think the time is ripe yet for artificial culture.
318. Have you any idea of the average number of oysters to one acre of ground ? Not the slightest.
319. Would you think a million too many—it is said that one acre will yield a million oysters. In England where a man has 4 or 5 acres he is considered rich. Now if the same system of culture were carried out in this Colony, don't you think it would be advantageous to the public ? I do not indeed, sir ; I don't think any one would take the trouble to go into it, so long as there is such a profusion of oysters in New South Wales.
320. But are not some of the neighbouring Colonies dependent upon this Colony for their supply ? Yes, that is upon New South Wales and Queensland.

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321. Is it not a fact that great numbers of oysters have been sold in Melbourne for a merely nominal price,—not because there was no demand, but because they were in an immature state and unfit for the market; don't you think that if they had been fine well-grown oysters they would have fetched a good price? No, sir, there is no demand; I have sent down some of the finest oysters possible, and they have been literally given away—sold for 10s. a bag.
322. We have it in evidence that the reason these oysters were rejected is that they were too small? No, it was because the market was glutted.
323. *Hon. J. B. Wilson.*] We have it in evidence that certain oysters sold for 25s. a bag, and that certain other small oysters only fetched 2s. 6d. and 3s. 6d. per bag? They may certainly have been of inferior quality, and the market was glutted. If they had been of good quality they would not have been sent to the fish market at all.
324. Don't you think that if these oysters had been good, there were plenty of people who would have had sense enough to have bought them and to have laid them down somewhere to get fat until they were wanted? No, there is only one firm, the Western Port Oyster Company, who have tried to do that, and they have lost thousands of pounds by it.
325. The Western Port Company killed their own beds—the natural beds, I believe? Yes; whether it was from over-dredging I cannot say, though some of them furnished a supply enough to use up all the oysters in the country. They were like the English oysters; we have scarcely any like them now, except a few on the Parramatta River.
326. You think they were an entirely different species? Altogether different.
327. If you took these rock oysters and laid them down in rich mud, would not they become altogether different—Supposing you took young oysters before they had attained any size or shape, and separated them and put them down on rich clay, such as they make use of in England for fattening ground, would not those oysters become altogether different both in shape and appearance—almost a separate species from what they would have been if they had remained on the rocks or mangroves? I cannot see what would make them alter; the shells would be the same.
328. That is only your opinion,—you have not made the experiment to see whether the shells would be the same? I have had oysters laid down on the Parramatta River for three years. I laid them on Mr. Josephson's property, with his permission. I used to take some of them at various times off Mr. Josephson's rocks and lay them in deep water, and whenever we examined them we found they had increased considerably in size, but they were not different in appearance from those attached to the rocks, nor were the shells altered at all; they were just rock oysters and nothing else.
329. But you found that they had improved considerably in growth and quality after they were put on to rich mud? Yes, but it would not do to put them in mud; it was a kind of sandy loam.
330. I believe marl makes the best bed where there are plenty of oyster-shells. At any rate, if removed from the rocks and placed on rich laying ground, they would improve wonderfully, and grow very considerably? Yes, they would shoot rapidly.
331. And fill out? Yes.
332. Well, you see there are an immense number of these oysters on the rocks about Sydney, and if they were all transplanted to rich ground, would they not produce a large quantity of wholesome food for the inhabitants? Yes, but such an immense quantity of them would reduce their value considerably.
333. Do you remember, just before the gold discovery, that there was such a quantity of beef and mutton that there was a difficulty in knowing what to do with it? Yes.
334. Do you think there would be any fear of an equally large surplus of oysters? I do not think so.
335. Oysters are very wholesome food, are they not? Yes.
336. And quite as much a delicacy as beef and mutton? Much more so.
337. Then if you can produce good oysters—not the skin and water kind of oyster of which Mr. Frank Buckland speaks—would you not have a large demand for them beyond comparison with the present demand? There would still be skinny oysters, the same as there are now, because that comes from their not being in season.
338. Is there not an Inspector of Nuisances at present who inspects and condemns unwholesome fish? Yes.
339. Well, if we had an Inspector to look after oysters, would not he prevent oysters of that description from being sold? Well, he could not condemn them because they were not fat. Some persons do not care about fat oysters; they say—"Don't give me those very fat oysters, I like them to taste as if they had just come out of the salt water."
340. Frank Buckland, the greatest authority on oysters, says that when they are watery and skinny they are not good to eat? I will defy any person to condemn an oyster when there is nothing the matter with it.
341. Then if beef or mutton is thin and skinny you would not condemn it as unfit for food? No, because there is nothing the matter with it. I see plenty of meat hanging up which I should not care to eat myself; but it is cheap, and people buy it for that reason; it is sound and wholesome. It is the same with oysters, they are sound and fresh as they come out of the water, and there is nothing the matter with them. Many people do not care about fat oysters, they say—"You know my taste, Clarke, don't give me any of those very fat oysters."
342. I may mention that we had some oysters exhibited in this room which I should scarcely like to say were unwholesome, but were scarcely fit for human food. There was nothing in them, and it appears to be a mockery to sell such young oysters? Well, I could produce some very small oysters which you would find very fat and well-flavoured—in fact beautiful oysters, although small.
343. *Mr. Farnell.*] I understand that you know nothing about the culture of oysters? No.
344. All your experience has been gained by working the natural beds? Yes.
345. Speaking of the Parramatta River, I think you said that you had dredged it for thirty years? Yes.
346. For mud oysters? Yes.
347. Are you quite sure they were not a kind of oyster between the mud oyster and the drift oyster? No, they were mud oysters.
348. They were in shape much the same as the mud oysters, but were not dredged out of the mud? Yes, they were all dredged, but off the hard bottom.
349. Where did you get them? From the channel of the river.

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350. Do you remember where they commenced to dredge when they discovered these oysters? They were getting some at Pyrmont, I believe.
351. And then they continued up the channel to Charity Point? Yes.
352. Are there any of the same kind of oysters now in the Parramatta River? They are almost wholly deteriorated.
353. What has been the reason of that? Over-dredging, beyond all doubt.
354. That is to say, the whole of the oysters were dredged and none left to spawn and breed? Just so.
355. Have you tried to take up any lately? Last winter I saw a few, perhaps a couple of dozen, got off the bottom, but that is all.
356. These oysters were attached to each other? No, they were single; you may perhaps among the very young oysters find a few attached to each other, but they separate very easily.
357. Then it is a fact beyond all doubt that the deterioration of the oyster beds in the Parramatta River has been caused by over-dredging? Without any doubt.
358. You have spoken of the beds on the Manning and other rivers as having been destroyed by floods,—is it the fresh water that kills them or the mud that smothers them? They get covered over; in one river the whole of the oysters were smothered with sand.
359. Are you aware that the bed of the Hunter River, or some portions of it, has very thick beds of shells on it? Yes.
360. Can you give the Commission any idea how these dead oyster-shells come there;—was it from the floods destroying the oysters from time to time? That has always been supposed to be the reason, but it has never been clearly ascertained; there are immense banks of shells there to the present day—any amount of shells on the Hunter.
361. You are aware that large quantities of oysters used to be taken out of the Hunter for the purpose of burning lime? Yes, I have seen it myself; I have seen boat-loads of oysters taken up which, if in England, would be worth ten guineas a bushel.
362. Referring to the bed on the Manning River bar, where you say the oysters fatten so well,—what has destroyed that bed? The floods have done that.
363. The deposit of sand or mud from the floods has totally destroyed it? Yes, and it is not the second or third time that it has done it.
364. Are the oysters lying on the bottom? Yes, lying on the bottom just inside the bar.
365. Not on the bar, but just inside it? Yes; it is a great pity to see it.
366. It is your opinion that oysters in this country spawn all the year round? Yes.
367. But not all at the same time? No.
368. Therefore there are always a quantity of eatable oysters? Yes, we can always get them. In fact, in the same river oysters will be spawning in one part of it and not in the other, either higher up or lower down; but there are always a quantity of fine eatable oysters.
369. Are you aware that they spawn at different times in the same river? Yes, they must do, or how would you account for some of them being poor and others fat? They are always poor directly after spawning. Mr. Holt says, the Inspector would condemn them for that, but there is nothing the matter with them except that they have been spawning.
370. Then don't you think they ought to have a period of rest when they may spawn? Oh yes; if I found the oysters poor on one bed, I should go to another bed in the same river where I could get good ones. You could not close the river.
371. What I want to ascertain is this—whether by the non-closing of these rivers the oysters will not be altogether obliterated, as has been the case in the Parramatta River. If there is to be no close season, and the oysters are to be taken indiscriminately, would not the final result be that the whole of the oysters in the river would be annihilated? It would take a very great number of years.
372. If you go on dredging a river without giving the oysters time to spawn, must not you destroy them by not allowing them to breed? I cannot say, I am sure. I can only speak of the Clarence River with respect to the production of oysters.
373. Suppose you were to kill ewes in lamb or cows in calf, would you not destroy their progeny? Certainly.
374. If you destroy spawning oysters is it not the same? The yield of oysters is so immense.
375. What is the yield of an oyster, do you know? I do not know; some people say a million.
376. Well, notwithstanding that you can, as you say, get eatable oysters during the whole year, the persons who dredge for them do not use much discrimination in taking them, whether they are spawning or not? Oh yes, they will not take them if they are spawning.
377. How do they know whether they are spawning if they do not open them? There is no occasion to do that—you can see the spawn floating about. The oysters are not good when they are spawning.
378. What are these poor skinny oysters? They are poor after spawning.
379. Have you had much experience in the collection of oysters off the rocks? I have used a great number of them.
380. Do you get as good and fat oysters off the rocks near low-water-mark as you do out of the rivers? Yes, sometimes, but they are not so thick.
381. Are the oysters in Middle Harbour, and on the rocks down the bay, as far as Shark Island, as large as those higher up the Parramatta River? There used to be some very fine ones in Middle Harbour some years ago; I have not seen them of late.
382. Are you aware that the oysters do not grow so large near the sea-coast—that the saltness of the water affects their growth? I was not aware of it.
383. Do you know from experience that oysters grow better in a place where fresh water and vegetable matter flow in and mix with the salt water? Yes, I know that from my experience on the Clarence River.
384. Do you know whether there are male and female oysters? No.
385. Do you know how they get their food? No.
386. You have had more to do with dealing in oysters than in cultivating them—in purchasing them and selling them again? Yes.
387. I think you stated that when the rivers were closed a great many oysters were stolen? Yes, that used to be the case, but since the rivers have been leased that has been put a stop to, to a great extent.
388. Do you, as a lessee, adopt any means of improving your beds? We do not take up young oysters.

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389. That is the only distinction? Yes; we know when they are saleable.
390. You do not increase the production of the oysters? Not by artificial means; in fact there is such a quantity of them that if it were not for the floods in the rivers they would become of no value.
391. Does New Zealand produce many oysters? Great quantities.
392. Do many of them come in to Sydney? Some of them.
393. Do they fetch a good price? There is no sale for them—they are thrown away.
394. *Hon. J. B. Wilson.*] Is there any export trade for oysters from this Colony except in bags to Melbourne—are any preserved oysters sent away? No.
395. Do you happen to know what the annual export of oysters is from the town of Baltimore in the United States of America? Something fabulous, I believe.
396. Is it two millions sterling. Can you see any reason why we should not preserve oysters and send them up the country? The oysters you are speaking of are different from ours. If you were to preserve our oysters you would find that they would shrivel up into little things the size of nuts.
397. Have you seen any of the American oysters in the market before they were preserved? Yes.
398. Are they larger than that (*exhibiting top of ink-stand*)? Much larger.
399. Well, I have seen American oysters, and I have seen much larger ones here? We used to have very large oysters of that kind in the Parramatta River.
400. *Mr. Farnell.*] But they were not better than those in the George and Clarence Rivers? No. I have been a lover of oysters all my life, and I never saw finer oysters than those from the George's River, but they have deteriorated much in flavour.
401. After mature consideration, do you think it is unnecessary in any particular river to have a close season? Not while we have such a profusion of oysters.
402. Do you know whether the oysters to the north spawn sooner than those to the south of the Colony? I do not.
403. The oysters in the northern rivers spawn sooner than those in the southern rivers? I do not think so; the Newcastle oysters spawn somewhere about Christmas time, or a little after.
404. Do you know whether the oysters spawn during the winter months? If it is the spawning that causes them to be poor I should say they all spawn in the winter months—May, June, July, and August are the four months that they are supposed to be the poorest. But I have had oysters from the Tuross River quite fat during those months; it would be impossible to find fatter or finer.
405. *Hon. J. B. Wilson.*] Are there not many circumstances that would tend to make oysters poor other than spawning, are there—for instance, would not floods sicken them and make them poor? Fresh water makes them fat; I have known them burst with fatness.
406. When there is a great quantity of alluvium settling down after a flood has it not a tendency to make them poor? Well, the Hunter River has deteriorated very much this year, and I have never been able to ascertain the cause. I have thought that the steamboat traffic upon it has interfered with the beds very much.
407. *Mr. Farnell.*] It would affect the spawn? Yes, it does not settle. During the last three or four years the oysters from the Hunter have deteriorated in every respect.
408. Are you aware that severe frosty weather affects the spawn of oysters at a certain stage of their growth? No, I am not.
409. I think you said you did not know how much spat a single oyster will produce? I do not; I have asked a good many fishermen, but none of them could tell me.
410. The number is about two millions? Is it?
411. You do not think it is desirable to lease these rivers in small areas? I do not think it would pay; several persons have taken rivers in that way, and they have all given them up. There is only Captain Griffin, of Port Stephens, who has kept his on, and he cannot get any oysters out of his creek only about two bags a week; he has been ten years at it.
412. *Chairman.*] Are there many stolen oysters consumed in Sydney, do you think? Well, even now at the present time it is done. There is only one river of which I can speak with any very great certainty, and that is the Parramatta River; hundreds and thousands of bags have been stolen out of it since the closing.
413. What would you suggest to prevent it? I have seen a good many convictions lately at the Water Police Court by Inspector Ferris, but whether the fine is not sufficient or what is the reason I cannot say, but they go at it again.
414. What can you suggest—Do you think imprisonment instead of a fine, after the second or third offence, would have the effect of putting a stop to it? That might deter them.
415. Don't you think the receiver is just as bad as the thief? You see they don't ask any questions; a man sees a good bag of oysters and he buys it.
416. Should not some precautions be taken, such as are adopted to prevent cattle-stealing; for instance, men taking cattle from one place to another must have a pass; a butcher must have a license, and so on—What is your opinion as to the best precaution to take to prevent oyster-stealing? I don't think anything would prevent it in the Parramatta River.
417. *Mr. Farnell.*] Unless you had a sufficient number of persons to watch them? I don't think it could be done; why they are getting the oysters all the time they are watching the police boat, under some bank among the rocks.
418. *Chairman.*] Then you think that it is better to let them continue to steal rather than to adopt stricter measures to prevent them? Well, you see these men look upon the oyster beds as a sort of heirloom. They say to me—"We have got our living on this river for years, and we are surprised at you, Clarke, trying to take the bread out of our mouths."
419. But if these men were licensed, and paid £1 a year for the right to take oysters off the rocks, in the same way as timber-cutters are licensed to cut timber, would not that effectually prevent stealing? Well, there would be no harm in it.
420. What is your opinion as a practical man? I know that on the Parramatta River the oysters would still be stolen.
421. But the men would pay the £1 a year, would they not? Yes, they would pay that.
422. How long would it take them to strip the whole river in that way? It would not take long—there would be a great number of persons.
423. If all the oysters were taken away there would be none left to spawn? Oh, there is plenty of spawn; in fact the rivers were never in better condition than they are at present.

Mr.

Mr. Henry Woodward examined:—

424. *Chairman.*] You are an oyster merchant in Sydney? Yes.
425. You have heard me state to Mr. Clarke the object for which this Commission was appointed? Yes.
426. Any information which you can afford us we shall be glad to receive. Please to give us your opinion as to whether it is desirable, in the interest of the public, to lease large blocks as at present, or to lease the oyster-bearing rivers in small areas? My opinion is that the present mode of letting the rivers tends to prevent stealing. Of course a man cannot rob himself; but if there were a number of lessees pretty close together, the man who got a poor part of the river would probably take the oysters from some other bed where they lay thick and plentiful. We are quite sure this would be done, and we can't guard the rivers day and night.
427. But it is very possible to define the boundaries of the different leases by means of buoys? I don't think it is; if you were to put down buoys, in times of floods the dead timber carried down by the stream would catch hold of them and take them away. That would not happen in all rivers; for instance, the George's River, which is broad near your place, you could define the boundaries by buoys, but in other rivers you could not.
428. But don't you think the rivers could be utilized to a much greater extent if they were leased in small areas, and that this would give employment to a large number of persons? I believe there would be more oysters produced.
429. *Mr. Farnell.*] Will you explain what you mean by produced? I mean you would get more oysters out of the river. I believe if the rivers were put up in beds that poor men would take a bed here and there, and if they found oysters scarce it would be their business to obtain some elsewhere to enrich their beds.
430. *Chairman.*] Where would they get them from—off the rocks and mangroves—the small oysters which stick to them? Yes.
431. And these oysters being taken from the rocks and mangroves and planted on suitable ground, would grow large and saleable? Certainly they would; a great many would die from being cracked in taking off, but a large number would grow.
432. But if carefully taken off the rocks with a chisel there would not be a very large percentage killed? Yes; the way they grow in many of these places along the beach is in bunches, and they separate them with a knife.
433. Have you found it to answer well? In some instances we have lost every one, but in Camden Haven we have had 1,000 bags laid down, and I believe they have prospered well.
434. Then you do cultivate them artificially—Mr. Clarke said he did not? Mr. Clarke did not understand the purport of your question. He understood you to ask him whether he got a few oysters here and there and laid them down on artificial beds. We have laid lots of oysters down—Mr. Clarke is connected with me—and we have lost a number of them; we lost all that we laid down on the Manning River.
435. *Hon. J. B. Wilson.*] Mr. Clarke spoke of a valuable bed inside the bar of the Manning River? Yes.
436. Is it the case that that bed is all sand? No, it is not sand, but the sand covers it up; it is a sort of rocky sand bottom.
437. Could not you immediately after a flood, do something to save that bed, by raking it over so as to dislodge the sand? The oysters would be completely smothered with mud and sand before you could get at them, and the sand chokes them. Only a few weeks ago there was a little fresh on that bar, and it destroyed every oyster upon it; that is one of the finest beds possible.
438. Could nothing have been done immediately after the flood to save those oysters? Nothing, sir; and I will tell you another thing,—on that Manning River the fresh water kills them. I will tell you another thing,—we have a large shed, 100 ft. long, floored with battens about half-an-inch apart so that the water can get in between them; we had it full of oysters, and the flood water settled on them and killed them. The shed too was clear of the bank. Still that is not the case in every river; there are plenty of other rivers where the floods do not affect them at all.
439. There are a good many banks on the Manning River of rich alluvial soil, and when the flood waters come down a great deal of this alluvium is held in suspension by the water? Yes, and it settles on the oysters and kills them. During the last six years I have known that bed to be covered over several times, still the oysters settle there again.
440. *Chairman.*] Until another flood comes and destroys them? Yes; I believe it is no use to try to do anything there.
441. Are there any creeks connected with the Manning River that would answer? No, there is only Scott's Creek, which leads from the north to the south passage.
442. Is that a good place for oysters? There was once a famous bed for oysters there, when the old south bar was banked up and no water could run in or out there; but when the south bar was opened out the oysters came into the south passage and died out in Scott's Creek. It only became dead water then—there was no current. As far as my experience goes, there are no good oyster beds except where there is a good current of water. I could show you that in fifty places on the Parramattà River without going further.
443. But we see that in France oysters fatten in still ponds—old salt ponds? Yes, I have heard so, and I believe it; but I have had a good deal of experience here, and I have never known it to answer in still water.
444. Is it not a fact that large quantities of miniature oysters are brought into market in Sydney and sold as food? They are not brought now; it is not to be supposed that we should be foolish enough to bring in oysters that we could not sell at a good price.
445. Understand me, I am not speaking personally; there are a great many oyster merchants in Sydney. Is it not a fact that a large number of very small oysters are brought into Sydney? There are none brought into Sydney except by lessees; and it is not to be supposed that we should bring in very small oysters and sell them at 15s., when by keeping them a little longer we could get a pound.
446. But we have heard of small oysters sent to Melbourne by lessees which were condemned as unsaleable and sold at 3s. 6d. a bag? The only oysters sold at that price are those from Brisbane, and we have no control over them. There have been a large quantity of very poor oysters coming in lately, and it is those

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those that have been sold at a low price in Melbourne, and not New South Wales oysters. We serve half the shops in Sydney, and we have all got the same oysters that Mr. Clarke has. We only sell the oysters from two rivers, the Cape Hawke and Clarence Rivers.

447. We have had oysters exhibited here not larger than that (*exhibiting top of inkstand*). Now will you be good enough to give us your opinion—you must consider these questions not addressed personally but generally—whether there are not a great many small oysters sold in Sydney at the present time; not so many perhaps as were sold formerly, but still a great many miniature oysters? Well, I cannot say a great many. I am not afraid to tell the truth. I was walking along King-street the other day and I certainly saw a number of small oysters, and the person who had them wanted to buy some from us. I don't think it right to mention his name, but at any rate the oysters were from one of our rivers.

448. *Mr. Farnell.*] From a closed river? No, sir, the river is not closed.

449. *Chairman.*] Do you think any legislation is necessary to prevent the sale of these very small oysters? I think so; I would try and prevent it if I had the power.

450. What gauge do you think it would be advisable to adopt—it would be necessary to fix some size? Well, in some rivers I should think $2\frac{1}{2}$ inches would be about a fair average.*

451. And that the sale of all oysters which would pass through a $2\frac{1}{2}$ ring should be prohibited? Yes, I think so; I do not mean every one, because there would always be here and there in a bag some that would go through; but I think the average should not be less than that.

452. Don't you think that if the public were supplied with good oysters they would buy much more largely than they do while this rubbish is sold? I should certainly think so.

453. You think the consumption would greatly increase? Certainly.

454. Do you not think it is to the interest of the oyster-dealers that there should be some legislation of that kind? Yes. I know we have tried all we could to stop it.

455. Do you think these skinny watery oysters are fit for food? No.

456. There is no nourishment in them? No; and I do not believe they are fit for food.

457. Then you think the Government would be quite as much justified in putting a stop to the sale of these small oysters as they are in prohibiting the sale of unwholesome fish? Yes, I do think so.

458. And if put on good fattening ground they would grow and become good oysters? You must understand that when an oyster is out of season it is poor, no matter where you put it or what it feeds on; you cannot make it fat until it comes to its season again.

459. Certainly, but after it recovers its sickness it would become good wholesome food? Certainly, if left where it was till its season came it would grow and become a good size.

460. Have you formed any theory about the spawning of oysters—do you think they spawn all the year round? No, I do not think they spawn all the year round. I am certain beyond all doubt that as a rule they spawn in March or April. I have paid great attention to this during the last twelve months especially, and I have never known them to fail during those two months.

461. That is only applicable to certain localities? I could mention four different places where that rule holds good.

462. They all spawn about the same time? All about the same time.

463. Have you not found spat in almost every month in the year in the large and small creeks? Oh, yes.

464. Then do you not infer from the finding of this spat at all times that some oysters, many or few, are spawning all the year round? Yes, I am sure there are some rivers where oysters on one bed spawn one month and on another bed the next month. I know one place where all the dredge oysters spawn in October or November, and I am aware that those which are found down near the sea are fit for eating all the summer, and spawn in the winter, just six months between them and the others. The dredge oysters are found in the upper part of the rivers and the bank oysters in the lower.

465. Do you think it necessary that there should be a close season during certain months of the year, when no oysters should be sold? I don't think it would be advisable; I think if you could prevent those poor oysters from coming into the market, which might be done under the Corporation laws, it would be sufficient.

466. You are of opinion that there would always be a sufficient quantity of good wholesome oysters obtainable all the year round? Yes, we could get enough to go on with. They are not so abundant at certain times in the year. Last year was a very bad year, owing to the long drought; none of our oysters to the north came on till after Christmas.

467. Of course we cannot provide against natural drawbacks, but I am speaking of legislation. You do not think it necessary to prohibit the sale of oysters in the Sydney market during any portion of the year? I do not consider it necessary.

468. You think it will be sufficient to prohibit the sale of small oysters? Yes.

469. *Mr. Farnell.*] Would it be practicable or advisable to close part of a river—certain beds—during a stated time; would it be possible and practicable to fix the close season by legislation? Oh yes, it would be practicable if you had a proper person to inspect the beds.

470. *Chairman.*] Would it not be sufficient if these persons were prevented from offering oysters for sale in the market that were in bad condition? I think so.

471. *Hon. J. B. Wilson.*] Could they tell whether oysters were in bad condition without opening them—You stated just now that the Corporation authorities might prohibit the sale of poor oysters—would it not be very difficult to determine which were poor and which were not; there might be a quantity of good oysters in a bag, and there might be some bad ones? It would be very difficult to define which were good and which were bad.

472. You have stated that during all seasons you can get a sufficient quantity of good oysters, but are they not got by the sacrifice of a great many poor oysters—that is to say, in getting the good ones do you not destroy a great number of poor ones? Well, there are always a few poor ones on the same bed.

473.

* NOTE (on revision):—When before the Commission yesterday I was asked what size should a fair grown oyster be, should it be of a size that it would not pass through a $2\frac{1}{2}$ -inch ring. I answered yes, it should be of such a size. While being asked and answering this question there was lying before me on the table the round top of an ink-pot, which I thought was about the size of a 2-inch ring, and not thinking an oyster that size would be a fair grown one answered yes, it should be able to pass through a $2\frac{1}{2}$ -inch ring; but, upon reflection and actual measurement of fair-sized oysters, I find I have given a wrong answer. Our oysters are not round in shape, as is the English, but long and narrow, and one of ours that would pass the narrow way through a ring $1\frac{1}{2}$ inch would be so long that it would hold fully as much fish as the round English mud oyster $2\frac{1}{2}$ inches. I therefore give it as my opinion that our oysters that would not pass through a ring $1\frac{1}{2}$ inch would be a fair marketable oyster, and those that would not pass through a 2-inch one would be large for New South Wales.—HENRY WOODWARD. 11 Nov., 1876.

473. And you think that as a rule they spawn chiefly in March and April? Either in March or April; that is about the time I believe the bulk of them spawn, and they remain poor all the winter.

474. *Chairman.*] Have you done anything to secure the spat, as is done in Europe, by putting down piles of hurdles or other material? No, we have not put down anything on purpose, but we have plenty of spat.

475. You consider that unnecessary on account of the large quantity of spat to be found clinging to the rocks and mangroves? That is it, sir.

476. If you require any oysters to plant, there is always an innumerable quantity to be found on the rocks? Yes, without adopting any artificial means to catch them.

477. Will you be so good as to give us your opinion as to the propriety of licensing persons on rivers—rivers of course not under lease, so as not to interfere with private rights—to collect oysters from the rocks and to sell them to those who have suitable ground to put them on. In this way those persons who are now stealing oysters in the Parramatta River might have remunerative employment? If you ask my advice, I think you might license a great number of persons to get these oysters from certain places as far up as Ball's Head, Lane Cove River, and the upper part of the Parramatta River. There are a number of small families who would make a good living at it; none of the big buyers would have anything to do with it.

478. Supposing every oyster on the banks of the rivers were knocked off annually, so that not one remained, would not that interfere with the trade? Not unless they were destroyed.

479. But don't you think the whole of the spat on the banks comes from the oysters in the middle of the river—in the deep water? Why should not it come from those on the rocks, where we know there are oysters spawning?

480. Well, if you ask me the question, I should say because these oysters do not come to maturity? There are as fine oysters as you could wish to see on the rocks.

481. Even those that are dry and above low-water-mark? Yes; on Mr. Josephson's property there is a high corner at Waterview Bay where there are some extraordinarily fine oysters, and as well-flavoured as you could desire. Mr. Josephson sold about 400 bags of them a little while ago—a large crop for his little bit of beach; there is no great extent of it, not more than a mile or a mile and a half.

482. *Hon. J. B. Wilson.*] That is at Lane Cove? Yes, Lane Cove; it is not his own property.

483. *Chairman.*] Do you think the plan of licensing men to collect oysters from the rocks, in the same way that timber-cutters are licensed, would be attended with any risk of stealing? No, I don't think there would be any greater risk; if they want to steal them they will steal them; they are doing it now without a license; if they had a license I should say they would not have the same inducement to steal. I think something should be done either by license or lease on the Parramatta River.

484. *Mr. Farnell.*] Would you give the men license to knock off oysters in front of private property? Well, it is almost all private property. If they don't go in front of private property where are they to go? I can't see any objection; if the owner thinks he has a right to it, of course it is a matter for the Government to decide.

485. *Hon. J. B. Wilson.*] You have stated that you considered it advisable to have a law prohibiting the sale of small oysters—Is there any particular age to which you would limit the oyster? You cannot tell by the age of the oysters; in times of drought they will remain stationary for six or eight or even twelve months, and all of a sudden they will spring out and grow more in three months than they have done during eighteen or twenty-four months previously.

486. Can you not tell the age of an oyster by the shell pretty nearly? Yes, I can pick up an oyster and tell its age by the shell.

487. Do you think it would be advisable to determine by legislation that no oysters should be sold under four years of age? No; there are plenty of places where oysters are full-grown at eighteen months.

488. *Mr. Farnell.*] Some oysters then became eatable at eighteen months? Yes.

489. Do you know at what age the oyster spawns? I do not. All the knowledge I possess on the subject is from reading; I believe they spawn at three years of age, but I cannot say whether that is correct or not.

490. Do you think it desirable to sell oysters until you have had one spawning season from them? If there were a great quantity of oysters in a river it might be desirable to get rid of a number of them; but if there were a scarcity it would be advisable to keep the oysters and let them spawn. If there are more oysters than the beds will feed it is advisable to get rid of some of them, the same as with cattle on a run.

491. Should not we be more likely to perpetuate the oyster by insisting, by law, that no oysters should be sold until they had had at least one spawning season? I cannot see how you could prove whether they had spawned or not. If you want to increase the number of oysters, of course it would be advisable to let them spawn first—most undoubtedly it would.

492. *Chairman.*] Have you any idea what percentage of oysters from a bed spawn. Supposing there were one million oysters on a bed, have you any idea how many out of the million would spawn in the course of the year? I have not.

493. Do you think there would be more than 10 per cent.? I really cannot answer you.

494. When you have been dredging oysters and have found some of them spawning, what proportion have been in a spawning state—can you form any idea? I don't believe any man in the world could tell whether an oyster was spawning by lifting it up.

495. *Hon. J. B. Wilson.*] Can you tell how many oysters in a bed are in the same state? I believe they would all be in the same state.

496. *Chairman.*] It is said in England that not more than 10 per cent. are spawning at the same time? I am not able to answer that question.

497. *Hon. J. B. Wilson.*] Do you think, as a rule, that the lessees are careful not to deteriorate the beds? Yes, I could show you that we have very strict rules. Our men never take anything away except the oysters—they throw everything over; they are not allowed to carry away an ounce weight of anything.

498. But do you put anything down to replace or improve the beds? No, but we don't take anything away.

499. Supposing a flood comes down and a large quantity of mud settles on the bed and diminishes its power of catching spat? But the mud does not remain on the oyster beds. I have been over many of them, and I find that the natural beds are a hard substance like marl.

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- Mr. H. Woodward. 500. And you do not think it necessary to add to these beds by putting down dead oyster shells for instance from the banks? No, I do not think so. I heard you ask Mr. Clarke a question about dead oyster shells. The oysters at the bottom die and the young ones keep growing on the top and the bed keeps increasing. I have seen beds of great thickness which are formed in this way on the Manning and other rivers.
- 10 Nov., 1876. 501. Mr. Farnell.] Do you know anything in respect to the longevity of the oyster? No, I do not.
502. Chairman.] What is the thickest oyster shell you have ever seen—have you ever seen one 2 inches thick? No.

MONDAY, 13 NOVEMBER, 1876.

Present:—

HON. J. B. WILSON, | J. S. FARNELL, Esq.
THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. Peter James called in and examined; Mr. Bell, another witness, being present, by permission:—

- Mr. P. James. 503. Chairman.] You are aware, I presume, that the Government have appointed us a Commission to inquire into the best mode of artificially cultivating oysters and utilizing them, and of maintaining and improving the natural beds? Yes.
- 13 Nov., 1876. 504. You are an oyster merchant in Sydney, I believe? Yes.
505. Have you been engaged in the business for many years? About eighteen or nineteen years.
506. Have you had any experience in Europe in the oyster trade? Not very much in Europe in respect to oysters, but I have had a good deal of experience in fish both in England and Ireland, and in Scotland as well. During that time I was sometimes among oysters a very little.
507. And you are now a lessee of oyster beds belonging to the Government of this Colony? Yes.
508. You are not a proprietor as well? No.
509. Do you breed any oysters? No, we have not bred any yet; we have tried a good deal of it once at Balmain, but we have not succeeded as yet.
510. Do you mean that you have tried breeding or fattening? Well, we have not succeeded in fattening.
511. By breeding I mean securing the spat and laying them down in suitable ground? We have never tried any artificial means of securing the spat.
512. But you have placed young oysters on beds in the Parramatta River to grow and fatten? Yes.
513. And don't you find it succeed,—do they not grow? No. We have tried it; we have separated the young oysters from the large ones and kept them there for two years, but we have never seen any difference in them.
514. Do they keep alive? Some of them, but not more than 10 per cent. of them lived.
515. About 90 per cent. died? Very nearly that.
516. What was the cause of their dying? Well, we have not had sufficient experience in our beds to know what it was. We laid down battens with boards across them, and laid the oysters down on that so that the mud might not smother them; but they died just as fast; we found most of them dead on the bottom.
517. What was the character of the soil on which you laid them; was it sand? There was a little sand; it was pretty hard,—gritty white sand with a little shell mixed with it.
518. Do you know that kind of mud which is universally known as London clay? I cannot say I do.
519. Do you know a description of mud which is soft to the touch, almost of the same consistency as soft soap? Yes, greasy and buttery.
520. Well, that is known as the London clay—was it on clay like that that you laid the oysters? Some of them, but most of them were laid on a hard sandy bottom. You see the ground is patchy; there are patches of white sand, and then you get a bit of soft mud; the patches of mud are near low-water-mark, but there is not much of it.
521. But you never tried the experiment of laying oysters on that soft mud? No, not on that mud particularly.
522. You have laid them all on the sand? Well, it is more like gravel than sand at the point at Balmain—rock, and little pebbles—and we have succeeded best at the point. I laid down thirty-six bags of oysters there one season, and I took up next season, I think, twenty-nine bags; that was the only success I had.
523. Hon. J. B. Wilson.] Had they improved much during that time? Yes, they had improved both in size and quality; but when we tried a little further in near the point we had no success at all; the oysters would grow perhaps half-an-inch or so, but they did not fill or shell up. We could see them a month or two after we laid them down, and they had shot out a little, but they never got further.
524. But are you not aware that that coincides with the experience of English cultivators—that oysters will never grow or fatten on sand? Yes, because the sand gets into them and chokes them; but here we never find any sand in them.
525. But we find, according to the evidence of witnesses before a Select Committee of the House of Commons this year, that they will neither thrive nor even live where there is sand, and Frank Buckland attributes this to the fact that particles of sand get into the mouth of the oyster when it is opened, and as they cannot reject the sand it kills them? We could not find many of our oysters with sand in them; in fact there are plenty of what are called sandy bottoms with very little loose or drift sand upon them. The bar bed on the Manning now is completely swept away—sanded up—but in a few years time it will be cleared away and oysters will settle there again.
526. On what rivers do you lease oyster beds? Camden Haven, the Clarence River, Port Stephens, the Manning River, Cape Hawke, and Port Macquarie.
527. Where do you get the best oysters? We reckon that the best oysters are from the Manning River and Camden Haven, but the largest quantity comes out of the Clarence River; we find them breed best there.
528. Are there many very poor oysters brought into the Sydney market for sale? There are a great many

many poor oysters after spawning time. On the Clarence River they generally spawn in the winter, but Mr. P. James last season was an exception, and we got fat oysters from the Clarence all the winter.

529. Those were aged oysters I suppose—sufficiently matured to be sent to market? Yes, as fat as I 13 Nov., 1876. have ever seen them.

530. Full-grown oysters, not young ones? Yes, full-grown.

531. Of what age do you think? About four, between three and four years.

532. Don't you think that no oysters ought to be brought to Sydney for consumption until they are full-grown, that is to say four years old? I don't think they ought to be, but still they are.

533. You think there are a number of young oysters brought to Sydney? There is no doubt of it.

534. There cannot be much nourishment in them? Some of them are very good, but of course if you wish to increase the beds tenfold you should keep them. Still I believe there is plenty of nourishment in them and they are fat enough.

535. Are there not plenty of small oysters which are mere skin and water? After spawning, that always sickens them.

536. Are not many of those oysters brought to Sydney for sale? No, we don't find a market for them when they are in that state.

537. But are there not many of these mere skin and water oysters sold in Sydney? No, I don't think there are many of them; the trade will not buy oysters that are not fit to eat. When they are skin and water we leave them where they are; we don't fetch them in because the shopkeepers won't buy them.

538. What are the sizes of full-grown oysters in this country? They vary very much in size. Those from the Clarence River are very small.

539. Would they pass through a 3-inch ring? Yes, easily enough.

540. Would they pass through a 2½-inch ring? Yes, nine-tenths of them would; they would almost go through a 2-inch ring.

541. Do you think it desirable that there should be some limit in respect to the size of oysters offered for sale in Sydney? I cannot see how it could be done.

542. You are aware that in England the Corporations have power by their by-laws to make regulations which have the force of law in respect to the size of oysters; and that the usual limit is 2½ inches; none smaller than that are allowed to be sold. That does not apply to natives? They are not the same sort of oysters that we have here; ours never reach the size of the English oysters.

543. Have you not seen as large oysters here as you have seen in England? No, except the mud oysters, and I have seen larger in England; I have seen some from the Isle of Man that you would have to cut into four or five pieces before you could eat them.

544. But you have seen some large mud oysters from the rivers of this country? Yes, but not so large as those I have seen in England.

545. The mud oysters are you think a distinct species, quite different from the drift or rock oysters? No doubt of it, altogether a different class of oysters.

546. We have had exhibited on this table some very small oysters in which there could be very little nourishment. Now, is it desirable in your opinion that in any new Oyster Bill some provision should be made to put a stop to the sale of these very young oysters? They certainly ought not to be sold, but it would be a very critical job to define the size.

547. What mode of prevention would you suggest? I am sure I cannot tell without taking time to consider.

548. You say that nine-tenths of the oysters from the Clarence River would go through a 2½-inch ring. Now supposing it were decided to have a gauge, what size would you suggest for that river? I think you would have to make a gauge for each river.

549. Now you are a practical man. Will you suggest to the Commissioners the sizes which would apply to the rivers you know? I do not think, after mature consideration, that any gauge could be adopted—even a separate gauge for each river—as the oysters vary so much both in size and shape in the same river.

550. Are there not a great many very small oysters not fit to be served to customers, which are chopped up for bottling? No doubt of it in the world.

551. Well, don't you think, even supposing that these oysters are not actually unwholesome, it is almost an affront to the public to sell oysters which have so little nourishment in them, which are mere skin and water? Well, I suppose it is; but there are not so many that are skin and water. You are laying too much stress on that, because there are plenty of small oysters that are full of meat. It is not the size of the oysters you must look at, but the time when they are taken out. Still the small oysters would grow four times the size if they were left alone.

552. Now Frank Buckland, who is perhaps one of the greatest authorities on oysters in the world, says that the sale of these very small oysters ought to be prohibited, because they are unfit for food? Well, I should not consider them so.

553. But you think it desirable that there should be some legislation on the subject, to prevent the sale of very small oysters? I do.

554. Have you formed any opinion with respect to the spawning of oysters? Well, the only opinion I have formed is that we have a great deal to learn on the subject. We see them spawning in November in some rivers—at Port Stephens for instance. Then again, we sometimes see oysters all through the season so poor that they are not likely to spawn at all, while in other places they are fat and perfectly fit to be eaten.

555. You think that spawning is going on in certain oyster beds all the year round? I believe there are a certain portion spawning all the year round.

556. *Hon. J. B. Wilson.*] In the same rivers? Yes, in the same rivers.

557. *Chairman.*] Now when this spawning is going on, there are always some oysters not spawning on the same river? Yes, there are still places where good fat marketable oysters are to be had all the time the others are spawning.

558. Have you any idea what percentage of spawning oysters there are in a river or a bed—10 per cent. or 2 per cent.? I should say there are sometimes 50 per cent. spawning together.

559. Do you mean in one river or in one bed? In one bed of a river.

560. Not in the whole river? No.

561. And there are other parts of the river where there is no spawning going on? Yes.

- Mr. P. James. 562. Where nearly the whole of the oysters are good for food? Yes, and fit for any market.
563. Then do you see any necessity for a close season? I cannot see how it could be done.
- 13 Nov., 1876. 564. It is done in England, and we wish to know whether you consider it desirable in this country to close the rivers for a certain period in the year? I do not think it is.
565. You think that good oysters can be had at all times during the year, just the same as good beef and mutton? I do indeed, sir—that is my opinion.
566. And that therefore there is no more necessity for a close season for oysters than there is for sheep and cattle? I don't see that there is.
567. Can you always discover when an oyster is sick or about to spawn? Yes, we can always discover it, for a very simple reason. If you simply touch them with your finger the milk or spawn comes from them.
568. Then, if by chance an oyster-opener were to open an oyster in that state, he would throw it aside, and not make use of it for food? I am afraid he would.
569. Do you think these oysters are wholesome food? Well, I don't like them myself, but a great many people do.
570. *Hon. J. B. Wilson.*] That is to say, up to the actual time of spawning? Yes, they like them up to the very moment they spawn.
571. *Chairman.*] Have you formed any theory with regard to the number of young oysters that a female oyster will produce at one birth? No, sir, I have never gone into the matter at all.
572. You do not know whether they are male or female, or hermaphrodites? Well, I am pretty certain myself that every thing in the world is male and female.
573. You have never considered it necessary, in consequence of the abundance of oysters, to take any pains to secure the spat? No, not to go to any expense about it, because there is plenty of spat to be had without.
574. Now, with respect to the rivers you lease from the Government, of which you say there are six; are the banks of rock or mud chiefly? Well, they are both rock and mud.
575. Where there are rocks is there much oyster spat sticking to them? Not so much; but we find, at Port Stephens for instance, mud islands, where there is a lot of little reeds sticking out of the water, and from them you can collect as much spat as you want.
576. You find they stick to the mangroves also? Yes, they stick to the mangroves and to these small reeds, and they grow in lumps there.
577. The supply is almost inexhaustible? Yes.
578. And, if not collected they go to waste? No, because at a certain season we do collect them; that is to say we select the largest among them; of course a good many go to waste.
579. Do you think they come to perfection there? Some of them do.
580. Those that are near the water and get the most of the tide? Yes.
581. Those that are high up on the rocks or mangroves do not come to perfection? Some of them do, but they mostly stick too close together and hinder each other from growing.
582. But if removed, and put on good fattening ground, would they not produce an immense quantity of good oysters? Well, I could not say for certain. We have now laid down 4,000 or 5,000 bags at Port Stephens, and we are waiting to see the result. We have never succeeded yet in any one place.
583. *Hon. J. B. Wilson.*] How long is it since you laid those oysters down? About twelve months.
584. And how long do you intend to leave them there? My intention was to leave them there for another two years.
585. *Chairman.*] How old were they when you laid them down? Some of them I should say were about two years old; and some of them were complete spat, about the size of your nail, about from three to six months old.
586. You have told us, that when about three or four years old they become perfect; ought these oysters not to be left till they reach that age? Some of them will be four years old then, and will have come to perfection if we have laid them on beds where they will grow. We have laid them on places where we know good oysters have been found, but whether it will suit them or not we cannot tell. Of course we have to lay them down when the place is covered with water, and in spreading them over the ground we cannot tell what is the nature of the soil on which they are placed.
587. Have you ever noticed the countless millions of oysters sticking on to the rocks in Port Jackson? Yes.
588. If they were removed and placed on good fattening ground, would not they produce an enormous quantity of good oysters? I have no doubt of it, if you could find suitable ground, and it could be made to pay.
589. Well, with regard to the price, that would be a question for the proprietor or lessee to consider. There would be very little expense in knocking them off the rocks and very little expense in planting them in suitable places, and therefore a reasonable price would pay any one? If you were sure of getting all these oysters back again that you laid down, of course it would pay; that is what we want to know—we have never seen it done yet, and we cannot tell whether it will answer; we want to see the oysters grow to their proper size.
590. But don't you know that London is principally supplied with oysters grown in that way, by collecting spat and laying them down on good ground; that it is as well known in England what is good fattening ground as it is known what ground is good to fatten sheep and cattle on? Then we want that experience here, I am sure.
591. What do you think of the climate of this country for the cultivation of oysters? I believe this climate is more suitable than the English climate. I believe they will come to maturity faster, and that there will be more of them.
592. Are you not aware that the great difficulty in England is in securing the spat—that sometimes for ten, twelve, and even fifteen years, the whole of the spat has been destroyed by severe frosts and stormy weather; and Frank Buckland says that unless they can get tranquillity and a temperature between 65° and 72° they lose almost the whole of it? I believe the frost will kill the spat; it even kills the oysters when they lay out on the ground.
593. Well, the great difficulty in England is in catching the spat, and they are now getting spat from France, where the seasons are much better for growing. Now, here, we have a superabundance of this spat, and it is going to waste; the only difficulty is in the fattening? That is all.

594. Then if we have as good fattening ground as they have in England, may not New South Wales become one of the largest oyster-producing countries in the world? I see no reason to prevent it. Mr. P. Jamies.

595. Do you not think that oysters are a commodity worth cultivating, seeing that in Baltimore, in America, they have an export of oysters equal to the export of meat and wool from this country six or eight years ago? I have no doubt it is well worth looking after, if we can only find suitable ground to lay the oysters on; that is the difficulty. 13 Nov., 1876.

596. It is well known what the suitable ground is, because wherever what is known as London clay, of which there is abundance in this country, is found, the oysters will do well; there are the insects found upon which the oyster loves to fatten? Yes.

597. I am going to ask you a question, but you need not answer it if it affects your interests. I should like to have your candid opinion as to whether it is expedient and good policy on the part of the Government to lease such large blocks on the rivers, or whether it would be desirable to lease the rivers in smaller areas? I believe you will get far more oysters by leasing them in large blocks, for many years to come, than you would by dividing them into small blocks, and the longer the term of lease the more people will be induced to go into the business.

598. I am only speaking now of the size of the areas. Instead of leasing the whole of a river in one block, don't you think it would be good policy to divide the river into several blocks, so that there would be a number of lessees, instead of a few having the monopoly of the rivers as at present. You need not answer the question unless you like? I see no reason for withholding my answer. I think it is far better to lease a river to one person than to cut it up into blocks.

599. You do not think it desirable then to make any change in that respect? I do not think so, and that is my candid opinion; I have no interest to serve in giving it.

600. Have you any idea how many oysters can be placed upon one acre of ground for fattening? A great many can be spread on one acre.

601. Should you think one million too many? I should not think it was; but it would all depend upon the richness of the ground, just the same as cattle runs. Some ground would fatten half a dozen cattle where other ground would not fatten one. Certain creeks will fatten oysters and others will not.

602. In England there are oyster merchants who have only about 4 or 5 acres of fattening ground, which have belonged to their families for centuries, and which yield very handsome returns. Now, if the Government were to decide upon leasing them for long periods, don't you think that small blocks—seeing that one acre will fatten a million oysters—could be leased to advantage? If you could find suitable ground, and there were plenty of it, they might, but as I cannot speak to that I cannot answer the question.

603. Do you see any objection to the Government granting licenses to persons to take oysters off the rocks and mangroves, in order to sell them to those who have what are termed "layings" or laying grounds for fattening? No, I don't see any objection to the taking them off the rocks, where we never look for them at present.

604. These oysters are at present going to waste, and they do not come to a good size? Not all of them going to waste, because when they come to a proper size we take them and send them to market.

605. Are not these very small oysters, such as we have seen on this table, which are sent to Sydney, most of them mere skin and water? No, I do not think so; some of them are as fat as any others.

606. Not those which are high up on the rocks? Of course they are not so fat.

607. Do they ever become fat? I have not had experience enough to answer that question.

608. Would not remunerative employment be found for a number of persons if the Government were to issue licenses, in the same way as timber licenses are issued, to persons who would collect these young oysters from the rocks and sell them? If you could find good ground to fatten the oysters I have no doubt it would in some few years time, but at present I don't think so. We want first to find out the proper places to put them on.

609. *Hon. J. B. Wilson.*] Supposing that your beds at Port Stephens, at the end of three years, were to turn out good, fat, marketable oysters, would you then have any objection to buy spat? We have plenty there that we can utilize if we find it answer.

610. But you have to collect it, and to pay for the collection, have you not? Yes.

611. Therefore you would be able to pay these licensed persons for collecting it? Oh, yes, when we found it answer we should have no objection to pay the expense of collecting it.

612. *Chairman.*] Are there any mud flats on the rivers you lease? I have no doubt there are.

613. Have you any idea of the nature of them? We have never looked for them; that is just the fact of the matter.

614. Don't you think a great many of the oysters that grow on the rocks and mangroves could be laid down with great advantage on these mud flats? Well, sir, you ought to be the best judge of that.

615. Yes, but I am putting the question to you. Have you had any experience of them? No, I have not. I still believe that there are places, if we could find them, on which all these oysters might be put, but we want to know a great deal more about them before we can manage to plant them so as to make it pay us.

616. I told you at the commencement that the object of the Government in appointing this Commission was to obtain that information? Yes. Then I would suggest to you that it would be better to get hold of some of our best oystermen, men who have had experience in dredging these rivers; they know what soil they lift the oysters from, and they can give you far better information than we can.

617. Now, with respect to the stealing of oysters, do you think that in any new Bill provision should be made to protect the lessee or proprietor? Well, it would be quite necessary, if you could find out how to do it.

618. Is it desirable to make some such provision as is made to prevent cattle-stealing—both in the Cattle-slaughtering Bill and the Droving Bill. There must be a license for slaughtering, and the drover is required to produce a pass, and so on. Do you think it desirable to introduce in any new Bill some similar provision to prevent oyster-stealing? Yes, if it could be done, but I can't see how it could be done.

619. It would effectually put a stop to oyster-stealing? I think it might. Of course the oysters from any of the leased rivers can only be sent to the market by some vessel, and if a man had a certificate that he had obtained his oysters from us, there would be an end of it at once; no other person could fetch those oysters away except the man who had the certificate.

- Mr. P. James. 620. *Hon. J. B. Wilson.*] You have stated to us that you have laid down a number of young oysters on the natural beds which you have leased from the Government? Yes.
- 13 Nov., 1876 621. Have you taken any steps to improve those beds? No.
622. Do you think if they had longer leases, the lessees would go to any expense to improve their beds? Yes, I think so. We have put ourselves to the expense of perhaps £200 in laying down these oysters, and we know they will not come to maturity for three or four years. If we take them up then we might ruin the bed, while if we left them for another four years they might give us a good return.
623. For what length of time do you think these areas ought to be leased? I think they should be leased for a certain time, with the right of renewal if the leased areas were found in good condition.
624. But without that right of renewal, what period do you think would be a fair thing? About thirty years, to induce people to lay out their money in improving the beds.
625. And do you think that if they got thirty years leases the lessees would object to any stringent regulations that at the end of that time they should give up the beds in a fair average working state—say the average condition of the previous five years? I cannot see why they should object; I don't think any reasonable man would object.
626. If the leases were for thirty years, do you think a condition like that would be reasonable? I think it would; still it would be a greater inducement if the Government were to give, upon a valuation of the river to show that it was improved, the right to a renewal of the lease.
627. Do you think if the Government gave a long lease to the portions of the rivers or estuaries that at present are not oyster-beds, people would be induced to try and form oyster-beds in them? No, not under present circumstances.
628. You think that depends upon the success of the experiments that are being made? Yes.
629. Don't you think—seeing that Mr. Holt is turning out such fine oysters—that they would be induced to follow his example? I should be very glad to see Mr. Holt's oyster beds and to gain what experience I could from him; we want a great deal of experience in this country yet. There is no doubt plenty of persons would follow his example if they could see their way clear.
630. In that way you would be able to keep up the supply, whatever the consumption might be? Yes.
631. And if the local demand was not equal to the supply, oysters would be preserved and become an article of export? Yes; I believe there would be plenty of persons who would preserve them.
632. Are you aware that almost all the gold-field towns in this Colony are supplied with American preserved oysters? Yes; I know a great quantity of them come in.
633. Do you know the value annually of the export of oysters from the town of Baltimore in America? I do not.
634. It is very large? So I have heard.
635. It amounts to two millions sterling per annum? We have some splendid oysters here, but they have been slaughtered in this country, there is no doubt of it. We have a great quantity of oysters at Cape Hawke, because that has had a ten years' rest. It is to our interest to get good oysters, and we must get them good.
636. Is that bed at Cape Hawke greatly improved? Yes, since we have had it. We could take 5,000 bags of marketable oysters from it now without hurting it.
637. That is the bed called Wallace Lake, is it not? Yes.
638. Have you laid down any oysters there? None at all—that is the natural increase of the bed itself; it is nearly ten years since it was drained out, and it has taken all that time to recover.
639. Was it closed by the Government before you took it? No, I think not. The Clyde River before it was leased by the Government was completely cleaned out—there was not a shell left on the bottom for the oysters to stick to.
640. Can you refresh your memory sufficiently to say how long it is since you leased the Wallace Lake. My object in asking the question is to see how many years it has taken to improve; I don't think you have had it in your possession for ten years? No, that is not the time we have had it to preserve; that is the time since it was cleaned out.
641. Can you recollect the number of years you have had it? Somewhere about three years.
642. Have you the Clyde River at present? No, Mr. Gibbins has the Clyde River.
643. Are you aware whether they are improving there now or not? I do not know; it takes a long time when a river is cleaned out.
644. *Mr. Farnell.*] Speaking of this place at Balmain, do you think it a suitable place for improving or fattening oysters? I don't think it is.
645. Don't you use it more as a place for storing oysters previous to bringing them into market? Certainly, to some extent.
646. Is it not very limited in area? It is rather limited.
647. The beach I think is not very extensive? No.
648. What is the whole area, do you think, at Balmain—You have enclosed it, have you not? No, we have only a place where we store the oysters for a time. Then when we get any in the winter which are not fat we sometimes lay them down there, but we never find them improve.
649. Is not the bottom rather rocky at Balmain? Yes, above low-water-mark.
650. And what beach there is is rather of a sandy nature? It is sandy below low-water-mark, but from the rocky point up to our shed it is simply gravel; it is when you get to the other side of our shed again that you find sand, but it is on the point we find that we can fatten oysters best.
651. The Chairman said something to you about London clay—Do you know of your own knowledge whether we have any of that clay here? No, I have never taken notice of it.
652. Do you think that the oystermen and others employed in dredging oysters could give us any information as to the character of the soil or clay in the various rivers? I believe if you give them time they would do it, but you would have to instil into them what you want. When they dredge for oysters they take up a portion of the soil at the same time, and they could save specimens of it for you to examine if you wished.
653. Some of them have been dredging in these rivers for many years, have they not? Yes; we have a man named Fraser who has been dredging nearly all his life.
654. You are aware, I presume, from your own experience, that soft mud or raw sand is not suitable for the cultivation of young oysters? Of course, I am well aware of that, because it smothers them.

655. You are aware also that there is a kind of oyster that thrives best in mud? Yes, some oysters succeed well in mud. I have heard of Cork Harbour turning out the best oysters, where the sewage from the town ran right through the harbour, but they are not the class of oysters we have here.
656. Is not it necessary to the successful cultivation of oysters that there should be some fresh water flowing into the beds at times? I believe they always fatten best where there is a certain portion of fresh water coming into the bed, but where there is too much fresh water the oysters are insipid in taste.
657. Do you know what the oyster feeds upon? I do not.
658. Now, speaking of small oysters such as the Chairman referred to as passing through a ring, notwithstanding that they are sometimes small they are still eatable? Yes, I think some of our oysters that would go through a ring a little over an inch diameter would be found very good and eatable.
659. And we have different kinds of oysters—large and small kinds? Yes, and we have oysters that are more cupped than others, that would pass through a $2\frac{1}{2}$ -inch ring,—or even a $1\frac{1}{2}$ -inch, and yet would have as much meat in them as some that would only go through a 3-inch ring.
660. Do you think there would be any difficulty in legislating so as to fix the age of the oyster as the test of its fitness for sale, rather than its size? I do not see how you could do it.
661. Then supposing the age could not be fixed, is it your opinion that oysters should be classified and passed through rings of various sizes? It would be rather a difficult thing to do. I cannot see how you would do it.
662. It would not do to have one general gauge for all the oysters from the various rivers? No.
663. Then would it not be possible to provide a different gauge for oysters out of different rivers? Well, I am afraid it would be hardly possible to do that, and you certainly could not fix upon one standard.
664. For instance, you might fix the gauge for the Clarence River at 2 inches; the Manning River, $2\frac{1}{2}$ inches; and any other rivers, where the oysters were larger, at 3 inches; and $1\frac{1}{2}$ for rock oysters, as the case might be? It might perhaps be done.
665. That you think would be the practical way of doing it? That would be the way if you did it by a ring at all. Even in the Manning River, for instance, there are oysters which grow to a large size; then again there are rock oysters, which are never anything but rock oysters, which you would have to legislate for; so that you could never adopt one gauge for all the rivers.
666. You are aware that the Government closed a number of the rivers some years ago? Yes.
667. Since the closing of those rivers, and up to the time of their leasing, a great many oysters have been taken out of them? A great many were taken while they were closed—almost as many as there were before.
668. For the want of persons to look after them? Yes.
669. Many of these rivers have been leased since? Yes.
670. And have they improved in productiveness since they were leased? Some of them; the Manning River has not; we are getting nothing off it, and we are not dredging it to any extent. It was completely cleaned out when it was leased; all the oysters, young and old, were taken out promiscuously during the time it was closed.
671. At what age do you consider that the oyster becomes eatable? Some grow much quicker than others; you might eat some at two years. I should say, on an average from three to four years they are about the best eating.
672. Do you know at what age the oyster first spawns—that is to say, when reproduction takes place? I do not; it is a matter I have never studied.
673. I think you stated that there were eatable oysters all the year round? Yes.
674. Notwithstanding the spawning season? Yes.
675. And that oysters in the same bed do not spawn at the same time? Yes.
676. And that oysters in this country generally spawn all the year round? There are certain places where oysters are spawning all the year round. Last year was an exception on the Clarence River. We got them fat all through the winter, while the year before we closed the river ourselves because the oysters were not fit to send to market.
677. Do you think it would be wise to legislate so as to give the Government power—notwithstanding that these natural beds might be leased to different persons—to close the rivers during the known periods in which the oysters are spawning; say, during the months of March and April? I do not see that it would be any good for the Government to do that. I cannot see how the Government could fix the spawning time.
678. I suppose you are aware that it is quite possible to annihilate the oysters altogether? I am quite aware of it.
679. Then, if some precaution be not taken to preserve them, the result will be that all the beds will be destroyed? I think it ought to be left to the lessees themselves; it is not to their interest to ruin the beds. If the oysters are not fit for market they will not take them. When they have spawned they are simply in a condition in which no one will buy them.
680. Then you think that if the Government gave the lessees long leases, in order to encourage them, they would take care that sufficient time was allowed for the oysters to reproduce themselves? Yes, I think self-interest would prompt them to do so; they are doing it at the present time.
681. And you are clearly of opinion that, in order to encourage persons to cultivate oysters and to perpetuate the present natural beds, it is necessary to give them leases for not less than thirty years? Yes, I think nothing less will induce people to risk their money on them to any extent. We have laid down 5,000 bags, and we have to wait about three years before we know whether it will answer our purpose, and by that time there will not be very much time left for us out of the present lease.
682. Do you think it would be wise on the part of the Government to lease the foreshore or such portions of the sea coast, or any part of a river, for a long term at a nominal rent in order to encourage cultivation? I do think so; I think it would be good policy.
683. You see these oysters on the table? Yes.
684. How many years have you been engaged in the trade? About eighteen years.
685. Do you remember some years ago that nearly the whole of the Sydney market was supplied from the Parramatta River, and with that kind of oyster? I remember that a great many came from the Parramatta River.

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- Mr. P. James. 686. Are you aware that those beds were worked out at that time by over-dredging? Yes, but as far as I can see, these mud oysters can be dredged and annihilated much sooner than the rock oysters. I notice that in Victoria they are almost altogether annihilated from over-dredging.
- 13 Nov., 1876. 687. Are you aware that the oyster does not thrive so well near the sea coast where the water is very salt? I know that the nearer the coast the smaller the oyster is.
688. For instance, you do not get as good oysters down at Shark Island and in the bay as you do up the river? No; in the bed where we are dredging them now the water is very fresh, and if we take these same oysters and put them down at Balmain they die at once; I have had 160 bags of oysters die there in one week from the change from fresh to salt water. You could come every day and see them open their mouths and die. One year we lost about 700 bags of them over at Balmain.
689. Do you know as a fact that there are any oysters of that kind in the Parramatta River now? There are some odd ones, I believe.
690. You do not know whether that bed has resuscitated itself since? I do not know that it has.
691. Do you export oysters? Yes, of course we export the most of ours.
692. Where do you send them to? To Melbourne.
693. Does Queensland send many oysters to Sydney? A great many lately.
694. Are they superior or inferior to ours? Last year they were superior, but this year we shall beat them again.
695. What is the reason of that, do you know; is it because of the drought? No, I think they have over-dredged their beds.
696. And New Zealand also produces some oysters? Yes, but not many come here.

Mr. Henry Wallace Bell next examined:—

- Mr. H. W. Bell. 697. *Chairman.*] You are aware that the object of this Commission is to obtain information as to the best mode of cultivating and utilizing the oyster in this country, and of improving and maintaining the natural beds? Yes.
- 13 Nov., 1876. 698. We shall be obliged to you for any information you can give us. You are an oyster merchant in Sydney, I believe? Yes.
699. Have you been many years in business in Sydney? Yes, for the last ten or twelve years.
700. Have you had any experience in England? A little.
701. In what part of England? In Kent.
702. What was the name of the river? The Whitstable.
703. Were you one of the proprietors? No.
704. But every one born in Whitstable is a proprietor, is he not? No, he must be descended from those to whom the original grant was made.
705. Have you worked on any of the oyster beds on that river, or seen the working of them? Yes; not on the Company's ground, but on the Commons' ground.
706. Are you proprietor or lessee from the Government of any rivers in this Colony? I am interested in the Tuross River and Brow Lake.
707. Have you done anything in the way of breeding or fattening oysters? Nothing more than laying down brood by one party.
708. What do you understand by brood—is it the same as spat? Yes.
709. But in Whitstable they call it spat when it is a year old, brood when it is two years, ware when it is three years, and at four years old it is an oyster and saleable? Yes.
710. Then when you state that you laid down brood, you mean you laid down spat about a year old? Yes, about that; from six months to that age.
711. And what was the result of that experiment—did they grow and fatten well? Yes, at the particular place where we put them down.
712. What was the nature of the soil on which you planted them? It was slightly inclined to mud, but not much, with a mixture of shell and stone.
713. Dead oyster shells? Shells of various kinds and stone.
714. Where was this? On the Tuross River.
715. And they grew and fattened well? Yes, some of them soon became saleable.
716. Then as far as your experience goes it has been a success? Yes, as far as we have tried it. The extent of ground was very limited, or we might have gone on further with it.
717. There must be a great deal more of that kind of ground on the Tuross River? Yes, but it is all liable to floods.
718. The piece you made use of then was an exception? Yes, it was just out of the reach of the flood in what we call the Tuross Lake; it is only a branch of the river.
719. Is it connected with the tidal water? Yes, but it is out of the reach of the debris from the floods.
720. Is it a marsh? No, it is not a lake in reality, but only a branch of the river; but the residents in the neighbourhood call it a lake. It is something similar to the portion which I understand you hold on the George's River—a bight running in from the river.
721. What I wish to understand from you is whether it is possible by artificial means to make a great deal more of that fattening ground for oysters? I think it could be done with safety where there is no liability to floods.
722. Don't you think more branches could be made where oysters could grow and fatten? I can only speak of the Tuross River, where they would all be swept away by the floods.
723. I do not know anything about the banks of the Tuross River? They are very limited.
724. Do you think the rivers that you are acquainted with have been much injured by over-dredging? Yes, greatly so.
725. A great many oysters have been consumed to make lime? I believe large quantities of them have been burnt for lime.
726. Has that been the case on the Tuross River? Yes.
727. How long ago was that? As far as I can learn, some five or six years ago it was a constant practice by some of the residents.

728. Are you aware that there are a great many very small oysters brought into Sydney for sale? Yes, Mr. H. W. Bell. I have seen some very small ones.
729. What would you call oysters of that kind in Whitstable? Nothing more than brood.
730. Not so good as ware? Not so good as some of the ware.
731. These oysters, if laid down on good ground, would become large and saleable oysters, would they not? Some of them might, but not all; there are some kinds of oysters here that will not improve.
732. Don't you think that the sale of these very small oysters is prejudicial to the trade, even if they are eatable which is the opinion of some? It is no doubt so; still oysters though small may be good.
733. Still, when a person calls for a plate of oysters he likes to have good oysters set before him, and not mere skin and water? That depends upon the condition of the oyster.
734. The object of my question is to ascertain whether you do not consider it desirable that some limit should be fixed by legislation as to the size of the oyster offered for sale? I think so, decidedly.
735. Have you formed any opinion on the subject—Do you think oysters that would pass through a 2-inch or a 2½-inch ring should be prohibited from sale? I should say from 1½-inch to 2 inches.
736. You think that nothing below that size should be sold as human food? I think so.
737. Have you formed any decided opinion as to the spawning of oysters, not only as to the period of spawning, but whether they spawn more or less all the year round? It depends greatly upon the seasons of the year in all beds; there are more spawning in the south than in the north, and I believe they are spawning during the whole of the summer.
738. Are they spawning, do you think, during the winter months? Yes, more or less.
739. Then do you think it desirable that there should be a close season? If you could fix the time.
740. But if they are spawning all the year round, do you not think it desirable that there should be two or more months during which they should not be sold? The difficulty would be to decide upon the proper time; you would have to fix various periods.
741. I wish to know whether you consider it desirable to fix a close season, or whether there are oysters which are wholesome food—those that are not spawning—all the year round? Those that are not spawning are wholesome.
742. Do you know what percentage of oysters spawn, on a bed or river? I believe that all oysters spawn after they arrive at a certain age.
743. Have you ever attempted to catch young oysters by means of piles of stone or wood? No.
744. There is such an abundance of them that you have had no occasion to do so? Yes.
745. Are there many young oysters sticking on to the rocks and mangroves on the Tuross River? The only place is Rocky Point—all the other part of the river is black mud.
746. Is there plenty of spat there? No, it is very scarce.
747. Then if you wished to cultivate on a large scale you would have to import spat or brood? No, there would be sufficient for that, if we could find the ground on which to cultivate them; there are no foreshores on the Tuross River to any extent.
748. Then the oyster trade can never be carried on there to any extent? No, and I believe it is a fair sample of the rivers, from what I can hear.
749. You have observed how the rocks in the harbour of Port Jackson are plastered over with spat? Yes, frequently.
750. Would it not be an advantage if they were knocked off the rocks carefully and planted on fattening ground? I have no doubt of it.
751. Oysters are most wholesome food, are they not? Yes.
752. Do you see any objection to the Government licensing persons to knock these oysters off the rocks, in order to sell them to those who would lay them down on good ground to grow? You mean to lessees?
753. I am not speaking of leased rivers—some of the rivers are not leased, the Parramatta River for instance; besides, the longest lease is not ten years. It is with respect to the future, not the present policy, that I wish for your opinion? I think it would be very good policy.
754. Don't you think that a number of men, with their wives and families, would find remunerative employment in this way, if they could sell the oysters to persons who have laying or fattening ground? Undoubtedly; there are a great many now doing it by stealth.
755. Do not the oysters which are only reached by the high tides become stunted and soon perish, from their exposure to the hot sun? They become stunted, but I have never known them to perish.
756. Do you not often see only the under shell sticking to the rocks? Yes, but I think those oysters are often destroyed by fresh water—by the change of water.
757. Do you think it would be desirable to introduce into any new Oyster Bill a provision to prevent the stealing of oysters, in the same way that provisions are made in the Slaughtering Act and the Brand Act, to prevent cattle-stealing? Yes, I think it has long been needed. I have seen oysters exhibited in the windows in the shops in Sydney for sale which I knew were stolen.
758. Mr. Farnell.] How long have you been engaged in the oyster trade, Mr. Bell? Since 1853.
759. I think you stated to the Chairman that you had not gone into the cultivation of oysters? Not to any extent.
760. Have you made any examination or inquiry with a view to ascertain whether you could obtain foreshores or ground suitable for the cultivation and fattening of oysters in this Colony? Only in respect to the Tuross River and Browlake.
761. Then you are not aware whether we have in this country soil or clay such as they have in England suitable to the cultivation and fattening of oysters? I can speak only with regard to those two places, and there the ground is only of a very limited extent. I have seen some good soil on the Parramatta River.
762. Whereabouts was it? In different places.
763. Will you specify one spot? At Kissing Point.
764. That is rather a wide direction? Well, I have been walking along the shore at low water, and going up towards Parramatta from the landing-place have noticed some good ground.
765. Do you know the Flats? I have only seen them from the deck of the steamer.
766. You think there is some suitable clay on the foreshore above the landing? Yes.
767. Now, with regard to knocking oysters off the rocks, do not they fatten on the rocks when they are within a certain limit of low-water-mark? Yes, within a certain limit of low-water-mark; they fatten faster there than they do higher up.

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768. And those that you saw exposed for sale were rock oysters from the Parramatta River? Yes.
769. Were they marketable oysters? They were a mixed sample, large and small.
770. Are not the rock oysters generally as good as the drift oysters from the various rivers—the Clarence, the Manning River, Camden Haven, and others? Not as a rule.
771. Can you tell the difference? Oh yes; the rock oyster does not attain the thickness of the drift oyster.
772. Do you know the little cup oyster? Yes, well.
773. The oyster that attaches itself to the whelk? Yes.
774. Are they not good? Yes, they are some of the best.
775. Have you had any experience in the cultivation of oysters in England? Only in catching them.
776. Are you aware that mussels are injurious to oyster beds? If they are allowed to grow, but the ground is usually considered good for oysters where the mussel is got in England.
777. But where there are oysters and a large accumulation of mussels, the mussel smothers the oyster? Yes, it grows so much quicker than the oyster.
778. You think it would be advantageous to take these small oysters off the rocks and lay them down in fattening ground, supposing such ground could be obtained? Yes, it would add greatly to the supply.
779. Do you think the oysters from the rocks would improve under those circumstances? Yes, if care were used, and they were not covered with mud.
780. Would they thicken in the same way as oysters taken from the rivers? They would not attain the same thickness, but they would improve.
781. If these poor oysters from the rocks were put on good fattening ground, would they be superior to oysters which have attained perfection on the rocks? No, I don't think they would.
782. Has the oyster spat, after its first emission from the oyster, many enemies? A great many, and the oyster itself has also.
783. What are its enemies? Various kinds of whelk, the borer, the mussel, the star-fish, the sea-egg, and the stingaree.
784. Have you found the whelk an enemy to the oyster in this country? No, but I know it is very numerous in Moreton Bay. In England it is found to be very injurious to the oyster, and I have no doubt it is so here. It is called the dog whelk.
785. Are you speaking of the enemies to the oyster as applicable to England more than to this country? I think they apply to both equally. They would destroy the mud oyster much quicker than the rock oyster, on account of the difference in the hardness of the shell.
786. Have you noticed that the rock oysters are finer on rocks which are perpendicular, and where there is very little foreshore, or perhaps none? No, I have not noticed that.
787. Between high and low water-mark? Yes.
788. Have you ever observed that the best oysters are found in sheltered places? Yes, and where there is a good tide, both ebb and flow.
789. What is your opinion with respect to giving long leases of the natural oyster beds, on condition that they are given up in an improved state? I think it is very desirable.
790. Are you also favourable to the issue of long leases of foreshores or other places suitable to the cultivation of oysters as an encouragement to persons to produce them? I think it would be desirable.
791. Would you lease them in large or small blocks? In large blocks.
792. The beds in our rivers run patchy, I believe, do they not? Very much so.
793. There is no continuation of oyster beds in a river, but one here and one there? Yes, usually just on a point where the rocks lie.
794. The banks of the Tuross River I think you said are alluvial to a large extent? Yes, they are all covered with mud; there are no places suitable for cultivation in that river except just along the foreshore.
795. Have you ever considered the way in which oysters propagate? Each oyster produces its own kind.
796. That is, they are hermaphrodites? Yes.
797. The climate of this Colony generally is favourable, is it not, to the cultivation of oysters? Oh yes.
798. That is to say, the absence of severe winters? Yes; the frost is injurious to them; the rivers here are also sheltered.
799. *Chairman.*] When you left Whitstable were you very young? I was about twenty or twenty-two years of age.
800. Then you have seen a good deal of the oyster business? Yes—the working of that particular Company.
801. Are you aware that they breed only a small portion of the oysters they fatten? Yes, they buy them.
802. They purchase them as brood or ware from various places? Yes.
803. Are you aware that men, women, and children are employed in collecting oysters the size of a three-penny piece, wherever they can get them, to sell to the Company? Only men and lads; I never knew women and children employed in collecting them.
804. At any rate there are a great number of persons engaged in collecting young oysters? Yes, at certain times—at low spring tides.
805. Oysters of any size from a threepenny bit? Any size that will bear removing; the Company allow that privilege on their own grounds; that is to say, it is allowed to their own people, but to no one else.
806. And on the Commons ground? Any one can go there.
807. Are you aware that the Company import brood and ware from Ireland, and also from France? I don't know about France, but I know they do from Ireland and Scotland.
808. It is since you left that they commenced to import from France, last year I believe. Have you any idea of the proportion of oysters that they breed and that they fatten? I think they purchase fully four-fifths. I know that one year they paid £80,000 for brood in the county of Essex.
809. Then if they had not the opportunity of purchasing brood they would not be able to carry on their operations? Certainly not.
810. And London is principally supplied by Whitstable, is it not? Whitstable and other places.
811. But the greater portion comes from Whitstable? Yes.
812. The Whitstable Company are the largest oyster fatteners in the world, I believe, at present? I think so—in Great Britain at any rate; I don't know about America. 813.

813. Have you much knowledge of the Whitstable ground? It is chiefly clayey soil and marl.
 814. Is there not plenty of that soil in this country? There may be; I have not seen it.
 815. Is not the soil in the lake you have been working on something like it? That is shell and stones.
 816. And you say there is clay on the Whitstable ground? Yes, soft clay.
 817. Is there much difference between that and the soil we have here? Yes; I have seen nothing here like the soil we have at Home.
 818. Can you fatten oysters on your lake as well as you could in the Whitstable ground? No, the water is too still; there is no tide.
 819. But supposing you made a canal from the river to the lake, would not that have the effect of producing a tide? That could not be done; the lake, as it is called, is only a bight running a little way in from the river.
 820. *Mr. Farnell.*] The ground at Whitstable belongs to a Company? Yes.
 821. Have they a charter? Yes, they have a charter from Queen Anne.
 822. They do not pay any rent? Only a nominal one—a peppercorn rent; the proprietors can buy and sell their interests in it, but no one can purchase the right to the ground—that cannot be sold. I suppose there are some 800 or 900 persons who have an interest in it.

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FRIDAY, 17 NOVEMBER, 1876.

Present:—

HON. J. B. WILSON, | J. S. FARNELL, Esq.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. Peter Thomas Johnson called in and examined:—

823. *Chairman.*] Are you an oyster merchant in Sydney, Mr. Johnson? Yes.
 824. Have you been many years in the oyster business? Yes, about sixteen years.
 825. Then you have had a great deal of experience? I have, sir.
 826. Have you had any experience in England or in Europe? No, only the experience I have had here.
 827. In this Colony? Yes.
 828. You are a lessee of oyster beds from the Crown, are you not? Yes, at Shoalhaven.
 829. You are not a proprietor—you have not the freehold of any oyster bed? No, only those I have at Shoalhaven.
 830. As lessee? Yes.
 831. Have you been engaged in breeding oysters at all? Yes.
 832. What process do you adopt in breeding them? I shift them and lay them down again.
 833. But that is not breeding. What I mean is, catching the spat and laying them down on suitable ground to grow and fatten? No, I have never tried that, except that I have laid down wood for the spat to adhere to.
 834. Have you been successful in doing so? Yes, with a certain sort of wood.
 835. What sort of wood? Oak, branches of oak.
 836. Were the branches well covered with spat? Yes.
 837. The spat require something solid to stick to? They require something rough.
 838. Is it indispensable that it should be rough? Yes.
 839. Have you never seen spat sticking to a glass bottle? I have, but then you only find them single; if they accumulated and became thick they would all tumble off.
 840. Have you ever seen a glass bottle covered with them? Yes, I have; I have also seen pieces of earthenware and old boots covered with them. I believe I have got the largest sized spat off old boots.
 841. Then your experiments in breeding have been very successful? Yes.
 842. Have you any idea what amount of success you have had—the number of oysters on any branch or number of branches or fascines? No sir, I never took notice of it.
 843. And what do you do with these young oysters? I knock them adrift and shift them about.
 844. That is to say, after knocking them off you lay them down on beds to grow and fatten? Yes.
 845. And how have you succeeded? Very well; they grow very well and very fast.
 846. And become fat? Yes, and better tasted than they would be on their natural bed. I have had as fine oysters as I ever saw nine months after shifting them.
 847. On the Shoalhaven River? On the Shoalhaven.
 848. And what kind of ground did you make use of for that purpose? I had a small 50-acre lease before the rivers were leased.
 849. Was that where you put down the wood for catching the spat? Yes.
 850. Did you not continue it after you leased the river? Oh yes, I am doing it now.
 851. What was the area of the river you leased? 50 acres.
 852. I mean the river you now lease from the Government? I have all below low-water-mark.
 853. Yes, but what is the area of your lease, does it comprise 1,000 acres, 10,000, or what? I could not tell you; I should say the Crookhaven River is about 4 miles in length, and then there is the Shoalhaven, which I believe extends about 12 miles in one place.
 854. That makes 16, and what do you lease besides? There are the bays which are all below that, and the islands.
 855. Then you must have 3,000 or 4,000 acres altogether? I really could not say; there is plenty of barren ground amongst it.
 856. And also a great deal of fruitful ground, is there not? Yes, it is a very good place for growing.
 857. And they fatten well also? Yes, if they are not placed too thick.
 858. Was the whole of the 50 acres you leased at first good fattening ground? No, about half of it; it was too soft and muddy.
 859. But that could be easily remedied, could it not? That is what I put the timber on it for.

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860. And that has answered well? Yes; the best part of the timber sinks into the mud, and that prevents the oysters from sinking. It is only certain wood that they will stick to.
861. Could not a very considerable profit be made out of an area of 50 acres, if you had it as a freehold? No, sir, there could not.
862. In England there are many oyster farms which are not over 5 acres in extent, which have belonged to the same families for generations, and which pay handsomely? Yes, provided you could go to the expense of making stone walls for the oysters to accumulate on; they want a fine hard bottom, with plenty of room to accumulate. 50 acres would be a very small piece; if you took 100 bags off 50 acres it would make a great hole in it.
863. Do you know how many oysters can be spread over an acre of ground, for growing and fattening? I should say about twenty bags of young spawn could be put upon it.
864. How many oysters would there be in a bag? That is more than any one could tell.
865. What do you mean by spawn? Young oysters.
866. That is, under a year old? They are not six months old.
867. Anything under a year old; about 6,000 to the bushel? More than that.
868. How many bags could you plant on 1 acre? About four bags, if they were broken up and spread about among the wood and stone, would make a very good bed.
869. In evidence given before a Select Committee of the House of Commons, it was stated that a million of oysters could be spread upon one acre of ground; you think that is too much? I do sir.
870. But if half, or even a quarter of the number were put down, could not a good deal be done with 50 acres if you had a freehold of it? Well, if I had a freehold of 50 acres I should like to cover it half with oysters and the other half with rubbish.
871. What do you mean by rubbish? Shells and bottles.
872. You would use half of it as growing and fattening ground, and the rest for catching spat? Yes, I should have a wall on each side and the oysters in the middle.
873. Now, even with the present price of oysters, could you not derive a very good income from 50 acres? No, I don't think it would pay a man to work it.
874. Did it not pay you when you worked it? No, I never had the opportunity of trying it much.
875. I should like now to have your opinion on a question of public policy—whether you consider it desirable that the rivers should continue to be leased, as at present, in large blocks; or whether it would not be to the public interest to lease them in small blocks? It might if the rivers were in a fit state to go to work upon; but not as they were when we leased them—completely worked out.
876. But if you had 50 acres it would never be worked out; you would always have plenty of spat? 50 acres would not be enough—it would not be worth working at.
877. How do they manage in England with only 5 acres; I have seen in France thousands of oyster parks, as they are called, which do not measure over 30 yards across? Well, there must be something different in the price of oysters, or else they must grow thicker than they do here.
878. But looking to the public interest, do you think it is expedient for the Government to lease such large areas so many miles in length to a few persons, and to shut out the rest of the population? Yes, I don't see that it would pay to let them in any other way. If the rivers had not been ransacked as they have been it might, but not as they are now.
879. Supposing they were in the state in which you first knew them? When I first knew them there were plenty of oysters, but there were none when I leased them.
880. Well, going back to that time—to the condition the rivers were in when you first knew them, and putting yourself in the place of the Government—how would you deal with these rivers; would you lease them in 50-acre blocks or in blocks comprising thousands of acres? Well, I should say for the present time that a lease of 500 acres—supposing the rivers to be in the condition they were when I first knew them—would pay a man better than the whole of a river at a larger rent.
881. What would you think would be a fair rent—having regard to the public interest? I should say the same as I paid for my first 50-acre lease—£2 a year rent.
882. You think about £20 a year for 500 acres would be a fair rent? Yes, I think it would be a fair rent for a river, considering what has got to be done to it. If you once take oysters off the ground they will never accumulate there again.
883. It was stated by a witness before a Select Committee of the Parliament in Sydney some seven or eight years ago that he thought £2 10s. an acre rent would be a fair rent? Then he must have had to work very hard to keep his bed with oysters on it and to get his money out of it.
884. You would think that rent excessive? I should, sir.
885. Do you think £1 an acre would be too much? I should say so; I think 5s. an acre is too much for ground to keep as an oyster bed.
886. But if you had it for a permanency—unless the Government should require to resume it, when of course you would receive compensation or the value of your improvements—so that it might be transmitted from father to son for generations; in that case would you consider it too much? No, because then a person could build stone walls on it and make it valuable; but now if he were to do that, by the time he had finished the lease would have nearly expired.
887. Then for a permanency, if the rivers were leased—not the whole of a river to one person, but in moderate-sized blocks, and supposing the principle of free selection were adopted the same as with land—what rent do you think would be fair? Every one to pick his own ground?
888. Yes, to pick his own ground? Under those circumstances I should not grudge 10s. an acre.
889. For blocks of 40 acres? No, about 100 acres, if I were allowed to pick my own ground, because then if my improvements did not benefit me they would my family after me.
890. How would it answer to select one portion of the land under water and the other portion above high-water-mark, where you could erect a homestead and out-buildings, or have a farm at which you could work when not employed in your oyster beds? I don't think that would answer, because a man in the oyster business has no time for farming.
891. He would require a homestead? Yes, it would do very well for that, but it would be very hard to get a place to live on anywhere near where the oysters were, and that is where he would want to be.
892. Then this 100 acres could be buoyed off? Yes, or staked or fenced round.
893. Do you know of many such places where land could be obtained so situated as not to interfere with navigation? That I do not.

894. Would the oyster beds we are speaking of interfere with navigation? Yes, you could not get 100 acres in a block without going across the channel.

895. If vessels passed over the ground would they do your oysters any harm? Of course they would: we don't want anything over our oyster beds, and vessels might get aground or lie about and do a great deal of injury; if the place was once made a thoroughfare every one would go over it.

896. But you do not look upon that as an insurmountable obstacle, because in England there must be constantly traffic going on over the oyster beds? Yes, but they are in deep water.

897. And your beds are in shallow water? Yes.

898. Are they dry at low tide? No, they are about 3 feet deep at low water.

899. Then large vessels could not pass there? No.

900. What is the rise and fall of the tide? About 4 feet; there is 7 feet of water at high tide.

901. Is there much traffic there? Yes.

902. Are you alluding to the bed of the Shoalhaven River? Yes.

903. What I wish to know is, whether you could not secure the ground free from any interference, except by such navigation as must necessarily pass over it, because whatever terms might be offered for it, the Government could not alienate any land for purposes which impeded navigation. Could the places you speak of be alienated for long leases without interfering with the traffic at all? I don't think it would be right to let anything go over the oyster-beds at all, because I might find it necessary to run a wall straight across, and when I got to the channel I should be done.

904. That is what I want to know—is it possible to lease oyster-beds without interfering with the traffic? I don't think so.

905. *Hon. J. B. Wilson.*] Are there any bays or inlets where oyster-beds could be laid down, not required for navigation? There are none down my way; we have all the oyster-beds.

906. Are there any places where oyster-beds could be formed—I am not talking of the natural beds, I mean artificial beds—in your neighbourhood? No, I don't think there are, not of that size; I don't believe you could get 50 acres anywhere.

907. Could you get 20 acres? Oh yes, you could get 20 acres alongside the beach.

908. *Chairman.*] Where would be the necessity of getting 50 acres in one block; could not you get 20 acres in one place and 20 or 30 more a little higher up or lower down? How could you look after them if they were in separate places?

909. *Hon. J. B. Wilson.*] Supposing every caution to be taken by the Government to prevent oyster-stealing and robbing the beds, so that you would not have to look after them, would there still be a difficulty? Oh, no; but consider the trouble it would be to do that.

910. Have you any trouble in preventing people from stealing your bullocks or horses? No; it might be done.

911. *Mr. Farnell.*] Then, as a matter of fact, there are several places that could be utilized for the purpose of oyster culture on the Crookhaven and Shoalhaven Rivers, in blocks of 20 acres? Yes.

912. *Chairman.*] With respect to stealing, do you think there would be much fear of the oysters being stolen? I am well assured that there would be plenty of it.

913. Don't you think it possible for the Government to make regulations sufficiently stringent to prevent it—could it not be provided that oyster-dealers should purchase from no one except those who had licenses, and that a register should be kept of all they receive; and that no oysters should be transported from one place to another unless the person taking them had a pass, carrying out the same precautions as are adopted to prevent cattle-stealing: cattle cannot be driven from one place to another unless the drover has a pass, and a butcher must not slaughter without a license? Yes, but cattle are branded, and oysters are not.

914. Yes, but that is not a reply to my question. I ask you if oyster-stealing could not be prevented by insisting that every person carrying them should have a pass. For instance, you are a proprietor of oyster-beds, and you send a pass with every lot of oysters you send in, to show that they come from your beds; and any person found taking in oysters without a pass would be looked upon by the police as having stolen them. Would not a precaution like that be effectual? Well, supposing I had 20 acres, and another party had 20 acres above me on the same river, and a third person had a similar block higher up, how could I swear to any of the oysters being mine? It is very easy now to say that all the oysters from Shoalhaven are mine, but then I should not be able to recognize them.

915. Then, are you to have a monopoly of the Shoalhaven River for all future time? I think if two or more parties had a river they would always be at war, because, it would be impossible to tell where the oysters came from.

916. But if the limits of the different blocks were buoyed off, would not that be a sufficient protection? That would not make any difference. Supposing I had the Shoalhaven River and another man had Crookhaven, could not he come down in the night and take my oysters?

917. Then he would be a thief? Yes, but I could not prove it; I could not watch the river all night.

918. Then, you think that one person should retain the whole of a river? I do.

919. But if the rivers could be secured so that there could be no oyster-stealing, then you think they might be divided into 40-acre blocks? Yes, if that could be done; but I should not like to have Crookhaven and another person have Shoalhaven; I know I should have to be up all night. You cannot swear to oysters the same as you can to cattle or timber.

920. With regard to the spawning of oysters, is it your opinion that they spawn during certain months only, or all the year round? I believe they spawn all the year round, for at low water I have seen bottles and stones on the beds with nothing on them, and only a fortnight afterwards I have seen them covered with oysters, and that too in the dead of winter.

921. Have you any idea of the percentage of oysters that spawn? I have not.

922. Do you think it desirable that there should be a close season—that during certain months in the year oysters should not be sold? I don't see how that could be done.

923. Do you think that oysters when not spawning are as fat and wholesome for food during the whole of the year? No, I think they are not. There are different times for different oysters to spawn. I know that my deep water oysters are better in the winter than in the summer time; while my bank oysters are not good in the winter and they are in the summer; so that if you made a close season you would have to shut one of them off.

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924. *Hon. J. B. Wilson.*] The beds you are working on at Shoalhaven are the original natural oyster-beds, are they not? Most of them.
925. And you have improved them by laying down timber and other hard substances? I have.
926. And you have succeeded well? Yes.
927. Now, in the greater portion of your lease, could not the mud at the bottom be overcome by laying down waste shells, wood, and other material, upon which oysters would thrive? Yes, but that takes time.
928. Supposing you had a lease of fifty years, could not that be done? Yes, but there is such a depth of mud that it would take a deal of stuff to make a hard bottom.
929. In what part of the Shoalhaven River, and at what distance from the sea do you find your oysters fatten best? About 3 miles from the sea.
930. Where they have a certain quantity of fresh water mixed with the salt? Yes, where the water is too salt they fatten, but they do not grow large.
931. Nearer the sea? Yes, we get the smallest oysters nearer the sea; we shifted some of those little oysters when they were no bigger than your nail, and nine months after they were shifted they were five times their size; they increased from an inch to 3 inches diameter.
932. What age were they do you think when you took them? Numbers of years old; I could not say how many.
933. They were full-grown oysters? Yes.
934. And when you moved them higher up the river they immediately commenced to grow and fatten? Yes.
935. How long do you require to let them lay before you take them up? About twelve months.
936. Supposing you had taken spat about six or nine months old, knocked off the rocks, and laid them down, how long would it have been before they were fit for market? About eighteen months, provided they were put in with a good heavy tide.
937. But would not they be much better after three or four years? The shell would be bigger, but I don't think the oyster would be better.
938. The oyster comes to maturity, under favourable circumstances, in about two years, does it not? Yes.
939. What is about the diameter of a well-grown oyster from the Shoalhaven River; would it go through a 2½-inch gauge (*ring 2½ inches diameter exhibited*)? Yes, I don't think I have an oyster that would not go through that ring.
940. Take up one of the rings before you which you think about the size of a Shoalhaven oyster? You mean the average size of the oysters?
941. Yes, what you think would be a fair average size? I think this (*taking up a ring 1¼ inch diameter*) is about the size, because mine are all long oysters.
942. Do you think any restriction should be placed by the Government on the sale of young oysters, or oysters of inferior size? Yes, I think there should be a restriction against the sale of young oysters; but as to the size I think it is impossible for any man to tell that.
943. Don't you think it would be safe to prohibit the sale of any oysters that would not pass through a 1¼-inch ring? Three-parts of the Shoalhaven oysters would go through that ring; they are most of them long oysters, years and years old; a great number of them would go through a 1½-inch ring.
944. Are they oysters that would readily sell in the market? Yes, they are what we call whelk oysters.
945. Why do you call them whelk oysters? They grow on the whelk.
946. Are there many of that kind in the Shoalhaven River? Yes, beds of them.
947. Are the oyster beds in the Shoalhaven improved since you took them? Yes; when I took them I did not know where to get a bag of oysters.
948. Did you commence at once to lay down oysters? Yes; I was months and months laying them down, with three boats working all day.
949. Then you have found it profitable? Yes.
950. I am very glad to hear it? I am now bedding them in the channel.
951. Have you ever attempted to make artificial beds on land which is dry, or partially so, at low water? Yes.
952. Were you successful? Yes, we have taken out some very good oysters.
953. Is there not plenty of ground in the Clyde and Tuross Rivers of the same character—nearly dry at low water—that could be utilized in the same way? No doubt there is; to have oysters all the year round you require to have them at low-water-mark, because the sun does the oysters a great deal of good.
954. A little of it? Yes, the morning sun.
955. *Mr. Farnell.*] You speak of the Shoalhaven River being 12 miles in length; how many natural oyster beds are there in that length? Five.
956. And what is about the extent of each bed? I think they are all about one length—about 100 yards.
957. By what width? About 60 feet.
958. Where are they situate—in the channel? Right in the channel, on a bar that runs across the river.
959. What is the nature of the soil in these natural beds? It is a rocky bottom.
960. In the Crookhaven River how many natural beds are there? Well, I call it all a bed, because it is all beach except in one place; there is about half a mile of dredge oysters.
961. That is, oysters taken out of the channel? Yes, that is what I call a bed; I do not call a few oysters here and there a bed; what I call a bed is where a man can dredge.
962. You say that you leased about 50 acres from the Government for the purpose of cultivating oysters? Yes.
963. What was the nature of the bottom in that lease? Mud and shell.
964. What was the depth of the water? Part of it is dry at low water.
965. Is the ground sufficiently firm for persons to walk upon it and attend to the oysters? Part of it.
966. Then, I understood you to say that in respect to this particular 50 acres which you have leased for cultivating oysters, you collect the brood or spawn from other places and lay them down there to grow and fatten? Yes.
967. I understood you to say that it is not very profitable? It is not, unless you have other places from which you can get oysters to send to market.
968. You could not make a living out of the 50 acres alone? No.

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969. But would the 50 acres be sufficient, supposing you had a long lease, and supposing you could build walls and make the improvements of which you have spoken? Well, no; I think even with a long lease I should require twice as much.
970. How long would it take to make an oyster farm productive—to improve it so that you could get a return for your outlay? I could not say.
971. I think you stated that oysters are eatable when they are two years old? Yes. If you had plenty of money to keep you for that time, I dare say that with 100 acres you might make a living out of it in a couple of years.
972. Then a person with capital who went into oyster culture in a proper way could do well with 100 acres? Yes, I suppose so; but not as I went to work, with nothing.
973. In what condition was your ground when you went to it on the last occasion? In a very good condition; the oysters growing very fast.
974. Can you tell the Commission how many oysters you have got in the year from that 50 acres? No, because if I send a man for oysters he gets some here and some there; I could not tell you.
975. You keep no account of them? No, I have no occasion to do so.
976. Then how do you know that it does not pay, when you do not know the number of oysters you get off the ground? Because there is not the quantity of oysters growing on it; I know that when I take a bag off it.
977. But you do not seem to know how many are growing on it? I never took notice of the number. I judge by the look of the ground; it is only a small piece of ground, and if I took a load here and a load there from it I should very soon clear 50 acres, for they will not grow again where the ground is cleared.
978. Do you mean to say that they do not come there naturally? They do not.
979. But, if I understood you, you laid down oysters originally on this 50-acre block? Yes, I put down shells and wood and bottles, and so on, to make a hard bottom for the oysters, but I could do no good with it; there was about 6 inches of mud.
980. Well then, are there not places in the Shoalhaven or Crookhaven Rivers that are naturally suited to the cultivation of oysters without preparing the ground as you did your 50 acres? Not to my knowledge. I know every inch of them.
981. You spoke of some oysters you took from near the sea-coast which you planted in beds on the Shoalhaven River. What age were they? They had been there a number of years to my knowledge.
982. How many years? Eight years to my knowledge; they were there on the very day I first went down there.
983. Do you know from practical experience in oyster culture that the oyster is eatable at the age of two years? I know they grow very quickly.
984. At what age is the oyster fit for market? That depends upon the ground it is taken from. If it is taken from where there is a good running tide it is as large as it will be at two years.
985. Do you know at what age the oyster spawns? I do not; I have heard a great many arguments on the subject, but I could never tell.
986. Have you paid any particular attention to the habits of the oyster, or as to the quantity of spawn it throws out? No, sir; all that I have paid attention to is the taking them up where they are thick and putting them down in the heaviest tide to grow and fatten.
987. You stated that the young oysters will only attach themselves to one kind of timber—oak? Yes.
988. Will they not attach themselves to mangroves? Yes, to live mangroves, but if you shake the mangroves they will all drop off.
989. And they will not stick to any dead timber except oak? No; I have tried it so often.
990. Do you know anything of the northern rivers? Only the Clarence; I was working on the Clarence when it was first opened.
991. Do you know whether the oysters in the northern or southern rivers spawn first in the year? I have seen on the Clarence that they were very poor in the month of March, and that they were fat in February; the next month they were almost like a piece of black thread, they were scarcely any size.
992. Does not that take place with all oysters after spawning? No, my deep-water oysters are fat all the year round.
993. They are continually in season? Oh, they must spawn, but they are saleable all the year round.
994. Then do you mean to say that your oysters in the Shoalhaven River are eatable all the year round, and that they spawn all the year round? Yes, but they are fatter in the winter than in the summer.
995. Would you know when an oyster has spawned? I should not.
996. Not whether it has spawned or not? No, I could never make that out, though I have heard a good deal said about it. I know I have been in the water and had my arms skimmed all over with spat; but if you came and took every oyster off the rocks they would be covered again a week after.
997. The spawn you speak of was the spawn of rock-oysters? Well, it is very hard to say where it comes from.
998. Was it not in the vicinity of the rocks that you found it? Yes; I was getting rock-oysters at the time, but the spawn might have come down the bay.
999. You have never seen any of the deep-water oysters spawn? No, I have not; but I never took notice of them.
1000. Now, what length of lease, at a nominal rental, do you think the Government ought to give to encourage the cultivation of oysters? I think it should not be less than fifteen years.
1001. I do not mean leases of the natural beds, but of portions of rivers on which oyster-beds could be made? I think fifteen years would do.
1002. Do I understand you to say that it would pay persons to take leases for that period and to lay down fascines, to build walls, and to make artificial beds? Yes; it would take a man about five years to improve the beds, and the other ten years would pay him.
1003. And you think a fifteen-year lease would pay him, with the condition that at the expiration of that time he should give up the ground in good condition—say the average condition of the previous five years? Yes, I think fifteen years would pay him; ten years would be too little.
1004. In what state are the natural beds now which you have improved? In a very good state. When I went down there the other day I was quite satisfied with them.
1005. What are the banks of the Shoalhaven River which you lease composed of? Almost all mud and shells.

- Mr. P. T. Johnson.
17 Nov., 1876.
1006. What do the oysters stick to? They stick to the cobbler's pegs—the roots of the mangroves.
1007. Do you see any objection to the granting of licenses—at the expiration of the present leases—to men who would employ themselves with their families in getting these oysters off the cobbler's pegs or rocks and selling them to persons who have layings such as your 50 acres. Don't you think it would give remunerative and constant employment to a number of families? I think that if the rivers are leased as they are at present there will be no oysters on the rocks at all soon.
1008. You do not use all the oysters on these cobbler's pegs, do you? Yes; the large ones I make use of, and the young ones I put back and spread out on the flats to make beds of, to harden the ground.
1009. But you must be aware that there are a great number of spat going to waste, especially in Port Jackson for scores of miles, and up the Parramatta River you can see the rocks literally plastered with oysters? Yes, they want knocking off; they will never be any good if they are left where they are.
1010. Well, do you see any objection to the issue of licenses to persons to knock them off and sell them to persons who would lay them down to grow and fatten? No, I see no objection; I think it is the best thing that could be done.
1011. You think it would create profitable employment for industrious labouring men and their families, besides being profitable to those who purchased them in order to plant them to grow and fatten? Yes, I do; because the longer they are left the more bunchy they get.
1012. Would you be inclined to purchase them? I have more than I can make use of.
1013. Then those which you cannot use are going to waste? No, they remain there till they are wanted; it would be impossible for any one to keep them down altogether, they accumulate so fast.

Mr. Henry Wallace Bell called in and further examined:—

- Mr. H. W. Bell.
17 Nov., 1876.
1014. *Chairman.*] I understand that you have some additional evidence to give, Mr. Bell? Yes, with regard to the oyster beds of Victoria and Tasmania.
1015. You have had some experience in Victoria then? Yes.
1016. In what part of Victoria? At Western Port and Port Albert.
1017. What was the result of your experience? Well, we have been charged with having destroyed the oyster beds by overdredging, and I wish to remove that impression.
1018. Whom do you mean by "we"? The firm I am connected with, who are proprietors of a large number of oyster beds.
1019. You mean at those two places, Western Port and Port Albert? Yes.
1020. And is not that the fact? No doubt the beds were overdredged to a certain extent; but we took up ground at Western Port under the Victorian Act, and stocked it with ware, and the whole of it—some £3,000 worth—was destroyed where we never used a dredge at all, except perhaps occasionally, to see how the beds were looking.
1021. What was it that destroyed the oysters? That is what we could never arrive at.
1022. Was it some sudden influx of sand? No, it was nothing of that sort. We attributed it to some sort of disease; and we based our opinion upon the fact that a number of small patches of oysters—natural beds—that we did not dredge, except very slightly, were also destroyed at the same time in different parts of the bay.
1023. You think it was not from overdredging then, and that if there had been no dredging they would still have been destroyed? Yes, because the oysters died on the natural beds as well as on the artificial beds, and on those which were never dredged at all. I may mention that there is a very bad practice carried out here in dredging. It seems to be the custom here to take up a boat-load of oysters, young and old, and to carry it away and sort it elsewhere. All the cultch, except the oysters required for use, is then thrown away, and used for lime-burning or other purposes.
1024. Where is that done? It used to be done in all the leased rivers; we have prevented it as much as we could, but it has been the case in many places: all the cultch has been removed.
1025. Is there anything else you wish to say? No, I think not.
1026. *Mr. Farnell.*] You say the oystermen take the cultch away to some other place. Do you think they ought to sort the dredgings on the spot? Yes; it ought to be made compulsory to throw everything back from the boat. That is what they do in Victoria; but there they adopt a different system altogether.
1027. Are there no good oyster beds left in Victoria, that you are aware of? Not one that I am aware of.
1028. Then Victoria is dependent upon New South Wales and South Australia for her supply? Yes, and Queensland.
1029. And in Tasmania the beds are exhausted also? I think so.
1030. Were they very extensive in Tasmania? Yes, in Spring Bay.
1031. They were exported to Victoria in large quantities during the gold discoveries, were they not, and the beds were overdredged during that time? I do not think so. We only traded for them in 1861 and 1862. I think it must have been some other cause.
1032. *Hon. J. B. Wilson.*] Did the oyster beds at Western Port and Port Albert fall away at the same time? Yes, about the same period.
1033. Were there any symptoms of the disappearance of oysters in Victoria at the same time in any other place? I do not know of any other place where oysters are procurable.
1034. Then you think the disease, if any, was confined to those two places? Yes.
1035. You are lessee of the Tuross River and Brow Lake, are you not? Yes.
1036. Are you personally acquainted with the place? Yes.
1037. Do you not think there is a considerable quantity of low-lying mangrove land, covered with water at high tide, that would be suitable for oyster cultivation—for making beds? I do not know of any.
1038. Is there not a considerable quantity of low-lying land on the Tuross River? I believe so, on the right hand side.
1039. Do you think it so situated that it could be used for that purpose? I do not; there is too much mud on it.
1040. Could not that be overcome by laying down cultch of various kinds? I do not think so.
1041. Are you aware that these artificial beds have been tried in other parts of the Colony and have proved a success? I am not aware of it; my greatest objection is, that the rise and fall of the tide is not sufficient in the Tuross River.

1042. The tide rises about 4 feet, does it not? Yes. On the coast of France, and in other parts of Great Britain where there are oyster-beds, it is 30 or 40 feet or more. Mr. H. W. Bell.
1043. But what difference would that make, provided that the oysters were dry in both places for a certain time during every twenty-four hours? Well, I think they do better with a good run of tide over them. 17 Nov., 1876.
1044. You think a strong current is a great advantage to them? Most decidedly. I know that an attempt was made in Victoria, by Mr. Ross and others, to form a weir, and it was not successful; it was connected with the sea with a sluice-box.
1045. Do not oysters thrive in many parts of the world where there is no current? Yes, in some places where they get proper food, but not so well as where there is a current.
1046. If you had a very long lease or a freehold of 50 acres, could you not do a great deal with it in the way of oyster culture? It would depend entirely upon the locality.
1047. You have been speaking of places where there is too much mud—Could you not do a great deal by laying down proper cultch? Yes, if the oysters were not injured by frost, which is very severe down towards the south in the winter.

TUESDAY, 21 NOVEMBER, 1876.

Present:—

HON. J. B. WILSON, | J. S. FARNELL, Esq.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. William John Langham, Inspector of Oyster Beds, called in and further examined:—

1048. *Chairman.*] You are Inspector of Oyster Beds, appointed under the Act 31 Victoria No. 20 to regulate Oyster Fisheries, and to encourage the formation of oyster beds? Yes. Mr. W. J. Langham.
1049. How long have you held that office? Upwards of two years, sir. 21 Nov., 1876.
1050. And what are your duties? They have chiefly consisted in the inspection of the different oyster beds under lease, and in reporting to the Government as to their condition.
1051. Are your duties confined to the inspection of rivers under lease—do you not also inspect those that are not leased? Yes.
1052. Then you inspect the whole of the oyster beds in the Colony as far as you are able? Yes.
1053. And how many rivers have you been able to inspect? Nearly the whole of them, with the exception of the Tweed and the Richmond, and one or two small places to the southward of Twofold Bay.
1054. You speak of the rivers being leased: upon what authority are they leased—is it not under the Act I have just mentioned (31 Victoria No. 20), which came into operation on the 1st February, 1868? I believe so.
1055. Are there not conditions provided in that Act under which the leases are issued? There is a condition that the rivers should be left in the same state as they were in when they were leased.
1056. Is that the only condition—does not the Act also state that the Government shall have power to demise them in connection with the laying down and forming of new oyster beds—is not that one of the conditions? Yes.
1057. Is it not another condition that the leases shall be in writing? Yes.
1058. Are you aware whether the lessees have complied with the conditions relating to the laying down and formation of oyster beds? In a few instances they have, but very few.
1059. In very few instances, not in every instance? No.
1060. Has the condition in the 3rd clause been complied with—that the leases shall be in writing? In one or two instances, that is all that I know of personally.
1061. And how many leases have been issued—how many lessees are there? I am not exactly sure of the number, because some of them are formed into companies.
1062. But the lease would still be the same—it would only be one lease? Yes; but the lessees are not the same, some of the original lessees have sold out.
1063. Did you see the Government advertisement in the *Gazette* and newspapers calling for tenders for these leases? Yes.
1064. Did you notice that it stated that all tenders must be accompanied by a guarantee from two responsible persons to enter into a bond to the extent of ten times the amount of annual rent, to see that the conditions of the leases are fulfilled, and that the leased areas are returned to the Government in the same state as when they were granted? Yes.
1065. That is what you alluded to? Yes.
1066. There is nothing of that kind in the Act? Yes, the Act states that the lessees shall find sureties.
1067. The Act gives the Government power to make regulations, but there is nothing of that kind in the Act. Are you aware that the bond has been executed in all cases by the lessees and their sureties? In one or two instances it has, but not on the whole.
1068. Have all the lessees strictly carried out the conditions under which the Government have power to demise these areas in respect to the forming of oyster beds? No, they have not.
1069. Have any legal proceedings been taken by the Government against those who have not done so? No.
1070. Have you reported on any occasions that the lessees have not complied with the conditions of their bond? No, because the bond has never been executed—the leases have never been executed.
1071. But you have already told us that these were the conditions under which the leases were issued. What I want to know is whether you have called the attention of the Government to the fact that these conditions have not been carried out? I have in my reports in some instances, but they have not been worded in that way.
1072. Have you copies of your reports? They have in the office.
1073. Then we can get them? Yes.
1074. Can you inform the Commissioners what are the areas of the different leases, naming them separately; a rough estimate will be sufficient? In the different rivers?

- Mr. W. J. Langham.
21 Nov., 1876.
1075. Yes, taking the rivers separately, and giving a rough estimate of the area of each lease? Do you mean what I term natural beds?
1076. I mean the total area included in each lease? The whole of a river and its tributaries are included in a lease.
1077. Well, take one river to begin with, and give us a rough estimate of the number of acres it comprises within 100 acres, or even 1,000 acres. Which is the most northerly river leased? The Clarence River.
1078. Have you any idea of the area of the Clarence River, including the creeks belonging to it—how many acres? Do you mean the oyster-bearing portions of it?
1079. Everything supposed to be included in the lease; is it 1,000 acres? More than that.
1080. Is it 5,000 or 10,000? It must be that at least.
1081. What are the banks of the Clarence River composed of—are they rock or mud? Mud and shell.
1082. Is it rich mud? Where the oysters are got it is.
1083. Rich mud? Yes.
1084. What do the young oysters chiefly stick to? Just on to the shell bottom.
1085. Are there any mangrove swamps there? Away back on the shore there are a good many.
1086. Do a great many oysters stick to the mangroves? Not a great many.
1087. Is there a great deal of spawning going on in the Clarence River? Yes. It is the lake portion, known as the oyster channel, in which the oysters are got on the Clarence; it is not in the main river.
1088. I am speaking of breeding: is it going on to a great extent in the swamps where these mangroves are? Not to any very great extent.
1089. Are the young oysters utilized? No; all that they use there are the natural beds; they lay nothing down.
1090. They make no use of the spat that is collected on the mangroves? No.
1091. That is going to waste? Yes; they just work the natural beds, that is all.
1092. Now, if these spat were collected and placed on ground suitable for fattening, would they not produce an immensity of food? A great deal.
1093. That is to say, the production of oysters could be increased to an incalculable extent? Yes.
1094. And all this is under lease? Yes.
1095. Have any improvements been made in carrying out the conditions of the Act with respect to laying down and forming new oyster-beds on the Clarence? Not that I am aware of.
1096. Could they be made without your being aware of it? No, unless it was done within the last nine or ten months—since I was up there.
1097. But you would have been almost sure to hear of it? Yes.
1098. They could scarcely have been made without your knowledge? No.
1099. Who is the lessee of the Clarence River? Mr. Peter James.
1100. *Mr. Farnell.*] Are there mangrove swamps in the Clarence? Yes, in the lake.
1101. *Hon. J. B. Wilson.*] You have stated that the natural oyster beds in the Clarence are in what is termed the lake. Is there a considerably strong tide-way or current in that lake? Not particularly.
1102. Not as strong as in the river? No, except in flood-time; it does not rush so strongly through.
1103. Are you aware whether there are any natural beds in the Clarence—in the river itself? No, I have never heard of any.
1104. How far is this lake in which the natural oyster beds are from the mouth of the Clarence River? I should think it was about four to five miles.
1105. But it is all salt water? Yes, freshened a good deal by the freshes.
1106. But at ordinary times it is salt water? Yes.
1107. And is it from this lake that the lessees get the principal portion of the oysters they send to Sydney? From the lake and the creek that runs into it from the river, which is called the oyster channel.
1108. That is almost the only use they make of the Clarence River? That is all.
1109. *Chairman.*] But they do not consider that any person except themselves has a right to make use of the oysters or the spat in the river or on the mangroves? No.
1110. Although they do not make use of it themselves they claim the exclusive right of the whole—that is their view of it? Yes.
1111. You say there are no natural beds in the river itself: where does the spat come from? From the creek that connects the lake with the river; there are natural beds in the creek.
1112. Does this creek supply the whole of the mangroves with spat? Yes, most of the spat comes out of it; there are a great number of natural beds in the creek.
1113. *Mr. Farnell.*] Is it a creek or an arm of the river? It is an arm of the river going into the lake known as the oyster channel.
1114. When you speak of the area leased in the Clarence, do you mean the whole of it, or only that which is oyster-producing? The whole area of the river; the only portion they make use of is this creek and the lake adjoining it.
1115. That is the only oyster-producing portion? Yes.
1116. Then the fact is that the lessees lease a portion of the river that is not oyster-producing at all? Yes.
1117. *Chairman.*] Is it not capable of producing oysters by artificial means? There are a great many places where there are sandbanks.
1118. I do not say the whole; but are there not places on it where as good oysters could be produced as those which come from the lake? Yes, by artificial means.
1119. Which is the next river to the Clarence that is leased? Port Macquarie is the next.
1120. What do you suppose is the area of Port Macquarie—the whole of the area which the lessees consider to be included in their lease? They consider the whole river is included, the same as in other cases.
1121. What is the area—is it 5,000 or 10,000 acres? It is 4,000 or 5,000 acres or more. I have no means of ascertaining the exact area—I can only give a rough estimate.
1122. What is the nature of the beds and the banks of the Port Macquarie River? The beds are very deep; they are about the deepest there are.
1123. Are they mud? No, it is a sort of small quartz pebble that the oyster attaches itself to in the bed of the river.

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1124. And the banks of the river, what are they? Alluvial for the most part.
1125. There is not much rock there? There is no rock there, except down towards the mouth of the river, where the oysters are very small.
1126. Are there many mangrove swamps? Yes, there are some on the edge of the river.
1127. Is there much spat attaching to them? There was not much when I was there.
1128. Did you see much spat anywhere, on the banks, in the swamps, or in the bed of the river? Very little except in the bed of the river, which is very deep.
1129. Is there much in the bed of the river? Not much, the floods seem to have destroyed the oyster beds to a great extent.
1130. Then it is not a very good oyster-producing river? What oysters there are are very fine, but the floods seem to have destroyed a good many.
1131. There are not so many young oysters going to waste as there are in the Clarence? No, sir.
1132. *Hon. J. B. Wilson.*] Is Port Macquarie under lease at present? Yes.
1133. *Chairman.*] I think it is desirable that we should obtain the fullest information with regard to these rivers, and that you should tell us in addition to the area the rent paid for each lease. What is the rent payable for the Clarence River? £185 a year altogether.
1134. *Hon. J. B. Wilson.*] Have you ever heard that Port Macquarie was very famous for its fine oysters during previous years? Yes.
1135. And the oyster beds you say have been destroyed? Yes, partly; and last year and the year before they got none; but they are working the beds again this year, and getting a few oysters.
1136. What is the rent of the Port Macquarie lease? £310 per annum.
1137. *Chairman.*] What is the next river, Mr. Langham? Camden Haven.
1138. What is the area of Camden Haven? I should think it was some 2,000 acres or more.
1139. What is the nature of its banks and beds? A mud formation generally, and mangroves; and there are natural beds of drift oysters on the bed.
1140. Is there any large extent of mangroves? Yes, a great extent.
1141. Are there a great number of small oysters sticking to them? Yes, a great many.
1142. Have the lessees made use of this spat? Yes, they have laid some of it down.
1143. To what extent do you think? They have laid down somewhere about a thousand bags; they have laid them down on the natural beds.
1144. Merely to grow and fatten? Yes.
1145. But they are not making beds where there were no beds previously? No.
1146. Is there a great deal of this spat going to waste? Yes.
1147. And they have the exclusive right to it? Yes.
1148. And however valuable it might be to others to lay down for growing and fattening, no one can touch it without their permission? No.
1149. *Mr. Farnell.*] When did you first know the Camden Haven River as an oyster-producing river—was it many years ago? It was about two years ago when I first went on to it; I have known that oysters were coming from it for the last five or six years.
1150. Large numbers of oysters were sent from Camden Haven to the Sydney market, were they not? Yes.
1151. Is it a fact that the Camden Haven River beds were worked out some years ago? Not that I knew of.
1152. Are the beds as prolific now as they were some years ago? There are not near so many oysters in them as there were when I first went down there.
1153. That is two years ago? Yes.
1154. Are the lessees over-dredging the beds? Yes.
1155. *Chairman.*] Who are the lessees? Mr. Woodward is the lessee.
1156. What rent does he pay? £170 a year.
1157. Do you mean by over-dredging that he has removed immature oysters—oysters that are too young? No; but they work the beds bare; for instance, when there are a quantity of oysters they put five or six men on, and when the oysters get scarce they knock the men off. When I first went down there were four men working there, now there is only one or two at the outside.
1158. What is the next river, Mr. Langham? The Manning.
1159. What is the leased area of the Manning? 8,000 or 10,000 acres at the least, I should think, or more, but I cannot speak with any certainty.
1160. What is the rent of the lease? £1,150 a year.
1161. What are the banks and beds of the Manning River composed of? Chiefly of mud.
1162. Are there many mangrove swamps there? Not a great many.
1163. Are there many young oysters there? No, there are very few as a rule.
1164. To what do they attach themselves? Chiefly to the beds at the bottom of the river.
1165. To the cultch? Yes. There are mangroves on the south side, but not to any great extent.
1166. Are there many young oysters sticking to the mangroves? No, not any great quantity.
1167. Who is the lessee? Mr. Woodward.
1168. Has he laid down or formed any oyster beds? No.
1169. He has done nothing? No; only worked the natural beds.
1170. Reducing the number of oysters upon them? Yes.
1171. What is the next river? Cape Hawke.
1172. What is the area of Cape Hawke? From 2,000 to 3,000 acres, as near as I can guess.
1173. And what are the banks and beds composed of? Chiefly mud—mud and shell.
1174. Are there any mangrove swamps? Yes, there is a great deal of mangrove about it.
1175. Are there many young oysters sticking to them? Yes, in places.
1176. Who is the lessee of Cape Hawke? Mr. George Clarke. I should say that it is known as Wallace Lake, and not Cape Hawke.
1177. Does he make use of any of this spat? No.
1178. Has he formed any oyster beds? No.
1179. Has he done anything to improve the leased area? No, he is only working the natural beds.
1180. And he has made no use whatever of the young oysters? No.
1181. What is the next river? Port Stephens.

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1182. What is the area, do you think, of Port Stephens? It is a very large place—thousands of acres.
1183. Can you give us some idea of its extent; does it contain 20,000, 30,000, or 50,000 acres? I should think there were from 30,000 to 40,000 acres, or more.
1184. Of what do the beds of the river and its banks chiefly consist; of course in such a large area they must vary considerably? In some places there is rock, and mud and shell banks in others.
1185. Are there mangroves as well? Yes. The rocks are a sort of ironstone.
1186. Are they covered with young oysters, the same as the rocks in Port Jackson? No, but there are a great many oysters there.
1187. And the mangroves—are they also covered? Yes.
1188. Who is the lessee of Port Stephens? Mr. Peter James.
1189. And what rent does he pay for this large area? £150 a year.
1190. For this vast area? Yes.
1191. Has he done anything in laying down and forming new oyster beds? He has laid down, I suppose, one or two thousand bags.
1192. What oysters were they? They were chiefly taken from the mangroves.
1193. Can you tell us what proportion the oysters he has laid down bear to the oysters on the rocks and mangroves? They bear no comparison to those that are left. I could not tell you what is the proportion.
1194. But out of this vast area 1,000 or 2,000 bags would be a mere nothing? Yes, you could not tell where they were taken from.
1195. And are there good layings, as they are termed in England, in the Port Stephens River, where young oysters removed from the rocks would grow and fatten? Yes.
1196. There must be a large extent of good layings in such an extensive area? Yes, there are several places where they could be laid down.
1197. And all these oysters that are now going to waste might be converted into excellent food? Yes.
1198. What is the next river? Lime-burner's Creek.
1199. And what is the area of that? About 500 or 600 acres.
1200. Who is the lessee? Captain Griffin.
1201. What rent does he pay? £2 10s. per annum.
1202. Has he done anything in connection with laying down or forming oyster beds? He has done a great deal for a small place like that.
1203. What is the nature of the beds and banks of Lime-burner's Creek? Chiefly mud.
1204. Are there any mangrove swamps? There is very little mangrove.
1205. Is there any rock? There is a little rock and a little mangrove, but not much.
1206. Does he utilize the spat? Yes, all he can get of it. Some time back he wished to get some of the spawn from the rocks on Port Stephens, but he told me that the lessees refused to let him have any.
1207. They preferred to see it going to waste rather than allow him to utilize it? Yes, they would not allow him to have anything at all to do with it.
1208. *Hon. J. B. Wilson.*] Does not Lime-burner's Creek flow into Port Stephens? Yes.
1209. *Chairman.*] Then Captain Griffin is the only lessee who has strictly complied with the terms of the Act? Yes, he is the only one that I know of.
1210. *Mr. Farnell.*] Is his lease a natural oyster bed? Yes, a portion of it.
1211. *Hon. J. B. Wilson.*] Has Captain Griffin been successful in his laying down? He made a claim on the mangrove swamp, and the back water used to come in and smother the oysters with mud; he had to take them away.
1212. You say they were smothered by mud, but had he formed a proper bed of cultch for the oysters? No, he had left the natural bed for them.
1213. What is the next river? The Newcastle River.
1214. What are the beds and banks of the Newcastle River? Shell and mud.
1215. And rock? No, there is no rock there.
1216. Are there any mangrove swamps? There are some, but very few.
1217. What is the area of the lease? 10,000 or 12,000 acres I should think.
1218. Who is the lessee? Mr. Gibbins.
1219. What rent does he pay? £775 a year.
1220. Has he carried out the conditions required by the Act, as regards laying down and forming oyster beds? No, he has never done anything beyond working the natural beds since he has had it.
1221. He has done nothing to improve it? No; he has shot a few oysters here and there at different times when he has been shifting them, that is all.
1222. Have you any idea what condition these oyster beds were in before he leased them—were they over-dredged, or in good condition? The river was closed for two years, but it was worked just as much during that time as it was before.
1223. Has it been improved since Mr. Gibbins leased it? No, I think it is becoming worse, and that it ought to have a spell.
1224. Then the object of the Act in his case has not been carried out? No.
1225. Are there many young oysters in the mangroves and banks: I think you said there were no rocks? They mostly stick to the ballast; the banks have been cut up for building to a great extent.
1226. *Hon. J. B. Wilson.*] How far from the mouth of the Hunter are the principal natural beds? About $2\frac{1}{2}$ to 3 miles.
1227. Are none of them higher up? They extend about two miles further up the main river to the upper end of Mosquito Island and Limeburner's Bay.
1228. *Chairman.*] What is the next river? Lake Macquarie was leased, but it was thrown up.
1229. It is not leased at present? No. The next river is Broken Bay.
1230. What is the area of Broken Bay? It is a large place; I should think some 8,000 to 10,000 acres.
1231. Who is the lessee? Mr. Gibbins.
1232. What rent does he pay? £127 a year.
1233. Are there many oysters sticking to the rocks and mangroves at Broken Bay? There are a great quantity sticking to the rocks there.
1234. Are the rocks at Broken Bay as thickly plastered with young oysters as the rocks in Port Jackson? Yes, there is ten times as much in some places.

1235. Are there any in the mangrove swamps? Not a great many; there are on the Brisbane Water side. Mr. Gibbins only uses the Hawkesbury; he does not use the Brisbane Water side at all.

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1236. I am not asking you what he uses, but what he claims an exclusive right to? He claims a right to the whole of it.

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1237. Then were you right in stating that the area to which he claims exclusive right is 10,000 acres? I should say it is a good deal more, but I have no means of ascertaining the exact area.

1238. How much do you think then he can claim under his present lease? I should say 20,000 acres or more.

1239. And in this area there are mangrove swamps as well as rocks? Yes. It is to the rocks chiefly that spawn attaches; there are mangroves, but most of the young oysters are on the rocks.

1240. Does Mr. Gibbins make any use of these young oysters? He lays some of them down for a few months and shifts them—that is all.

1241. The oysters are knocked off the rocks and mangroves, and he lays them down to a small extent? Yes.

1242. Have you any idea to what extent he does this? He has laid down perhaps 4,000 or 5,000 bags there—that is all.

1243. Now, can you give us any idea what proportion those he has laid down bear to the oysters remaining on the rocks and mangroves? No proportion at all; you could not tell where they were taken from.

1244. They are like a mere drop in a bucket of water? Yes.

1245. Then there must be a vast quantity of young oysters going to waste? Yes; I think there is enough spat in Broken Bay to supply half the rivers working at the present time.

1246. What is the next river leased? George's River comes next.

1247. What do you think is the area of the George's River lease? I should think about 5,000 or 6,000 acres at least.

1248. Including Botany Bay? No; there must be 20,000 acres, or more, including Botany Bay.

1249. Who is the lessee? Mr. Albert Emerson.

1250. What rent does he pay? £131 a-year.

1251. Does he claim the whole of Botany Bay as well as George's River? Yes.

1252. And all the creeks running into it? Yes.

1253. And you estimate the area at 20,000 acres? Yes, or more.

1254. What do the beds and banks consist of? Chiefly rock.

1255. Are there many young oysters sticking to the rocks? Yes, a good few.

1256. Does Mr. Emerson carry out the conditions of the Act as regards laying down and forming oyster beds? Yes; he has laid down a large bed in front of his place.

1257. Young oysters taken from the rocks and mangroves? Yes; most of them off the rocks.

1258. Can you give us any idea what proportion the oysters he has laid down bear to those which remain on the rocks? You would hardly miss them from the rocks where they were taken.

1259. Then there are a great number of oysters left on the rocks which might be converted into valuable food, if they were placed on suitable ground where they would grow and fatten? A great many on the George's River, below high-water-mark, grow themselves; they are not so thick there as in some places.

1260. What was the general character of the oysters on the natural beds in Botany Bay and George's River, before they were leased? I could not say what they were before they were leased.

1261. *Hon. J. B. Wilson.*] Had they the reputation of being very fine oysters? Yes, always.

1262. Then, would not you gather from that that there must be some quality in connection with Botany Bay and George's River that would make them suitable places for laying down oysters and forming beds? Yes.

1263. Has Mr. Emerson succeeded with the oysters he has laid down—have they grown well? Yes, very well.

1264. Which is the next river that is leased? The Shoalhaven River.

1265. Who is the lessee? Mr. Johnson.

1266. What do you estimate the area of his lease to be? From 5,000 to 10,000 acres or more; there is a good extent of it, because there is the Crookhaven River as well.

1267. What are the banks and beds of the Shoalhaven River? Chiefly mud.

1268. Are there any mangrove swamps? Yes, a great deal of mangrove.

1269. Are there a great many young oysters on the mangroves? Yes, great quantities.

1270. What has the lessee done in connection with laying down and forming oyster beds there? He has laid down a few oak saplings at different places, to put oysters on, but he has made very little improvement—he generally takes the young oysters off the mangroves and lays them down in deep water to grow, but he does not leave them there for any length of time.

1271. He has not made improvements to any large extent? No.

1272. What proportion of the oysters on the mangroves does he take off? You could hardly notice what he takes away.

1273. There are so many of them? Yes; and they grow very fast. I have seen places where they have been taken off, and six months afterwards you would not know that any had been taken.

1274. But in the places where he lays them down they do grow, only that he does not leave them there long enough? No only for a few months.

1275. And he persists in sending oysters to Sydney in an immature state? Yes.

1276. Are there many suitable places for growing oysters on this river? Yes.

1277. Where they would grow and fatten well? Yes.

1278. What is the next river? Durass Lake.

1279. Who is the lessee? Mr. Bartley.

1280. What rent does he pay? £5 a year.

1281. What is the area of the leased ground? I should think about 1,000 or 1,500 acres or more.

1282. What is the nature of the banks and beds of the river? Chiefly mud and swamp.

1283. Are there any mangrove swamps? No.

1284. To what does the spat attach itself? To the whelk.

1285. Are there any good oyster beds there? Yes, the oysters are very fine there.

1286. What is the difference in the beds since they were leased—have they improved or otherwise? They are greatly improved since they were leased.

1287.

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1287. Does the lessee lay down much spat? He generally employs the blacks; they go round the lake and pick the young oysters off the rocks and throw them into deep water, and those which grow on the whelks which are in very shallow water are thrown into deep water also.
1288. And there are very fine oysters there? Yes, very fine.
1289. What is the next river? The Clyde.
1290. Who is the lessee of the Clyde? Mr. Gibbins.
1291. What rent does he pay? £135 a year.
1292. What is the estimated area of the Clyde lease? I should think 6,000 or 7,000 acres or upwards of that.
1293. *Hon. J. B. Wilson.*] Does that include Bateman's Bay? No.
1294. *Chairman.*] What are the banks and beds of the Clyde? Chiefly mud and mangrove swamps.
1295. There is not much rock there? Yes, there is rock too, a sort of slate rock.
1296. Are there many young oysters on the rocks? Yes, a great quantity.
1297. And on the mangroves also? Yes.
1298. What has the lessee done towards laying down and forming oyster beds? Very little; they have almost stripped the whole of the place. Some time ago they laid down a great quantity, but they have been taking them so quickly that the beds are nearly bare now.
1299. How long have they been laid down? About twelve months.
1300. And were they in a state of perfection when they were taken up? No.
1301. They were in an immature state? Yes, small-sized chiefly.
1302. Not fit for the market? No.
1303. But still they were sent to market? Yes.
1304. And now you say the oyster beds have been stripped bare? Yes, most of them.
1305. Does not the lessee employ any men to take the young oysters off the rocks to lay down? No, he has only one man there.
1306. What could one man do, supposing his whole time were employed in taking the oysters off the rocks and mangroves? He could not do a great deal; the blacks are generally employed.
1307. But you say there is only one man employed at present. I want to know what he is doing now and what can be done—that is to say, what proportion of the young oysters is taken for planting, and what proportion remains? Of late they have been taking the spat off the mangroves and sending it to Sydney and destroying the rest. When the blacks come, unless they are watched, they generally take the young oysters ashore off the mangroves and cull them and leave the rest to die. They will get a boat-load at a time and take them ashore to cull and leave the rest there.
1308. Do you mean that they are acting under the authority of the lessee, that they take the oysters from the mangroves, large and small, and when they have got them ashore they select the large ones to send to Sydney, and leave the smaller ones to perish? Yes, they generally employ the blacks to get them by the bag.
1309. Is that done to a large extent? Yes, there is a great deal of it lately.
1310. With respect to the larger oysters, what do they do with them? They send them to market.
1311. But are they marketable? Well there are people who buy them.
1312. That is not an answer to my question. Are they marketable, in your opinion? No, they are not.
1313. They are not such as should be sold for human food? No.
1314. But if laid down on suitable soil they would grow and become fat and good oysters? Yes.
1315. *Hon. J. B. Wilson.*] Were there not natural oyster beds in Bateman's Bay? There never were any in the bay; the bar separates it from the river.
1316. *Chairman.*] What is the next river, Mr. Langham? The Tuross.
1317. Who is the lessee? Mr. Martin.
1318. Is that the gentleman who was examined by us the other day? No, that was Mr. Bell, his partner.
1319. What is the area of the Tuross? From 2,000 to 3,000 acres, or more.
1320. And what is the rent of it? £135 a year.
1321. What are the banks and beds of the river? Rock and mud chiefly.
1322. Are there many young oysters sticking to the rocks? A great many in places.
1323. Are there any mangrove swamps? Yes, to a very small extent.
1324. Have the lessees done anything in laying down and forming oyster beds? No, they have been chiefly working the natural beds, that is all.
1325. Are there very many young oysters going to waste on the rocks? Well, there are a good few that could be made use of.
1326. Those that the lessees remove from the rocks are a mere nothing to those that are left? No; I do not know that they do remove any.
1327. But they would not allow any one else to remove them? No.
1328. What is the next river? Brow Lake.
1329. Who is the lessee? Mr. Martin has that also.
1330. What rent does he pay for it? £35 a year.
1331. And what do its beds and banks consist of? Chiefly mud.
1332. Are there any mangrove swamps? There is very little mangrove.
1333. To what does the spat chiefly attach itself? Most of them are mud oysters there.
1334. There is not much cultch there or dead oyster shells? No; there are a few stones here and there, but the place has not been worked for some time, and the freshes seem to have killed the oysters.
1335. Has the lessee done anything to improve his lease by laying down and forming oyster beds? No; it was formerly leased to a man named Brown, and he sold it within the last twelve months to Martin.
1336. Has it improved since it was leased by the Government? It seems to be in about the same state; very little has been done to it.
1337. All they seem to care about is to get as many oysters as they can out of it? That is all.
1338. What is the next river? That is the whole of them.
1339. Have you considered whether it is to the interest of the public to lease such large areas to one person or one company? I think not.
1340. Do you not think there are a number of persons who might make a good living out of these oyster-bearing rivers, if they were leased in small areas? Yes, smaller than they are at present.

1341. I wish to call your attention to some evidence given by Mr. Knight, before a Select Committee of the Legislative Assembly in 1867. In answer to a question from my honorable friend Mr. Wilson—"What extent do you think each bed should be?" Mr. Knight says,—“I think two acres would be plenty;” and in reply to a question put by the Chairman—"Do you think 2 acres would be a sufficient extent to afford a comfortable subsistence for a man with a family, through the whole year?" he says—"Yes, after the first three years, when it came into full bearing." Now, I wish to have your opinion, as a practical man and the Inspector of Oyster Beds in this Colony, on the subject of Mr. Knight's evidence, as to whether 2 acres would be sufficient to afford a comfortable subsistence for a man with a family during the whole year? I think it would be too small myself.

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1342. Have you any idea how many oysters can be planted upon 1 acre of ground? That depends upon whether you can get suitable ground.

1343. Mr. Knight states, in answer to another question by Mr. Macpherson, as to the rates obtained for small oysters beds in England,—“A bed of 3 or 4 acres in some cases would fetch as much as £50 or £100, but they are old-established places which have been planted, where there are adult oysters for spawning, &c., &c.” You think 2 acres would be too little? It depends entirely upon where it is; I think it is rather small myself.

1344. It is when compared with the 8,000 or 10,000 acres in some of these leases; but supposing it were extended to ten or twenty times that size, which would be 40 acres of good oyster ground, with the privilege of getting oysters off the rocks or mangroves, do you think a man would be able to make a good living out of it? Yes; of course I do not consider the whole of these 10,000 or 20,000 acres in these leased rivers as good oyster ground.

1345. No, you have spoken of them as the entire areas claimed by the lessees? Yes.

1346. Is it not the very same in respect to squattages—every acre on a run is not available—only a certain portion of it? Yes.

1347. Do you see any objection to the Government licensing persons, on the payment of a small fee, to remove the spat from the rocks and mangroves, and sell it to persons to lay down and fatten? That would not answer in every case, because in many instances private individuals would not allow these men to go in front of their residences or their orchards for that purpose; they would not care to have persons of unknown character trespassing on their property in that way.

1348. There might be exceptional cases of that sort, but how few of the rivers of which you have just given us an account have orchards or private residences fronting them? No, but all those rivers do not grow spawn to the same extent.

1349. But before these leases were granted any person might go on these grounds and get spat. What I wish to know is, whether you see any objection to restore these old oystermen's rights by means of licenses, the same as those granted for cutting timber? I see no objection, if they could be strictly confined to collecting spat.

1350. Would you not have a better check upon them if they had licenses than if they were without them: you could cancel the license if they did not stick to it? Yes, it might be done in that way.

1351. Do you not think, looking to the interests of the general public as well as to the interests of the oystermen, that it would be a mutual advantage, that a number of men should be able to earn a comfortable subsistence for themselves and their families by collecting the young oysters from the rocks and selling them for growing and fattening purposes? I think it would be better to reserve certain places for the purpose of collecting spawn, than to give them permission to go anywhere they liked. I would have certain places specially reserved for that purpose like Broken Bay or a portion of Shoalhaven, or the lower portion of Sydney Harbour.

1352. Do you see any objection to their getting spat off the rocks in Sydney Harbour or Middle Harbour? I think many private gentlemen would object to these men going in front of their places.

1353. But supposing those places were reserved, wherever, for instance, there was a wharf or jetty on private property, would you see any objection then? No, not in cases where it would not interfere with private property.

1354. Don't you think it would be the means of utilizing the large number of young oysters that are going to waste, besides providing valuable food? Yes, no doubt it would.

1355. Which will never become valuable as long as it remains where it is? No; there are places where the spat will grow; for instance, on the Parramatta River up to half-tide.

1356. Up to low-water-mark? I have seen fine oysters in the Parramatta River 2 feet above low-water-mark.

1357. But although some of the spat may live and become good oysters, there is a great deal of it that is lost? Yes.

1358. Which could be utilized if removed and planted on good laying ground? Yes.

1359. If it is found to answer well in France, as it is, and unlimited liberty is given there to persons to collect young oysters from the rocks, do you see why we should have more stringent regulations in this country? No, I do not see why.

1360. And are you not aware that in Kent, in the neighbourhood of the Whitstable Company's ground, on the Commons, there are men, women, and children constantly engaged in knocking oysters off the rocks as small as a threepenny bit, and selling them. Don't you think a similar system should be adopted here? I don't think there is any occasion for it here for a long time, because there is plenty of spat to last for a number of years.

1361. But you tell us that Captain Griffin was desirous of obtaining spat from the rocks on the adjoining lease in order to utilize it, and the lessee would not allow him. Do you think, then, that it is premature to adopt such a system? I think there might be reserves made in the different rivers on purpose to collect spat.

1362. Do you think it would be good policy to reserve a portion of every river, which should never be dredged, and from which spat should not be taken—a reserve solely for breeding? Yes, I think a portion should be reserved for breeding purposes.

1363. Are you aware that in France a portion—either one-fourth or one-fifth—is reserved by the Government for that purpose? Yes, I believe it is the case.

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1364. Then do you think it would be expedient to adopt a policy of that kind here, and to reserve either one-fourth or one-fifth, which should neither be open to the dredger or to the oystermen employed in knocking the oysters off the rocks? Yes, I think it would be; I think it would prevent disputes arising from persons taking spat off each other's ground. I think permission might be granted to take away a certain quantity, such as the Inspector might consider necessary for the purpose required, because a person might go to a place and take away oysters, and say they were for breeding, instead of which he might use them or sell them for eating.

1365. But would it not be desirable, in granting these licenses to take oysters off the rocks and man-groves, to limit them to a particular river, and not to allow the men to wander about from one river to another under one license? I think the licenses should be given for a certain time and for a certain river.

1366. Then in granting these licenses, would you allow, as they do in France, children of a certain age and unmarried daughters to be employed in collecting the spat? I don't know about the boys, but girls and young women I think ought to be left out.

1367. But if the parents go out, why should they not take their daughters with them? I hardly think that would be advisable.

1368. Are you aware that some of the witnesses examined here on a previous day recommended that licenses be issued to persons to get oysters off the rocks? I would sooner see them licensed to go on the rivers and get oysters by the bag than to get them in that way.

1369. I was coming to that. Do you not think it desirable to have two different kinds of licenses—one for those who dredge and another for those who knock the oysters off the rocks? I think a great many who had licenses to take oysters off the rocks would dredge; I don't see how you could prevent it. My idea is to reserve certain places especially for spawn.

1370. Do you see any objection to the Government alienating either by lease or sale small portions, say 20 or 40 acres, or whatever extent may be decided upon, and to let the holders have the exclusive right to the ground, either for a long term of years or for perpetuity? I should say for a long term of years, subject to improvements; I would not allow a person to take up a lease and do nothing with it.

1371. You are aware of the conditions in the Lands Alienation Act, are you not—that when a person makes a conditional purchase, one of the conditions is that he shall improve it to a certain extent within three years? Yes.

1372. Do you see any objection to the introduction of a similar condition into an Oyster Bill? No, I don't see any objection.

1373. That is to say, he holds the lease under a condition that improvements shall be made upon it, subject to the approval of the Minister, equal to those which would be required on dry land. How would that answer, do you think? I think it would answer very well.

1374. Now with regard to Crown lands on the shores; do you see any objection to conditional purchasers selecting land under water as well as dry land? No, I do not see any objection; I understand you to speak of places for artificially cultivating oysters.

1375. Yes, what I wish to know is whether it is not as desirable for the Government to encourage oyster cultivation as well as agricultural or pastoral pursuits? Yes, the only thing is that the law would have to be very stringent.

1376. Would it require a more stringent law than that now in force for the conditional purchasers on dry land? Well, you can see better what is done on dry land than you can under water, and persons would be taking oysters from their neighbours' ground.

1377. Could they not just as well steal from their neighbours' orchards or farms? Yes, but that would be noticed much quicker than stealing from an oyster bed.

1378. What depth would such beds be? They would vary from 3 feet upwards.

1379. At what depth can you see the bottom of the beds—4, or 5, or 6 feet? No, the water does not run nearly so clear on the northern rivers as it does in the George's River and about here.

1380. Then you think the great fear is that a person might be robbed and not know it? Yes; that has been the case with Captain Griffin on Limeburner's Creek.

1381. He has been robbed? Yes, repeatedly, and he knew nothing about it until he went over the ground and found it out.

1382. That deals with a separate question—the best mode of protecting the oyster beds—but it does not appear to me to affect the present question more than it does the protection of orchards or farm-yards. You may have read the other day the speech of a bishop who boasted of having robbed orchards when he was a boy at Parramatta. That can always be prevented. Do you think if proper protection were afforded and persons were allowed to select land under water as well as above water that oyster culture might be carried on in connection with farming? Yes.

1383. And that it would be very advantageous, as when a person was not employed in working his farm he might turn his attention to his oyster beds, and in that way increase his prosperity and happiness? Yes, a great many oysters might be grown in that way.

1384. You see no objection to it, except on the score of oyster-stealing? No.

1385. You think there is a great deal of stealing going on? Yes.

1386. What is your opinion as to the best mode of prevention: do you think that if persons were not allowed to remove oysters without a pass, as in the case of cattle and sheep, the practice would be checked? Yes, that has been an idea of mine for a long time past—that the men should all be licensed and the boats marked. I think all the men employed by the lessees to remove oysters should have a permit.

1387. Is not the receiver, knowing the goods to be stolen, as bad as the thief? Equally, if not more so.

1388. Is it not possible to put a stop to this stealing to a great extent by issuing licenses to these oyster-dealers, and obliging them to do the same as the butchers are compelled to at slaughter-houses—keep a record of all that they purchase from the oyster merchants? Yes, I have had that idea for some time back.

1389. Just carrying out the same precautions which are adopted in connection with cattle and sheep? Yes, or something similar to them.

1390. Don't you think a great improvement could be made in the Oyster Act by adopting the precautions which are provided in connection with other industries; for instance, for cutting timber a license is required, and for getting oysters off the rocks a license would be required; with respect to the droving of cattle or sheep a pass is required; with respect to the removal of oysters from one place to another a pass would be required; also, for slaughtering cattle and sheep a license is required; and a record has to be

be kept; so in respect to the sale of oysters, a license would be necessary as well as a record of all oysters purchased. If these precautions were carried out, do not you think oyster-stealing, and also the sale of improper oysters, might be put a stop to? Yes, I think so.

Mr. W. J.
Langham.

21 Nov., 1876.

FRIDAY, 24 NOVEMBER, 1876.

Present:—

Hon. J. B. WILSON,

J. S. FARNELL, Esq.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. George Haiser called in and examined:—

(Some fresh samples of oysters were exhibited.)

1391. *Chairman.*] Have you had any experience in oyster culture, Mr. Haiser, either in this Colony or in Europe? Yes; in this Colony. Mr. G. Haiser.

1392. For how long? About twenty years. 24 Nov., 1876.

1393. In what part of the Colony? On the Clyde and Tuross Rivers, and on Durass Lake, and also on the Tomago. I have also dredged on several creeks to the north of Bateman's Bay.

1394. Have you known all those rivers for twenty years? I have worked on them, sir.

1395. What was the state of those rivers at that time? Very good, sir.

1396. And what state are they in at the present time, as regards the oyster beds? In a very poor state.

1397. They have fallen off very considerably during that time? Yes.

1398. With regard to the quality of the oysters, are they equal now to what they were twenty years ago, in size and meat? The meat is equal and the dredge oysters are as large, but the bankers, which used to be as large as the dredge oysters, have fallen off a good deal, and are not nearly so large now.

1399. The object of my question was, to ascertain whether they are inferior in quality as well as in quantity, to what they were twenty years ago? Yes.

1400. And to what do you attribute this—to over-dredging? To taking them away constantly to market without saving the young ones.

1401. Taking them to market before they were full-grown? Yes.

1402. In an immature state? Yes; it does not matter to them—they take them off just as they come.

1403. Have many of the oysters on those rivers been burned for lime? Yes, a great many.

1404. And that partly accounts for the decrease in quantity? Well, I would not exactly say that the lime-burning accounts for it.

1405. Partly, I suppose? Yes, partly.

1406. Are all these rivers which you have mentioned leased at the present time? Yes, the Clyde, Tuross, and Durass Lake; the Moruya and Tomago are closed, and also the Cullendulla.

1407. What was the state of those rivers before they were leased? Very good.

1408. Then the lessees have not improved them, have they? I cannot see it.

1409. Are they in a worse state than they were when they were first leased? Well, I have not examined them lately, and I could not say.

1410. *Mr. Farnell.*] Do you know as a matter of fact whether they are better or not? No, I do not.

1411. *Chairman.*] Do you know whether the lessees have removed large quantities of oysters from them? Yes, at times, when the market requires them they come in plentifully.

1412. Can you tell the Commission what kind of oysters have been removed—were they full-grown or very young? All sizes.

1413. Are you aware that in England they have different names for the oysters according to their size, in the same way that cattle of different ages are called calves, heifers, steers, and so on; thus, oysters one year old are called spat, at two years old they are called brood, at three years ware, and only when they are four years old are they called oysters and considered marketable? Yes.

1414. Now, what age were these oysters that were removed by the lessees from the rivers you speak of? It would be rather a difficult matter for me to say.

1415. Have there been any brood or ware, that is two or three year old oysters, taken away? Yes, I believe so.

1416. Have many of them been taken? Yes.

1417. And are there many taken away at the present time? I could not be certain, without going there to see; but I know that when I worked on the rivers before they were leased, there were very nice oysters growing on the rocks, and they have fallen off since, and are now something similar to the oysters now exhibited. The shells are very tender, and you have to be very careful in taking them off. When they take them off they don't look much to the age of the oysters, but how they can get a bag of them.

1418. What is the nature of the banks and beds of those rivers—are they rock or soil chiefly? There is gravel and mud and sand.

1419. Are there many young oysters sticking to the rocks, where there are rocks, or to the mangroves in the swamps? Yes.

1420. A great many? Yes.

1421. Do the lessees make any use of them? If they are large enough they send them to market.

1422. What do they consider large enough or old enough? Something similar to those now exhibited.

1423. How old do you think they are when they send them to market? Well, to the southward they don't breed so fast as they do to the northward. It would take fully five years on the Clyde before they could possibly be sent to market.

1424. Before they were full-grown? Yes.

1425. And do the lessees wait till they are five years old before they send them to market? I could not say that.

1426. Can you give us any idea of the age of the oysters when they are removed from the rocks and mangroves? It would be impossible for me to say without continually watching them.

1427. Well, now, as a rule are these spat which stick to the rocks and mangroves utilized? Well, when they work among these mangroves they smash these small oysters, so that they are wasted.

- Mr. G. Haiser. 1428. Would it not be possible to save them and to plant them on good ground so as to make them marketable oysters? Yes.
- 24 Nov., 1876. 1429. Then there is a great waste of young oysters? Yes.
1430. Do you think it is desirable in the public interest to lease these oyster-bearing rivers in such large blocks as are leased at the present time? I should think not.
1431. Do you think that if persons were licensed to get oysters off the rocks and mangroves, and licensed also to dredge for oysters, that it would conduce to the public interest and provide employment for a large number of persons? Yes, it would give employment to a good many, and each man could lay down the small stuff and cultivate the oysters, which is not done at present. There are plenty of places where if this small stuff was laid down natural beds would be formed, and that is what is wanted.
1432. Do you think also it would be desirable that the Government should alienate suitable places for fattening purposes, where the young oysters could be laid down to grow and fatten? Yes, that is my view of it.
1433. You think that would be desirable, and that it would increase the production of oysters? I think so.
1434. Do you think it would cheapen the price to the consumer? Yes.
1435. And that it would give a great deal of employment to dredgers and others having layings suitable for young oysters, besides largely increasing the supply of wholesome food for the public? Yes, sir, that is my opinion. Some years ago when I used to work on the rivers and I had seven or eight men working for me, I used to save the small stuff and place it on nice shingly beach; and after a certain time—about two years afterwards—I used to have nice little beds there that looked splendid.
1436. What do you think would be a reasonable fee to charge oyster-dredgers and oyster-gatherers from the rocks and mangroves, and also for the use of licensed boats? Including them all?
1437. No, separately; say the oyster-dredgers, for instance; do you think £2 or £3 would be too much? No.
1438. You think £3 a year would not be too much for dredging? No.
1439. Would you suggest that the boats should be numbered, so that no foreign boats could be used in the trade? Yes.
1440. Would you suggest that a small fee should be charged for licensing each boat—say £1, £2, or £3? That would make it rather heavy.
1441. Is it desirable, do you think, to take any notice of the boats at all for the protection of the trade? Oh, yes; by giving licenses and numbering the boats.
1442. Then what do you suggest as a reasonable fee for those who take oysters off the rocks and mangroves? I think there should be no difference; I think one should be as much as the other.
1443. You would have them each £3 a year? Yes.
1444. And you think they would make a comfortable living paying a license fee of £3 a year? They would.
1445. Do you think that fee should include their families, their wives, and children up to a certain age? Yes; sometimes it would be rather awkward if a man had big strapping sons.
1446. I was merely speaking of the general principle. I may mention what I had in view. The rule in France is that the wives, and unmarried daughters and sons under fifteen years of age, are included. Do you think a similar regulation would be suitable to this Colony, and that a license fee of £3 a year should comprise the wives, and unmarried daughters and sons under fifteen years? I should not like to recommend it.
1447. What would you suggest then—it is only a matter of detail? I think that every man having a boat should pay a license fee; but if he has a man with him, it is a question whether you should license the two men or the boat.
1448. What would you suggest? I would suggest that every man who goes in the boat should pay £3.
1449. And you think they would not object? No.
1450. And the effect of this would be to give additional employment to labouring men and their families, and also to cheapen the price of oysters? It would.
1451. Do you consider oysters wholesome food? I do, sir.
1452. Are they generally eaten as food to your knowledge by the labouring classes? Down our way where they cannot get meat plenty of families live on them; but now the rivers are leased, they are prohibited from using them. They are threatened with the law, and of course they cannot get them unless they do it when they are not seen.
1453. Unless they steal them in fact? Yes.
1454. But formerly they almost lived upon oysters? Yes, a good many families.
1455. You have not had sufficient experience of large towns like Sydney to say whether they are a common article of food among labouring families? No, I could not say.
1456. *Hon. J. B. Wilson.*] Are any of the natural beds in the rivers you have mentioned still productive and in good condition? Yes.
1457. Are they in as good condition as they were formerly? No.
1458. Is their deterioration produced by over-dredging? Yes.
1459. Do the lessees of these rivers take any pains to return the young oysters or ware to the beds when they are taken out, or do they take all the oysters to the bank and sort them and leave the young oysters to die? That is the general custom. They cull them on the bank; sometimes they cull them in the boats.
1460. Do the lessees as a rule pay much attention to the oysters, or do they employ men to get them at so much a bag? They employ blackfellows and others to get them by the bag.
1461. And they do not care where they get them or how? No.
1462. You have stated, in answer to the Chairman, that some years ago you laid down young oysters in certain localities, and that they grew and fattened in about two years? Yes.
1463. What was the nature of the soil on which you laid them? It was a shingly beach close to the mud.
1464. That is to say, the banks were mud, although under water it was a shingly beach? No, the banks were shingle, but a little way from low-water-mark it was mud.
1465. Were these young oysters laid down in a locality where much fresh water mixes with the salt, or in purely salt water? In purely salt water.
1466. Have you ever known oysters to grow and fatten in the sea without an intermixture of fresh water? Yes, I have sent oysters to market that came from outside the bar, which grew entirely in the open sea on the rocks among the bumborers.

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1467. Were they of large size? Yes; nice, cuppy oysters.
1468. Are there many places on the Clyde or Tuross Rivers where artificial oyster beds might be formed; and where, if oysters were laid down, they would thrive? Yes.
1469. Are there any of these swamps that you think would be suitable for the formation of artificial beds? Yes, plenty of them.
1470. If these swamps were leased for a sufficiently long term of years to encourage the lessees to lay out money upon them, how many acres do you think should be comprised in one lease? About 5 acres I should think.
1471. Do you think 5 acres cultivated in that way would give a sufficiently good living for a family? Yes, after the first three or four years.
1472. Have you ever thought what length of lease ought to be granted by the Government in order to thoroughly remunerate these persons for their outlay of time and money; do you think thirty years would be too long? No, I think it should not be less than twenty or thirty years; a great deal of money has to be spent on these places, and a man would get nothing out of them in less time than that.
1473. And you think a lease of thirty years would not be too long? I do.
1474. Supposing the Government should decide upon leasing these swamps in that way, do you think there are many persons of sufficient enterprise who would be willing to lease them, and to go into the business? Oh yes.
1475. There are a great many of these swamps about the Tuross River and the other localities you have mentioned, are there not? Yes, a great many about the Tuross, and a great many about the Clyde River, as well as all the rivers I have named.
1476. Are these swamps pretty much of a black clay soil? Yes, black clay.
1477. Have you any idea of the depth of that soil? It is very deep.
1478. But still not so deep but that a bottom could be formed by laying down shells and stones, or other material; there would be no difficulty in doing that? No.
1479. Has any person, as far as you are aware, attempted to make oyster farms in your part of the country? No. I intended several times to cut a trench into my ground, but I was afraid of being interfered with.
1480. By whom? Mr. Gibbins.
1481. Then you have some land down there? Yes.
1482. And you think it is suitable for the cultivation of oysters? Yes.
1483. And the only difficulty is the digging a trench to allow the salt water to get to your ground? No, there is no difficulty about the trench, but Mr. Templeton, a neighbour of mine, laid down some oysters on his land, and the lessee, Mr. Gibbins, claimed them as his property.
1484. Do you think that if these rivers, the Tuross and the Clyde, were closed for a year, the beds would improve? Of course they would get larger.
1485. They were closed for some time, were they not? No.
1486. Not the Tuross River? No. I always found that the oysters will grow best the more you work them. The rock oysters grow very thick, and when they are separated they have more room to grow.
1487. When do the oysters spawn on the Clyde? Generally between January and February.
1488. Do they spawn more in January and February than in other months? Yes.
1489. Then you would say that January and February are the spawning months on the Clyde? Yes.
1490. Do they spawn during the same months on the Tuross? That depends upon how the beds are situated. If the morning sun plays upon them they spawn much sooner than they do in beds which are shaded and do not get the sun till mid-day.
1491. But, generally speaking, the spawning time is the same on the Tuross? Yes, about the same, or a little later.
1492. Do you think that oysters spawn at the same time throughout the Colony? I do.
1493. *Mr. Farnell.*] You say that you have been dredging oysters some twenty years ago? Yes.
1494. From what rivers? From the Tuross, the Clyde, Durass Lake, Tomago, and Cullendulla.
1495. Did you dredge these oysters for the market? Yes.
1496. How many men did you employ? Sometimes five or six, sometimes less.
1497. How many years were you dredging in this way? About fourteen years at all events.
1498. You were dredging the natural beds? Yes, in deep water.
1499. Did you ever lay down young oysters on these natural beds? No, not on the natural beds.
1500. Then did you dredge them from the natural beds and put them elsewhere to grow and fatten? No; when the market was glutted I would dredge them and lay them down on any suitable place where I could take them up easily for the market.
1501. Then you have never done anything in the cultivation of oysters? No. Sometimes I laid down small stuff, but I did not make a practice of it.
1502. How old were the oysters you laid down? About twelve months old.
1503. How many did you lay down at a time? That is more than I can remember. Perhaps a couple of bags of culled oysters.
1504. Then you used to cull the small oysters from those you dredged from the natural beds, and then lay them down? Yes.
1505. Where did you lay them? On a shingly beach.
1506. What would the culling amount to? About a couple of bags.
1507. A couple of bags per day? Yes, every evening that I had been dredging.
1508. What was the extent of the beach? There was a frontage of about half a mile.
1509. By what width? About 10 feet.
1510. Did you occupy the whole of the ground with these culled oysters? No; we had an understanding amongst ourselves that we should not interfere with each other.
1511. How many persons were there, besides yourself, who made use of the beach? I should say there would be fifteen or twenty in different places. Of course we kept them separate.
1512. Now, do you know that at any one time this beach was ever strewed with oysters that had been culled? No, sir.
1513. How long did you allow the oysters to remain there? Until such time as I required them for the market.
1514. I want some definite information as to the time you left them there? I can only make a guess.

- Mr. G. Haiser. 1515. Did you leave them for a month, or a year, or two years? Two or three years. I never expected this small stuff to grow much; I simply threw them down to see what they would come to.
- 24 Nov., 1876. 1516. They were the cullings of the oysters which you dredged from the natural beds? Yes.
1517. And you never expected them to grow large, or looked upon them as a source of profit? No.
1518. Are you engaged in dredging oysters now? No.
1519. How came you to give up that occupation? On account of the rivers being leased.
1520. Have you applied for a lease or sent in a tender at any time? I have applied at different times for four places.
1521. Now what state was that river in at the time you dredged it for oysters? In a very good state.
1522. What do you call good? I call four bags a day good.
1523. And how many bags could you get in the day when you first commenced? Sixteen.
1524. And you got four bags a day just before it was leased? Yes.
1525. And the other rivers were just in the same state? Yes.
1526. Do you know in what year these rivers were leased? About '73 I think.
1527. Do you know what they have been producing—the rivers you have been working on—before they were leased? I could not say exactly; I have seen a great many oysters sent away from them.
1528. You do not know, as a fact, whether they have improved since they were leased? No.
1529. You have had no experience whatever in the cultivation of oysters? No, I never tried it.
1530. You have only taken them from their natural beds? That is all.
1531. Referring to your answers to Mr. Wilson about the swamps: have you a salt-water marsh belonging to you? Yes.
1532. Is it extensive? It is.
1533. What height of tide goes over it—is it dry at low-water? Yes.
1534. At ordinary times what depth of water is there? About 2 feet.
1535. And at spring tides? Of course there is more at spring tides.
1536. *Chairman.*] And you have been deterred from improving this marsh in order to lay down young oysters to grow and fatten from fear of the lessee of the Tuross River, Mr. Gibbins, interfering with you? Yes.
1537. Because he has interfered with a neighbour of yours who had laid down oysters on the swamp and had claimed them himself? Yes.
1538. *Mr. Farnell.*] Is the marsh your freehold property? No.
1539. Does your property adjoin it? Yes.
1540. Have you made application to purchase it? No.
1541. Then it is to all intents and purposes Crown land? The tide goes over it.
1542. Yes, but that does not give you a right to it—you have not purchased any freehold over which the tide flows? No.
1543. *Chairman.*] If the lessee had not interfered with you, what would you have done with this swamp? I should have cut a couple of trenches to let the salt water flow in and out of it.
1544. Did you ever hear of that being done? Yes.
1545. Where? On the Moruya.
1546. Will you be kind enough to describe what you have seen? They have a salt-water marsh there, and they lay down oysters in it and let the tide flow in and out of it.
1547. Do the oysters grow and fatten there? Yes. I admired the idea, and would have done the same thing with the marsh at my place.
1548. Are you aware that that is carried on to a great extent in France; that they take what you call trenches, but what they call clairs, to oyster grounds? I have heard of it, but I never knew anything about it before.
1549. Dr. Wilson has asked you some questions about a lease for thirty years. Do you think it would encourage persons to cultivate more, and to expend more labour and capital on oyster culture, if they were allowed to purchase the fee simple of the land to a limited extent, so that it might descend from father to son for generations, or even centuries? I think it would.
1550. Do you see any objection to persons being allowed to purchase land covered with water which is not required for navigation? No sir, I do not.
1551. Would not that have a beneficial effect in the improvement of the district, besides causing a considerable increase in the production of oysters? Yes, it would give employment to a good many persons.

WEDNESDAY, 29 NOVEMBER, 1876.

Present:—

HON. J. HOLT,

HON. J. B. WILSON.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. William John Langham, Inspector of Oyster Beds, called in and further examined:—

- Mr. W. J. Langham. 1552. *Chairman.*] You have given us evidence in respect to many of the rivers that are leased, but not the whole of them? Yes; the others are only small places.
- 29 Nov., 1876. 1553. What are the leased rivers of which you have not given us any information. To begin with the Parramatta River, is any portion of that river leased? There are two small leases on it.
1554. To whom are the leases granted, Mr. Langham? One is to Mr. Gascoigne, and the other to Mr. Baldwin.
1555. What are the areas of those leases? They are only small frontages. One of them is about $1\frac{1}{2}$, and the other 2 or 3 acres.
1556. They are both frontages to the properties of the lessees? Yes.
1557. Are these leased portions of the river buoyed off in any way? No.
1558. What rent do the lessees pay for them? About £1 each, or a little more. I think there is no difference between them.
1559. And you say they are not buoyed off? No, there are a few stakes round Mr. Baldwin's place, that is all. 1560.

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1560. Then there is nothing to warn the public off—nothing to show that those portions of the river are leased to Messrs. Gascoigne and Baldwin? No.
1561. What is the nature of the soil? Sandy and rock.
1562. There is no rich mud? No.
1563. What is the term of the leases? Ten years.
1564. The leases are issued under the Act 31 Victoria, No. 20, are they not? Yes.
1565. Have the lessees made any improvements? Yes. Mr. Baldwin has done a little; he has put down some stakes and some brushwood, but the oysters do not seem to grow upon it to any extent. I imagine that the bottom is too sandy.
1566. Has he tried to breed there, or rather to collect spat? Yes. Mr. Gascoigne gets a few off the rocks; it is chiefly to the sandstone rocks that they attach themselves.
1567. Has Mr. Baldwin tried to lay down oysters to grow and fatten? Only a very few.
1568. And the other lessee, Mr. Gascoigne, has he tried it? No. He gets them chiefly off the rocks in front of his place.
1569. That is his object then in renting the portion of the river in front of his place? My idea is that his object is to get oysters from other parts of the river, and that he uses this place as a cloak. For instance, the other parts of the river are closed, and if he goes away at night and gets oysters, there is no way under present circumstances of making him show where he got them from.
1570. Then, in your opinion, these leases are a mere blind to enable the lessees to get oysters from other portions of the river which are closed? Yes.
1571. Do you think it is desirable to lease isolated portions of a river in this way? No, I think it is a mistake myself; I think the areas of these leases are too small, and I think also that the law is not sufficiently severe, because, even if they are caught, they have only to pay a fine of ten shillings or a pound at the Police Court, and it pays them to do that.
1572. Is the soil sandy in both places? Yes, it is a sort of drift sand with a slight touch of mud in it; the ground is loose.
1573. It is not at all suitable for fattening oysters? No, I don't consider it so.
1574. You have not told us anything about Mr. A. R. Emerson's lease, from the embouchure of George's River to Botany Head. Has he two leases? Yes, they are leased by the same person. It was his brother who gave evidence here.
1575. Is there any of the Cook's River land leased? Mr. George Lord has a small frontage opposite his place; he has only lately taken it up.
1576. What is the area of his lease? It is the frontage to his property; I could not say exactly what the area is—about 4 or 5 acres.
1577. What rent does he pay? £1 a year.
1578. Does he make use of it? He told me the other day, when I met him in the street, that he had been laying down some spat; but I have not been there lately myself; it is only a small sandy beach with a little mud.
1579. Well, you have now told us all about the leased rivers; now tell us about the rivers that are not leased. What about the Richmond River? That is not leased.
1580. Is it a closed river? Yes.
1581. What is the extent of the Richmond River? I have no idea; I have never been there.
1582. Then you cannot give us any information with regard to the soil; whether it is good fattening ground or not? I know there are quantities of oysters there; I have had samples sent up from it.
1583. How long has it been closed? Some few months—eight or ten months.
1584. Do you know anything of the Bellingher River? Yes, that is a closed river also.
1585. Have you ever been there? Yes.
1586. Are there many oysters there? Well, not a very great quantity; but they are fine oysters, what there are.
1587. What is the nature of the banks and the bed of the river? It is rich alluvial soil mostly; the oysters are chiefly in the bed of the river, in what is called the south arm.
1588. And are the oyster beds there extensive? No, they are no great size, only small patches; there are seven or eight patches in it that I know of.
1589. Do you think many oysters are stolen from these closed rivers? Yes; but of course the Bellingher River is a bar river, and the steamers cannot get up it.
1590. Then there is the Nambucca, is that a closed river? Yes.
1591. Have you ever been there? No.
1592. The Tweed River, do you know anything of that? That is a closed river.
1593. Have you ever been on it? No.
1594. Then you can give us no information about it? No.
1595. Do you know anything about the Tomago River? Yes, I have been there.
1596. What are its banks composed of chiefly? Alluvial soil, mostly mud banks, with a great many mangroves.
1597. Are there many oysters on the mangroves? No, very few.
1598. It is not a river which produces many oysters? No.
1599. The next is the Wogonga River; have you been there? Yes.
1600. What are its banks and its bed composed of? Most of the oysters there are rock oysters; there are a few mud oysters; the rock oysters are very fine.
1601. Is there a great deal of spat sticking to the rocks? A great deal, in places.
1602. And no use whatever is made of it? No.
1603. Do you know anything of the Bermagoe River? No.
1604. You have never been there? No; it is only a small place.
1605. The Panbula River, have you been there? Yes.
1606. Of what do its banks and bed consist? Shell banks, formed with mud oyster shells, and there are oysters on the rocks.
1607. Are there many small oysters sticking to the rocks? Yes, upon two or three of the points there are a good many.
1608. Are there any mangroves there? There are mangroves, but I did not notice many oysters attached to them; there is a large mangrove swamp there. There used to be chiefly mud oysters there, very large mud oysters; but when I went there almost all of them were dead.

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1609. What was the cause of that; did the floods kill them? I cannot say; they had been dead for some time. I was told by a man there that he had tried at different times within the last two years, and could not find any.
1610. But there are a good many oysters on the rocks? Yes.
1611. Do you know Tilba Tilba Lake? I have never been there.
1612. Or to Towamba Lake? No.
1613. Then you can give us no personal information about them? No.
1614. Have you been to Jervis Bay? Yes; there are one or two small beds there, that is to say, in the creek that runs into the bay.
1615. What are banks of Jervis Bay? Rock chiefly.
1616. Are there many small oysters sticking to them? Yes.
1617. Is any one allowed to take these small oysters off the rocks? No, not at present.
1618. Or from any of the closed rivers, or from the rocks at Port Jackson? No.
1619. Would you consider it your duty to prosecute a person if you saw him taking oysters off the rocks? It would depend upon who he was; if he were taking them for sale I should, but not if it was a gentleman or any one at a picnic party for instance. My instructions are not to prosecute in such cases.
1620. Do you know Twofold Bay? Yes.
1621. What are the banks and beds there? There is no river; it is an open bay.
1622. Are the banks rock or mud? Rock and sea sand.
1623. Are there many oysters sticking to the rocks? No, not a great many now; it is an open roadstead.
1624. Twofold Bay is not celebrated for its oysters, is it? No.
1625. Now we come to Port Hacking: what are its banks composed of? Chiefly rock.
1626. And the bed of the river? What I saw of it was rock and sand chiefly.
1627. Have you ever been there at low tide? Yes.
1628. Did you see many oysters sticking to the sides of the rocks? Yes, great quantities of them. I think that Port Hacking, as a rule, is only a place for breeding spawn; I never saw any oysters in deep water there.
1629. And what is the extent, do you think, of Port Hacking, where there are so many oysters? I should hardly like to say; it would only be a mere guess.
1630. But there is an immense quantity of spat there? Yes.
1631. Which is going to waste? Yes, no use is made of it.
1632. And it is a closed river? Yes, it is closed to prevent persons from bringing oysters taken out of George's River and other places under the pretence that they come from Port Hacking.
1633. Then it is not closed for the protection of the oysters at Port Hacking? Partly it is, but chiefly in order to prevent persons who have neither lease nor license from stealing oysters and taking them into Sydney.
1634. To protect the lessees. Was it at their request? I believe so.
1635. Do you know who applied to have it closed? I think Mr. Emerson was one of them; the other lessees also complained of oysters being brought into Sydney.
1636. From Port Hacking? No; the persons who brought them in pretended that they got them from Port Hacking, but the oysters were not like any I have seen there.
1637. Do you think it desirable to close a river for the protection of oyster beds in other rivers? Yes, at the present time when there is only one Inspector, and the law does not make any provision to compel persons to show where they get the oysters from which they bring into Sydney. You cannot charge a man with stealing them, although you know that he has no lease or other authority to take them.
1638. But if you met a man bringing in oysters, you could not stop him without some good reason? Well, if a river is closed and you can prove that they come from that river, of course it is stealing.
1639. Port Jackson, Middle Harbour, Lane Cove, and the Parramatta River are all closed, are they not? Yes; I think Mr. Josephson claims the frontage to his place in the Lane Cove River.
1640. Will you describe these places. To begin with Port Jackson—are there many young oysters on the rocks in Port Jackson? Great quantities of them.
1641. Is any use made of them? Not at present.
1642. The Government make no use of them themselves, and will not allow any one else to do so? No, not at present.
1643. What object have they in closing these places? It was done with the view of preventing persons from stealing oysters out of the other portions of the rivers. When persons were found with oysters in their boats they said they had got them from Bradley's Head, Middle Harbour, and so on, and there was no means of proving where they came from.
1644. But on the Parramatta River there are only two small leases. Is it desirable that the whole of Port Jackson should be closed on account of those two small leases? It is not only for them, but for the protection of the other lessees.
1645. To whom do you refer? To the lessees of other rivers, who complain that persons without lease or license of any kind are bringing oysters into market and competing with them who are paying a heavy rent for their rivers.
1646. Now, Mr. Langham, can you give the Commission any idea of the value of the oysters consumed in this Colony, and the value of those exported to Melbourne and elsewhere? From the whole of the beds?
1647. From the Colony generally? About 750 bags, averaging 3 bushels each per week, come into Sydney. Of this quantity about 400 bags go to Victoria, and of the total quantity (750 bags) about 150 bags come from Queensland, leaving about 600 bags produced in this Colony.
1648. You showed us on a previous occasion some very small oysters which you bought in the shops. Are many of these very small oysters exported to Melbourne or elsewhere? Yes; not so many to Melbourne, because the Melbourne people don't care about them—they won't fetch the price there; the best oysters are generally sent to Melbourne.
1649. Do you think it is desirable that such small oysters should be sold? No, I do not.
1650. Do you think the sale of such oysters should be prohibited by law? Yes.
1651. Can you offer any suggestion as to the best way of bringing this about? My idea would be to have a gauge, or something of that sort.

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1652. You have heard several witnesses examined before this Commission object to a gauge on the ground that oysters may have a small shell but a large fish, and we have been told that some oysters do not grow to a large size? We could have gauges of different sizes. I do not say that every oyster in a bag should be gauged; that is a matter which should be left to the Inspector.
1653. What do you think of this plan,—that the oysters should be submitted to Magistrates, and if they found them to be mere skin and water they should condemn them in the same way that unwholesome fish or meat are condemned? Yes, but that would be difficult; the oysters might be sound, though skinny and watery. I don't think the Magistrates would be able to tell what they were.
1654. You have misunderstood my question. I say supposing they were nothing but skin and water—suppose a working man buys oysters for his dinner, and there is nothing in them to satisfy his appetite; I ask you whether such oysters should not be condemned without being passed through a ring? Yes, I think the Inspector should condemn them.
1655. Has the Inspector at present power to condemn fish which he considers unfit for food? Well, he might take them before a Magistrate.
1656. And he should condemn them as being nothing more than brood or ware? Yes, it might be done in that way.
1657. Don't you think that if good oysters only were allowed to be sold the consumption of oysters in the Colony would be greatly increased? Yes.
1658. And that the sale of these oysters—which are in reality, according to the English nomenclature, no oysters—injures the oyster trade? Yes, it does. My idea would be that the Inspector should see them on the wharf and take them before a Bench of Magistrates, or some other authority, to know what was to be done with them.
1659. And if the Magistrates found them to be unsuitable for food, they could order them to be placed in some river or suitable place where they would grow to their proper size? Yes.
1660. You think that would have a beneficial effect upon the oyster trade? Yes.
1661. And that it would encourage persons to buy them for food, which they do not at present, because there is no food in those they purchase? Yes.
1662. Now, with regard to the price of oysters. Do you not think that the present monopoly of the beds increases the price immensely to the consumer? Yes, there is no doubt about that; the leaseholders can rule the market if they like at the present time.
1663. At what price do you think oysters could be sold per dozen so as to leave a fair margin of profit? It is seldom I have had anything to do with them by the dozen; it has generally been by the bag on the rivers.
1664. Have you any idea of the number of oysters in a bag? That depends upon the river they come from.
1665. Take full-grown oysters of the largest size—how many are there in a bushel? I should think about twenty dozen of good-sized oysters.
1666. You are very much mistaken. In England it is estimated that there are 1,500? Well, they cannot be the same kind of oysters, or they must lie much closer than those we have here.
1667. In England it is estimated that 5,000 brood, 2,000 ware, or 1,500 oysters go to a bushel. At what price do you think oysters could be supplied, so as to be food for the working classes as well as a luxury to the rich? At about 4s. a bushel, I should think.
1668. And how many would you calculate to the bushel? About twenty-five to thirty dozen; it would all depend upon where they come from; in some cases there would be more; I am speaking of large-sized oysters.
1669. That is scarcely 2d. a dozen. Do you think they could be sold to working men at a profit, at 4d. a dozen? I think about 6d. a dozen.
1670. Large-sized oysters full of meat? Yes.
1671. And with about a couple of dozen of such oysters a man could make a hearty meal? That would depend upon who it was.
1672. I am speaking of an average meal according to the general scale of rations for a working man? I have seen some gentlemen eat five or six dozen; but I should think two dozen would be a very fair meal.
1673. Then a person could make a very fair meal for about a shilling? Yes.
1674. But what would a meal of that sort cost at present? About two shillings at present, and if they had not got large oysters they would fill up the plate with small ones.
1675. Such oysters as they sell at the present time, would there be twenty-five or thirty dozen to the bushel? No, a great many more; I am not speaking of oysters like those.
1676. But how many of such oysters as an oysterman would supply would it take to fill a bushel; such oysters as they sell in the shops at 1s. a dozen? At a rough estimate, I should say about 600 or 700.
1677. My object is to see how much more consumption there would be if the oysters were sold at a reasonable price. Are you acquainted with the mode of oyster culture adopted in any other part of the world? No, only in this Colony.
1678. Only from what you have heard about it? Yes; I have read a good deal on the subject.
1679. Can you conceive any country more suitable for the cultivation of oysters in respect to climate and natural advantages than this is? No, they should grow remarkably well here.
1680. Do you think it would be possible to make oysters the cheapest food in the Colony—to produce fat, full-grown oysters in such quantities that they should be as cheap food as beef and mutton? I dare say it might in one point of view, but that is a question on which I hardly like to offer an opinion. Of course they would not go so far as beef and mutton.
1681. But with regard to the quantity of spat, there could be nothing better than the provision made by nature to cover the rocks so profusely? No.
1682. There can be no doubt about the supply of young oysters? No.
1683. And if taken care of they would become large and fat oysters? Yes.
1684. And what labour or expense would that involve? The chief trouble would be in laying them down.
1685. But there is little or no trouble in getting them after they have been laid down? No, not the slightest.
1686. Are you aware of the trouble and expense they go to in England to get the oysters when they are laid down? Yes.
1687. Are you aware that in Whitstable they pay 12s. to 14s. for merely dredging them? Yes, I believe so.
- 1688.

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1688. Then when they pay such an enormous sum for merely getting them out of the water, of course they cannot sell them so cheaply? No.
1689. And they have also to dredge the beds continually in order to get rid of the enemies to the oyster? Yes, they are all the better for being turned over occasionally.
1690. Are you aware that in England, Ireland, and Scotland the greatest difficulty they experience is in saving the spat? Yes.
1691. That sometimes for ten, twelve, or even fifteen years no quantity of spat can be saved? Yes, I have heard so.
1692. And are you also aware that in England, Ireland, and Scotland, unless the oysters are covered to a considerable depth, say 4 feet of water at low-tide, the whole of them are frequently killed by the frost? Yes.
1693. But you have never known oysters in this Colony to be killed by frost? I have known them to be killed by frost in a boat.
1694. In this latitude? No, to the southward. The oystermen here in the winter-time generally cover the oysters over in their boats to keep the frost off them.
1695. But I am speaking of oysters under water. You have never known them to be killed by frost in this country, even if dry at low-tide? No.
1696. Therefore the spat costs nothing except the trouble of collecting, and there is no trouble in getting them from the fattening grounds except putting them into the boats? No.
1697. Then with all these advantages, don't you think oysters in this country should be plentiful and cheap? Yes, they should be cheaper than they are.
1698. Do you attribute the present high prices to the monopoly of the rivers by a few persons? Yes, partly; and partly to the rivers being overworked, and the oysters scarce.
1699. Have they not been chiefly overworked in order to burn the oysters for lime? Yes; but that has not been done to any extent within the last few years.
1700. But you have told us of several rivers where the rocks are still covered with spat? Yes.
1701. So that they cannot have been injured by overdredging? No, not the bank oysters.
1702. What, in your opinion, has been the effect of closing the rivers upon the character of the oyster beds: have they improved? They have in some cases; but no one has been in charge of them, and the oysters have been taken away to a considerable extent. There has been nothing to stop it, except when the police have caught a person robbing the beds, or some one has given information, which has been very seldom the case, because no portion of the fine goes to the informer.
1703. *Hon. J. B. Wilson.*] So that, although the rivers have been closed by the Government, they have in reality been worked? Yes.
1704. And consequently there has been no opportunity for the oysters to breed? No, very little.
1705. How many Inspectors do you think would be required to protect the whole of the leased rivers properly—I mean from the Tweed down to the Victorian border. How many rivers do you think one man could look after—could he look after more than one? Yes, more than one in some instances. In some rivers, for instance, where there are bar harbours and the steamers do not trade. It is chiefly where there is steam navigation that protection is required.
1706. Do not persons send oysters down by these timber vessels? They do in a good many instances.
1707. How many Inspectors do you think would be required to protect the oyster-bearing rivers generally; a dozen? Less than that. I think about six Inspectors would do it.
1708. And do you think the services they would render would be of greater value than the remuneration they would receive; that is to say, that it would pay to appoint Inspectors to look after these rivers? I think so. Where there are only sailing-vessels on a river it is far easier to look after the oyster beds than where there is steam traffic.
1709. Do you think these six Inspectors would be able to look after the leased beds to see that the provisions of the Act were being carried out—would they be able to do that also? I think so, with the exception of places that were closed. It would take one person's whole time to look after a closed river.
1710. Do you think there would be any difficulty in introducing into the lease a provision to compel the lessees to return the beds to the Government at the expiration of the term of lease in a certain prolific state? I do not think so.
1711. You think it would be an advantage to introduce such a provision into all the leases? I think it would.
1712. In the way these areas are leased at the present time there is every inducement to the lessees to destroy the beds absolutely? Yes, there is nothing to prevent them. For instance, when the oyster-beds at Newcastle and on the Clarence were leased they took enormous quantities of oysters out the first year. I was told that about 7,000 bags were taken out of the Clarence during the first year of the lease, and in the Newcastle river a very large quantity was also taken, although the river was supposed to be partially closed at the time. The same thing was done in the Manning River. More oysters were taken out of these rivers during the first year than in any subsequent year. I tried to get a return of the oysters taken out each year, but the lessees declined to give me the correct quantities.

FRIDAY, 1 DECEMBER, 1876.

Present:—

HON. T. HOLT, | HON. J. B. WILSON.

THE HON. THOMAS HOLT, M.L.C., IN THE CHAIR.

Mr. Jonathan Knight called in and examined:—

- Mr. J. Knight.
1 Dec., 1876.
1713. *Chairman.*] How long have you been engaged in the oyster business, Mr. Knight? Eighteen years.
1714. In this Colony? Yes, on the river Hunter.
1715. Solely on the Hunter, or have you been on any other rivers? Yes, I have been on the Parramatta River.
1716. Have you had any experience in England in the oyster business? I did not follow it as a business in England, but I have made my living by it in this country for eighteen years—in Newcastle. 1717.

1717. But in England you did not follow the business at all? No, my occupation in England was a ^{Mr. J. Knight.} different one altogether.
1718. What was your employment when you were engaged in the oyster trade? I used to catch the oysters and sell them to the dealers, on the river Morpeth and other places. ^{1 Dec., 1876.}
1719. Can you tell the Commission what was the state of the oysters beds when you first commenced business; were the oysters more plentiful then than they are at present? Yes, you might get any amount by dredging for them; in fact the banks were covered with them—some of the choicest oysters, too.
1720. The banks were covered? Yes, portions of the river Hunter that used to be dry at low tide. When the water went off you could pick them up—choice, good oysters.
1721. What was the nature of the soil on which you found them? It was a rocky soil.
1722. Is there any rich mud there? Yes, in certain localities.
1723. Did you not find the oysters thrive best where there was rich mud? Yes, but when there is too much of it it smothers them.
1724. I do not mean in excess, but sufficient to afford them food in the numerous insects which abound in it? Yes, that would be beneficial.
1725. They would not thrive so well on the bare rock as where there is mud? No.
1726. Is that your experience? Yes.
1727. And at the present time there are not nearly so many oysters as there were formerly? I cannot say what there are now. I have not been in the business lately.
1728. How long is it since you discontinued it? About four or five years.
1729. Was it in consequence of the scarcity of oysters that you left off? No; my wife wished to shift from Newcastle, and I came away, or else I should have gone on with it. I have been for eighteen years getting my living solely by oysters—that and fishing. I never followed any other pursuit.
1730. But up to the time you left, the oyster beds had fallen off very considerably? Yes. I don't know the cause, unless it was a succession of floods, and the debris brought down by the floods covered over some of the places where there were the most oysters.
1731. Don't you think over-dredging has had something to do with it? I don't think it has, sir.
1732. You gave evidence before a Select Committee of the Legislative Assembly some years ago, in 1867, I believe? Yes.
1733. Did you not say then that there had been a good deal of over-dredging? Oh, there was an abundance of oysters then; I never found the least scarcity.
1734. Had there been any falling off in the beds? There was in certain localities, where the debris from the floods had covered them over and destroyed them.
1735. Did you not tell the Committee that great quantities of oysters had been sent to Sydney to be burned for lime? Not to Sydney, sir; they were burned in the locality for lime, quantities of live oysters.
1736. In answer to a question put by Mr. Farnell—"What quantity of oysters do the Newcastle oyster catchers send to the Sydney market weekly?" you stated—"They have fallen off lately wonderfully. I have known 200 or 300 bags to be sent, two or three years ago; at the present time I should think not more than fifty or sixty bags weekly"? Yes.
1737. Then in reply to another question,—"Are there many persons in Newcastle now getting live oysters for lime-burning?" you stated—"A great many are engaged in getting shells. The children pick out some of the oysters, but I should think there are some hundreds of bushels of shells burned for lime weekly at Newcastle"? So they have; at least, they did at that time.
1738. Then you say, when you are asked whether some of the beds are becoming exhausted,—"They are. At Fullerton Cove, which produced some of the finest oysters on the Hunter, there is a foot deep of mud, in consequence of the oysters having been taken away. There is an area of at least 10 acres, which was once a mass of oysters, now destroyed in consequence of having been taken away to burn for lime"? Yes, that was the case.
1739. Then there had been a considerable falling off when you gave that evidence? Yes, there had.
1740. The oyster beds were not in the same state as when you first knew them? No, there was an abundance of oysters then.
1741. They had fallen off since that time? Yes; some of them were destroyed by the floods, and others had been collected in boat-loads and burned for lime.
1742. It appears to me that there is some discrepancy in your evidence. (*Evidence read from the commencement by the shorthand writer.*) Do you wish your evidence to stand? Yes, I think it is very correct.
1743. You gave evidence before the Select Committee in 1867 on the subject of leasing land for oyster culture, and on what could be done if each person knew what was his own portion? Yes.
1744. I was struck with one answer you gave,—"If I were now to lay down a lot of stones, or shells and oysters, in some isolated place, where there had never been an oyster before, when they became in a fit state for market, some other man would perhaps come and take them, and I could not help myself. I fancy it would be beneficial even if we had to pay a little, we should be able to produce a tenfold better article and ten times the quantity"? I am of the same opinion now.
1745. You are aware that the object of this Commission is to inquire into the best mode of cultivating and utilizing the oyster, and of maintaining and improving the natural beds, in order to recommend to the Government the necessary legislation to secure those objects. We wish to have your opinion on the subject. What would you suggest as the best policy to adopt, in order to achieve the results to which you refer in your evidence—"to produce a tenfold better article, and ten times the quantity"? I will tell you what I should do if I had a bed myself, and what I think would be beneficial to the community at large.
1746. Well, first of all, what quantity of land would you require? I think an acre would be enough.
1747. What kind of land would you select for your purpose? The most rocky I could find.
1748. Would that be for breeding, or for growing and fattening? The two processes are quite distinct, are they not? Yes.
1749. Would your object be to breed oysters, or to grow and fatten them, or both? Both, in certain localities; I should shift them when they were large enough.
1750. But this acre of ground you would use for the purpose of breeding? For breeding and fattening altogether.

- Mr. J. Knight. 1751. Tell us what process you would adopt, first in breeding, and then in growing and fattening the oysters? I should throw down a quantity of stones for the spat to adhere to, and as soon as they were sufficiently large I should remove them to a certain locality where they would grow and get larger.
- 1 Dec., 1876. 1752. Now with respect to the parent oysters—Would you think it necessary to lay down any full-grown oysters to provide spat, or are there a sufficient number of parent oysters in the rivers to furnish spat? No, I don't think there are, sir.
1753. Have you any idea how you would place the stones you laid down. Would it be necessary to construct a wall—a low wall—with them? No; I would put down a number of rough stones so as to make a foundation, because spat will not adhere to a stone unless it is perfectly fixed. When the spat is ejected from the parent oyster it is something like a jelly, and it adheres to the first object it comes in contact with which is secure.
1754. Then you would secure the spat in this manner, and you would remove it from the stones and lay it down to grow and fatten? Yes.
1755. At what age would you remove the young oysters? I should think it would be fifteen or eighteen months before they could be removed.
1756. And you would knock them off the stones? Yes; I would take the stones that were most easy to remove without injuring the oysters.
1757. And what soil would you lay them down on? On the ground prepared for them.
1758. What kind of floor would you make? I would make the very firmest floor I could make.
1759. Do not oyster shells make a good floor? Yes, oyster shells make as good a floor as possible.
1760. You would lay them on the mud? Well, you see, if there is too much mud they get covered over; oysters want a permanent floor.
1761. And do you think that from 1 acre of land you would be able to produce a large quantity of young oysters and to grow and fatten them, if you were protected from oyster thieves? Yes; I believe that an acre properly cultivated would be quite enough. Better farm a little farm well than a large one and not half farm it; oysters require a great deal of attention.
1762. What rent do you think should be paid to the Government for an acre of ground? Well, I could not form an idea of that.
1763. But you gave evidence on that point before a Committee of the Legislative Assembly in 1867. You said that after the first three years a man would be able to pay £2 10s. to £3 an acre? Yes.
1764. Now do you think that from this acre of ground you would be able to make a good living after the first three years? Yes, I think so.
1765. And pay £2 10s. to £3 a year rent? Yes.
1766. Have you ever made any calculation or estimate of the quantity of fat marketable oysters you would be able to produce? No, I have not, sir.
1767. Then how have you arrived at the conclusion that you could make a good living out of an acre of ground? By practical experience and from localities I have visited where I have found abundance of oysters. I believe by cultivating them you could get them equally plentiful or more so than in their natural position.
1768. I do not doubt that you would be able to carry out all you say, but I should like the public to know the data on which you found your opinion. If I understand you rightly, you have arrived at this conclusion without calculating numbers, solely from what you have seen on an acre of natural oyster beds? Yes, that is what it is—from personal experience.
1769. And you are as confident in your own mind that you could make a comfortable living from one acre as if you had counted the oysters and sold them? Yes, I am certain of it.
1770. Are there any rocks where you have been employed? Yes; it is a kind of sandy debris, consisting of small portions of rock, and some portions of it are very fine and will cover up the oysters in their natural state.
1771. Yes, but what I want to know is—are there any rocks or mangroves for the oysters to attach themselves to? There are pieces of rock to which the oysters attach themselves, and the tide carries them down, so that they form natural oyster beds, which become as hard as solid rock in certain places.
1772. Do you think it would be necessary to set apart a portion of your land—supposing you would be at liberty to select it where you liked—for breeding, since there are such large quantities of spat sticking to the rocks and mangroves. Do you think you would be able to breed a better class of oysters from the stones you laid down? Yes, I believe that by cultivation they improve wonderfully, both in size and flavour and everything else.
1773. Have you not seen in other rivers and in Port Jackson that the rocky banks are literally plastered with young oysters? Yes, I have seen them adhering to the rocks.
1774. Well, if you were allowed to get these spat and transplant them to your own fattening ground with a bottom prepared as you described it, would not that economize your operations in oyster culture to a considerable extent? Well, I think there would be a difficulty in procuring these small oysters from the rocks without injuring them. A portion of the shell is apt to be split in taking them off; the least thing, even the point of a pin, will destroy them. They adhere so closely that it is a difficult job to get them off until they become adult.
1775. But don't you propose to take spat yourself from stones in your prepared bed? Yes.
1776. Would you not have the same difficulty in removing them from the stones as you would from the rocks? No, because the stones would be easily taken up and removed, and it would be more convenient to get the oysters off small pieces of stone laid down expressly for the purpose.
1777. But don't you think it would be easy to get the oysters from the rocks with a chisel and mallet? I should get them in the best way I could.
1778. Then supposing you got the young oysters off the rocks to which they adhere to an enormous extent, would not that be a great saving to you in your oyster culture? Oh yes, I should certainly get as many as I possibly could, and use my best endeavours to procure them without injury.
1779. Would not those oysters be equally as good as those which you could raise yourself. I mean would not the oysters taken from the rocks be as good as those taken from the stones—they would have to be removed in any case? They would be more liable to injury where they were removed from the rocks than from stones laid down expressly to receive them.
1780. Supposing they could be removed without injury; there would be no difference between them then?

Mr. J. Knight.

1 Dec., 1876.

- then? I think there would be a great difference. I believe if they are attached to stones laid down expressly for them they have ten times the opportunity of catching the animalcula on which they feed.
1781. That is because they are in deeper water? Yes.
1782. But supposing the rocks to which they adhere in their natural state are in as deep water as the stones which you propose to lay down would be, would there be any difference in the oysters then? Well, I could not answer that question.
1783. It is very unimportant after all. What I wanted to ascertain was whether if these young oysters, which are found sticking to the rocks in such vast quantities, were carefully removed and placed in ground prepared in the way you have described, with a hard bottom, they would not become valuable food to an almost incalculable extent? Yes, I fancy they would, and increase wonderfully too.
1784. Then what do you think would be the result if the Government were to grant licenses to persons to knock these oysters off the rocks, and also to lease or sell suitable grounds for fattening—Do you think it would have the effect of giving employment to a large number of persons? Yes, I do; and I think it would improve the oyster trade wonderfully.
1785. It would have the effect—? Of increasing the oyster trade.
1786. And it would provide a large quantity of food? Yes.
1787. Do you consider oysters to be wholesome food? Yes, I believe there is a great deal of nutriment in them.
1788. Do you think oysters should be sold to the public until they are full-grown? No; I fancy they only become adult when they are four years old.
1789. You are aware that in England they are called by different names according to their age, in the same way as cattle are termed calves, heifers, or cows. Thus, young oysters up to the first year are termed spat, in the second year they are called brood, in the third year ware, and it is only when they are four years old that they become oysters? Yes.
1790. You think that none but full-grown oysters—that is oysters four years old—should be offered for sale? Yes.
1791. Then if a working man wished to make his dinner off oysters, and went to an oyster shop for that purpose, and was served with brood or ware—that is oysters two or three years old—he would be deceived, and would be unable to make a dinner off them? No, they would not be the same quality.
1792. But with respect to the quantity, a working man requires something to satisfy his appetite? They would not be so nutritive as oysters four years old.
1793. But as to quantity, he would not be able to make his dinner off these meagre, immature oysters—mere skin and water? No.
1794. While if he went to a shop and was supplied for his dinner with full-grown oysters, it would be an encouragement to him to go there again? Yes.
1795. Do you think it is an injury to the trade to allow these small oysters—which are not called oysters in England—to be sold in the shops? Yes, it is injurious to the trade, and also to the people.
1796. And you think that an immense business might be done in the oyster trade if it were properly regulated? I think so.
1797. From your knowledge of the oyster business, you think that the quantity of oysters that might be produced would be something wonderful? Yes, when you consider it, it is wonderful.
1798. Have you ever known oysters in this country in the winter-time to be killed by frost? No.
1799. Are you aware that that is frequently the case in England? Yes; the frosts here have not the same effect. I have found on the Hunter River that when you get a certain distance from the sea the oysters are much more numerous. I think it is because they are supplied with more fresh water, for when the water is too saline they never come to the same perfection.
1800. With respect to the oyster produce, do you think that oysters can be raised here as cheaply as in almost any other country—at a very cheap rate? I do not see why they should not.
1801. Well, supposing this system were carried out—that persons were allowed to knock the young oysters off the rocks; and supposing that the Government offered every facility to persons to obtain a couple of acres or more for oyster cultivation, on reasonable terms, have you formed any idea of the price at which oysters could be sold to the public? I believe they could be sold a great deal cheaper than they are now, in consequence of the increased quantity that might be easily produced.
1802. What is the price now? I think about 6d. a dozen. I think they are about a halfpenny each if you go to a shop.
1803. Are full-grown oysters sold at that price? Well, there are a good many defective ones sometimes.
1804. But are they two or three or five years old, or what? I believe they are.
1805. We have had some very small oysters exhibited here purchased at the shops, which could hardly be that age. Have you seen any in the shops in Sydney younger than four years old? No.
1806. You have not seen any young oysters in the shops in Sydney? No, I have not.
1807. At what rate, supposing the Government were to encourage the production of oysters to an unlimited extent on the plan you have sketched out, could they be sold to the labouring classes, who are of course the largest consumers of meat and produce? Well, if they could be grown as I have shown you, I should say they could be sold at 2s. 6d. or 3s. a bushel.
1808. How many oysters go to the bushel? I should say from eighteen to twenty dozen.
1809. Then you think they could be sold at a little more than a penny a dozen? No, I don't think they could be produced and sold at a penny a dozen. I should say two-pence.
1810. If they could be produced and sold at three-pence or four-pence a dozen, don't you think large quantities would be purchased, more than are purchased at present? Yes, numbers of persons could afford to purchase them then.
1811. Do you think they are as wholesome food as beef or mutton? Yes. I don't think there is the same stability in them as in beef and mutton.
1812. Do you think they are digestible food? Yes; I believe the medical profession consider them so.
1813. *Hon. J. B. Wilson.*] It was principally in the Hunter River that you gained your experience, was it not? Yes.
1814. Do you know any localities in the Hunter River where artificial beds could be formed—I mean localities which are under water at high tide and dry at low tide. Do you know any places in the Hunter suitable for that purpose? Yes, acres and acres.
1815. How much of that ground do you think one man could cultivate? I should say two or three acres.

- Mr. J. Knight. 1816. And you think two or three acres of such ground would afford profitable occupation to a man and his family? Yes, I do.
1817. Have you had any experience in making these artificial beds? No, I have not.
1818. When you were sending oysters from Newcastle to Sydney, were you careful to pick out the small oysters before sending them off? Yes.
1819. You only sent the large ones to Sydney? No.
1820. What did you do with the others? Threw them back into the river.
1821. You were always careful to throw the small ones back into the river? Yes.
1822. Were not persons in the habit of collecting them for the lime-burners? Yes, a great many were destroyed in that way.
1823. How do you account for the fact that the oyster beds on the Hunter River were so much more prolific when you first knew them, seeing that there were probably as many floods in those days as there have been in subsequent years? Because they used to collect them in large quantities and burn them for lime.
1824. But that is what I call over-dredging. I do not allude to their being taken only for food, but for all purposes. Then you agree with me that over-dredging, that is taking them from the beds in large quantities, must have had a great effect in destroying them? I think it was the principal cause.
1825. You have not been connected with the Hunter at all since it was proclaimed a close river by the Government? No.
1826. Are you now living in the neighbourhood of any bays or inlets to the sea? No, I am not.
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OYSTER CULTURE COMMISSION.

APPENDIX.

MEMORANDUM suggesting details of information which the Inspectors of Oyster Fisheries, to be appointed by the Commission, should be required to furnish.

1. What was the state formerly of the natural oyster beds of the rivers, &c., you inspected, as far as you are able to ascertain the facts?
2. Have the oyster beds been injured by over-dredging, or any other cause? If so, state to what extent.
3. Describe the present natural state of the rivers, &c.
 - (a) Are their banks and beds of rock, soil, or sand? Or if various, state how much there is of each.
 - (b) If the beds and banks are of rock, are they covered, or partially so, with spat or oysters?
 - (c) Are any of the beds of mud? If so, what portion of them is of that kind of mud similar to the London clay, so suitable for fattening oysters?
4. Are there any salt-water marshes near the rivers you have inspected? If so, are they more or less covered by the tidal waters, and to what extent? Do the swamps consist chiefly of sand, alluvial, or a rich clay mud? Do the swamps belong to the Government or to private parties? State also, as nearly as possible, their situation.
5. State what you consider to be the quality, sizes, and ages of the oysters; also the proximate extent of the beds.
6. The quantity of shells or other suitable material on the banks of the rivers which can be used as cultch.
7. State what you may have been able to learn from reliable sources about the spatting of oysters in the rivers, &c., you have inspected. It is very desirable to ascertain, if possible, whether there is any proof (as some persons assert) that the spatting of oysters is going on all the year round.
8. If it is considered that the spatting of oysters is confined to certain months, which are those months?

The above queries relate to matters of fact, and the Commission now require you will give your well-considered opinion on the following topics.

9. Do you consider it is for the interest of the public that the rivers, &c., should be leased, in very large areas, as at present, or in small and moderately sized areas.
10. Do you think it expedient that the Government should refuse to lease those rivers, &c., whose banks and beds are natural breeding beds but not fattening grounds?
11. Do you think it would be a wise policy on the part of the Government not to lease these natural oyster beds, but to allow licensed oyster-men to remove the spat and oysterlings therefrom, and sell them to those persons who have what are termed in England *laying beds*.
12. What improvements, if any, have been made in the leased natural oyster beds by the lessees? Also their nature and extent?
13. The Commission will be glad to receive from you any further information or matured opinions other than are suggested by the above queries.

MEMORANDUM—

For the purpose of report by the Inspectors, the Commission will understand a natural oyster bed to mean a portion of submarine land so covered with oysters as to make it payable commercially to work.

NOTE.—The numbered paragraphs in this and the following reports are the replies to the several questions set out in the foregoing memorandum.

RICHMOND RIVER FISHERY.

1. When first known abundant, and fine quality on all beds. See tracing, and some others since covered by river deposit.
2. Chiefly over-dredging; minor degree by river deposit.
- 3.—
 - (a) Hard, sandy mud, often intermixed with finely broken shell; on slope of banks; sometimes soft mud.
 - (b) Rock only around North Head.
 - (c) Specimen sent seems similar to best fattening grounds of Europe and America.
4. See tracing. Composed chiefly of *marked* specimen, although patches of soil unalloyed by sand and shell occur.
5. Quality good. None full size, as shown by shell found around dredgers' old camps. Age, 1, 2, and 3 years. Few spat on beds, but abundant over low-water-mark on large shell mounds, at short intervals on both sides of North Creek.
6. See tracings.
7. End September and October, prime fat end November. Fall off when rainy season begins—generally mid-March, but varies if light or escape rain. Oyster continues good till beginning September.
8. Spat of a size to notice generally about end October and November.
9. The fine fattening oyster-ground of Richmond certainly in moderately sized areas.
10. Better able to answer after inspection of more rivers.
11. So far as I have yet observed, yes; under judicious restriction rigorously enforced.
12. No lessees, and river closed.

Arrived hither 7 p.m., 18th instant. Received every assistance from Mr. Henry Bassmann, resident police constable; also every information from Mr. Ross, J.P., Mr. Moabs, Mr. Heough, Mr. Sparks, J.P., residents of twenty years and over; likewise from several aborigines. John Sinclair, Government signal-man, formerly many years dredger in Hunter, states:—Was sent hither, together with nine other dredgers, 1864, by Sydney dealers; found payable bed only in North Creek (those marked on tracing), and two fine beds, since covered by river deposit; dredged about 1,000 bags, most of which spoiled by vessels being bar-bound; so, after four months—three weeks of which only were spent in dredging—the speculation was abandoned. This party estimated that beds bore about 3,000 bags marketable oysters. The following year an unusual succession of floods destroyed many of the oysters by means of deposit, and covered the two now extinct beds. However, next season spat was very abundant, and settled not only on all congenial spots on banks of said creek and main river, and likewise on every heap of discharged stone ballast (but in both cases above low-water-mark, as at present), but also settled abundantly on the parent bed, which latter is not the case this year. Since then several parties similarly sent—that is, to dredge and forward the result at a given sum, probably 2s. to 3s. a bag—have not given beds time to recover. This system, it will be perceived, is calculated to prove very injurious to the beds, because it is the object of dredgers to swell the bag with young and old alike, the only check being the interest of employer; but that interest, save in the case of most but not all shipments to Melbourne, is nearly as well served by immature as mature oysters; for excepting one or two Sydney retail vendors, the trade make as much or more profit getting the bag of oysters aged one to two years at 2s. or 3s. less than mature oysters; provided there be in it only oysters sufficiently grown to supply the limited plate-trade they can command, the younger oyster pays better than the mature to bottle, especially at 3s. a bag less, and, at such reduction, on the average it yields a very handsome profit to the dredger's employer. A system of restriction to size and rigorous inspection seems to be the only remedy.

Floods which rise 25 feet and over at Lismore, spread before reaching Wardall, or 1st sec. of this map, and thence to mouth average in all ordinary cases from 2 to 3 feet higher than ordinary spring tides, and in the highest flood—1871, 5 March—known in the district during the occurrence of an unusually heavy easterly gale, the greatest height attained at Ballina was only 4½ feet, but without current either in Main River or North Creek. Hence, from the greater buoyancy of fresh water, it is probable oysters will suffer little, if any, from its effects, though much from extra muddiness of water, producing what is called sickness, and not, as on cultivated beds, being regularly freed by rake from accumulating deposit. Of course your honorable Commission will be perfectly competent to distinguish between the sickness thus produced and that produced by spawning operations, but which I have observed the trade persistently, as a rule, no matter when it occurs, allege to be caused by spawning alone, probably as a basis to resist the enactment of a close season.

However that be, on the two upper beds there is at present only a single layer of oyster, and probably 500 bags, but not sufficiently deep, especially as the clutch is composed chiefly of finely broken oyster-shell, and therefore neither live oyster nor clutch is capable of fixing the spawn as discharged. Hence the probable cause why few spat appear on the beds, while the banks of the creek and every stone of the ballast heaps between high and low water mark, in main river and entrances of creeks from Pilot Station to Wardall, are literally covered with, say, oysters aged one year and spat six weeks. I found, as per tracing, clumps of oysters here and there in bed of main river, together with mussel and cockle spat, but no mature mussel nor are residents acquainted with them, though they must somewhere exist in the river.

Finally, I am convinced the whole of the river to Wardall, and the North Creek as well, as far as tracing shows, are well suited for oyster-culture, especially with such an abundant supply of the finest clutch so convenient to any portion of said water, and from the fact that scarcely a flood occurs whose deposit may not easily be cleared off the beds by means of the ordinary oyster-rake, while nothing could be better adapted for the formation of trenches than the marshes, as marked in tracing. It may not be deemed amiss if I remark that the word is not commonly spelled *culch* nor so pronounced, but *clutch*, the original idea being to clutch or seize the spawn as ejected. We have had rough weather here, which has slightly impeded my operations. However, I have now finished. I proceed to Clarence Heads to-morrow, but it is somewhat difficult to procure horses.

I forwarded to Mr. Vesey, agent, King-st., a small box containing specimens of soil, which may be both interesting and instructive.

I have, &c.,

A. B. BLACK.

Ballina, 25 November, 1876.

CLARENCE RIVER FISHERY.

1. I fully endorse Mr. Fraiser's statement, as seen by myself both here and in America, on every bed in its natural state I have examined—that is, close set clumps of five or six oysters each, and two to four clumps thick all over the bed, averaging about eighteen mature oysters besides spat on every 5 square inches, over an unbroken bed of shell on a tolerably hard bottom, similar to specimen No. 2. Further, this is the condition of bed most suitable for retaining spat.

2. By over-dredging, slightly affected by flood deposit—which, however, is entirely preventable during floods by using the common English oyster-rake—last-quarter ebb and first-quarter flood. But this implies proper culture and one or two men employed per acre, which, however, the result would fully justify at even a less price than that at present obtained. Second query. To a very serious extent. The operation of the heavy bow-dredge used and manner of use, viz.:—Fixing a pole in bed and dropping boat thence with tide 30 or 40 fathoms, the length of a line fast to a windlass in boat's bow; then when dredge is cast, heaving up to said stake will obviously—especially when the oyster is scarce on the bed—have the effect of deeply furrowing the natural bed or clutch, and drag together oyster and clutch in its way into the boat, wound up to the stake, leaving at least large patches of the under stratum of soil bare, therefore quite unfit to bear oysters, much less spat, until again covered over by shell. While around the stake the refuse cullings of clutch are accumulated in heaps; the boat is sheered across tide when dropping from stake, in order to vary the furrow and widen the scope. Manifestly then, each successive dredging lessens the reproductive power

power of the bed. This is the actual condition of the beds as revealed by the tongs, which is the only implement by which it can effectually and readily be done. The dredge for this purpose is utterly useless, and in muddy water the water-telescope is little better, while diving is out of the question.

3.—

- (a) Banks of the whole of the lower estuary, creek, and lake are composed of a compact, unctuous, blackish soil—alluvium and decomposed vegetable matter—seemingly by aqueous agency hardened into rock, on a portion of eastern side of lake, and about the South Head, but not all of a uniform state of hardness, and coloured according as the white sea-sand more or less predominates.
- (b) The beds both under clutch and free of either oyster or clutch are invariably composed of said soil and sand (Specimen 2), save the wave-drift sands at river's entrance, which are said to shift every tide. But further up river, only in floods, and not always then, do the beds of the more compact mixture shift, but every freshet adds to them, while both in oyster creek and lake no perceptible difference has been noticed during the last fifteen years by either residents or aborigines.
- (c) Only observed in patches in deep water, in the narrow channels running between the more solid oyster-beds and oyster-grounds, which latter, in many places a-wash at half-tide, are largely intermixed with broken shell over the wide extent of the lake, and all this ground possesses apparently the highest fattening properties.

4. Salt-marshes are numerous; indeed all the land on the creek portion of Yumba Government reserve, that on opposite side, and about two-thirds of that surrounding the lake, may be termed such, as none of it is more than a few inches above ordinary tides, and most of it covered at high springs, while several depressions admit every tide over considerable areas; in fact, partially over hundreds of acres, especially at lake-end of creek, with not a tree or bush on it, but densely covered with common marsh grass, and the depressions with rank aquatic vegetation; all which is admirably suited for culture by means of trenches, including Freeburn Island, lower portion of Goodwood, and all the islands in the north lower arm, as marked in tracing, all being unselected.

5. Very few are mature; all, or nearly all, aged two years and under. The quality is good. Size of bed marked in tracing.

6. The quantity formerly abundant on both sides of creek, said to have been 8 or more feet high, and 20 to 30 wide; are rapidly diminishing, under the pressure of high prices obtained. The few beds on reserve, lying back from convenient reach, will soon be attacked if a prohibition, strictly enforced, be not at once issued, for nothing else can save such an essential element in the future development of the fishery, and nothing can replace it.

7. There are neither spat on oyster, nor oysterless clutch beds in creek, main river, north arm, nor lake, and comparatively few of year-old oyster, though abundance of two-year old; hence I conjecture that last year was a poor crop, and spawning has not yet taken place; but, as Mr. Fraiser says, the oyster begins to show signs of its approach. From what I observed on sea-dyke, and signs I could not account for in the Richmond, my belief in the uniformity of species and similarity of habits of rock or tidal-oyster and drift or under-water oyster, whatever it may be in other countries, is somewhat shaken in at least these two rivers, and perhaps Fraiser is correct; at any rate I shall require to see more, and examine their respective habits more fully, before I am disposed either to affirm or contradict; but I must say that his view of the case would completely account for whatever apparent anomaly exists in the spawning of oysters. However, a good microscope is necessary, and a patient investigation of their respective habits continued for at least a season or two, in order to satisfactorily settle the point.

8. Holding the above view, I agree with Mr. Fraiser as to a close season, and the time he specified, for although very curious anomalies, judged by quadruped breeding, occur in pisciculture, yet shore-oysters, breeding all the year round, can afford no good objection to the real oyster beds being closed sufficiently long to protect them during their legitimate spawning and spat maturing season.

Referring to Memorandum.—Every one of the beds and patches, both in Richmond and Clarence, are in every sense of the word commercially payable, at a relatively proportionate rent, however bare the oyster on them, and with the experience mentioned by Fraiser, corroborated by reliable evidence of other residents respecting the amazing recuperative power and productiveness of the lake-bed and its ramifications, the oysterless shell beds, barring the crop, is of equal commercial value to any oyster-bed, as that case fully proves; it is only when the bed is destroyed that such is comparatively valueless.

I arrived at the Clarence Heads from Richmond 3rd December evening; experienced much difficulty in conveying my implements through the bush.

I obtained much useful information from Mr. Black, fourteen years resident at Yamba, a freeholder of land and lessee of a run abutting on creek and lake, constantly visiting these parts, therefore in a position to observe what was transpiring during that period; also from other intelligent residents and aborigines. He, in common with others all more or less interested in the good management of the fishery, expressed dissatisfaction that the mode of leasing precluded the residents of the district from acquiring leases, and that the district derives no benefit whatever such as should naturally flow from so productive a fishery.

And in respect of engaging in the culture thereof if the opportunity were now afforded, it seems to me that having witnessed closely matters connected therewith under five years' occupation by an energetic lessee, thereby having their former somewhat hazy notions of the commercial value thereof corrected, not one of those to whom I spoke on the subject but expressed a strong desire to lease either oyster-grounds or marsh of moderate extent for the purpose of culture,—especially under fifty or sixty years tenure and reasonably encouraging conditions as to rent and restrictions; and all of them added that a close-season for the protection of breeding would be indispensable.

In conclusion, I may venture to point out that, although nothing could be more courteous and kind than the bearing of all the people at the beds, as well as that of every resident I met, nor could information be more cordially given nor opinions more freely expressed, as soon as my mission was made known; nevertheless I was really at a disadvantage, and extra labour enforced and time lost, by not being in a position to convene by some sort of authorized means the residents in numbers, in order that the object of the mission and the useful results which the Commissioners have in view might to all at once be more clearly and perfectly explained than was possible to each individually.

If I apprehend aright the nature or spirit of my instructions, written and verbal, they strongly impose the duty of accurately ascertaining whatever information residents of any particular fishery district may possess relative to the beds, together with an expression of opinion as to mode of management, under a leasing system, most suitable to that district, the culture of its beds, and general development of the fishery. If so, then I humbly submit the surest means to obtain such would be to invite by public notice a few leading residents to convene on a given day those interested in the matter or capable of giving information. Then answers and opinions openly expressed would give more general satisfaction, and any report of mine thus backed would inspire more confidence and be in every respect more useful, and above all, such course would remove individual distrust,—a not unusual feature in country life,—and tend to secure greater interest in the subject.

I have, &c.,

A. B. BLACK.

BELLENGER RIVER FISHERY.

1. In 1868 first dredged by two men in partnership—of whom one James Pettit, now in Pilot Service here, I get this information, and is an intelligent man. *His evidence enclosed separately.* These men found four beds: 1st. At Ferry mouth, off south arm. 2nd. Three miles up south arm. 3rd. Creek running through island in main branch. 4th. Lower end Burchell's Island, thence ridge running down left side of river. Said Pettit says—1st bed. Oysters in clumps, singly and somewhat apart could be picked up at low water, hence was well skinned. 2nd bed. From 8 to 16 feet low water, running in a ridge about 30 feet wide, bulging to 50 or 60 feet here and there, and about 1 mile in length, running irregularly from side to side of the south arm—a creek about 2½ chains wide. This bed was densely packed in clumps of five or six oysters each, and five or six clumps deep. Had to weight the bow dredge heavily in order to make an impression. Got in all, he thinks, about 1,500 bags, much of which was spoiled, as often vessels were weeks bar-bound; therefore made relatively little; skinned the bed however. 3rd. bed. Dry—save narrow channel at half-ebb. In single clumps in said channel, clumps eight to twelve attached, but a single layer only, i.e., not superimposed as in 2nd bed. This, on account of shallow water was as well skinned as bed No. 1, produced about 500 bags. 4th. bed. Water 8 to 18 feet low water, and in a strong tideway, oysters mostly single on large pebbles, and therefore

therefore slightly dredged, but is a favorite resort for the rather numerous blacks of the district, who dive, man, woman, and child, and procure by this means large quantities. This is, in form oblong, extending from left bank two-thirds over to Burchell Islet, extending down $\frac{2}{3}$ of a mile in a ridge varying from 15 to 40 feet detached at intervals.

2. Omitted.

3.—

(a) Left bank of river from bar to opposite lower end of Burchell Islet, sand and small admixture of soil, thence upwards alluvium deep and stratified resting on sand apparently deep. Islands alluvium-black unctuous soil, but lighter in colour than that of either Clarence or Richmond. Right bank upper end of Burchell Islet, similar soil running up to a spur of friable rock (similar to that in south arm) which occurs in island channel just above entrance to creek running through it, thence to entrance to south arm a redish clay mixed in black soil. This latter is also the character of south arm; right bank above marsh contained in Government reserve. Island in south arm alluvium and chiefly marsh—a spur left bank just above ferry, also similar to above described spur, of which more anon. From Pilot Station to outer head right bank—high ground at "Station" descending abruptly to a rather broad bottom rising again to form the heads; through this bottom runs a creek about 25 feet wide, 2 to 3 feet deep, and 3 to 4 miles long, terminating abruptly; bottom shingly and clean. This creek as also lower part of bottom together with a large bed of sandy mud in front of it (dry at half ebb) superior oyster ground—very easy to cultivate.

(b) Slightly covered wherever rocks occur, so also ballast discharged off vessels, and on detached clutch especially around Ferry Point and margin of first bed.

(c) Seldom mud alone—but sandy black mud—proportion two parts mud, one part sand; excellent bottom.

4. Island in main river; also large island in south arm; marsh commencing at a spur of friable rock right bank of south arm, running round (to 200 and 300 yards) back along said bank; part entrance; point of arm, to rising ground at Pilot Station; also peninsula formed in south arm.

If the 60 feet of neck of said peninsula were cut through it is highly probable that instead of that creek being the cause of forming the sand-bed by its 2½ knots current impinging obliquely on the 3 knots downward current of main creek, producing thereby a wide eddy of many acres extent—if said isthmus were cut through, the direct current of said island creek would most probably sweep off such accumulated wave drift sand bed (expense of such cutting—60 feet by 6 x 4—through alluvial soil at base of bluff friable rock; would cost little) and leave 20 to 30 acres of most superior oyster ground; bed of shingle and shale clutch clean, and only 2 or 3 feet depth at low water. I consider it my duty to notice this here, because I find a man named Wood has within the last week or two free selected this peninsula and a portion of said bluff, which cannot possibly be of any immediate advantage to him. I mean the peninsula on account of its submergence in spring tides; therefore, for both reasons ought, that is, in the interests of the fishery especially, probably for his own interest also, be refused. To resume: all the islands and marshes specified are superior ground for trench culture as well as a marsh, upper end of Government reserve, opposite Burchell Islet, between Tucker's special two years ship-building lease and free selection, next to said reserve. Then Ferry Point, also the spit of high sand banks covered with grass, running down to bar on left bank of main river would form excellent sites for fishery townships; and fish (as well as oysters) abound in the river.

The marshes indicated, as far as ascertainable, seem to be reserves or unalienated, excepting the peninsula particularised which, would, as mentioned, do harm to no one, if Government included it, and bluff as well, in the ferry reserve, adding probably 100 acres thereto.

5. Ferry bed or No. 1—good quality, age one year. No. 2 bed—middling, age one to three years. No. 3—good, age one to three years. No. 4—good, age one to three years. Since the time described specified in first answer, some hundreds of acres excellent oyster, growing both under and above low-water-mark.

6. Plenty of shell scattered through soil of whole Ferry Point, including bluff and peninsula (suggested as useful to reserve) and also throughout all the islands—reserve on left bank main river.

Pilot station reserve up right bank of south arm, near to upper end of island therein; also on land some distance up from ferry on public road, but nowhere in banks; shingle and gravel is however abundant in bed of river, and creeks; also some parts of pilot reserves and the aforesaid bluff.

7. Oysters are positively getting into condition to spawn and according to Pettit do so this month and first part of next, but no evidence whatever of spawning being carried on at any other time of the year.

8. End December, January, and early in February.

9. In moderately sized areas.

10. Answer in subsequent report.

11. To license resident lessees as an encouragement to take leases for culture; and also perhaps it may prove advantageous to license a limited number of persons to gather and sell spat to culturists at each fishery, but only for a period of the year suitable for the purpose, and also under strict restrictions and supervision.

12. Not leased.

Omitted to answer second query at proper place; hence now answer as follows:—No doubt beds 1, 2, and 3 were injured by over-dredging at first, and latter dredgers and blacks together have, assisted by flood deposit, prevented the recovery of the beds, and moving mass of sand in south arm must, in shifting greatly injure No. 1 bed. It is also too convenient for the blacks, who not infrequently sell them for grog, which practice in the interest of humanity ought to be stopped.

13. I would respectfully suggest, as a means to stop irregularities of any description in any fishery district, that a resident should be employed at a moderate pay as a supplement to his industrial income, to act as a bailiff and as a medium of information betwixt landlord and tenant.

James Pettit's evidence.—About ten years engaged in dredging, now in Pilot Service. Dredged in all these northern rivers, including Tweed, which, as I have heard from other sources, he declares to be the finest oyster fishery of all. Lost many bags by bar-bound vessels. Complains, as Fraiser, of Clarence, of untrustworthiness of Sydney agents; also of the action of Government in leasing to the detriment of dredgers, and thereby fostering an obnoxious monopoly. Is of opinion that oysters do not spawn in any northern river all the year round, but betwixt beginning of November and middle February. Is anxious, as many in same district, that oyster culture should be permitted under long leases, and moderate rental, no matter however stringent necessary restrictions be. Strongly in favour of close season; indeed his evidence agrees with and strengthens Mr. George Fraiser's report.

I have, &c.,

A. B. BLACK.

NAMBUORA RIVER FISHERY.

1. These beds have not been much worked, in consequence of the difficulty of transit to market; first worked about ten years ago by three or four men only, however, for a short time, and probably not more than a few hundred bags were then sent off, and probably half as many more spoiled through bar-bound vessels. Much of that sent was conveyed up Wattle Creek (a tributary running from inside of bar to within a few miles of the Macleay Heads), thence across for shipment at Macleay Heads. Two or three parties at different times subsequently have tried dredging, but with discouraging results for a similar reason. Hence it is presumable that excepting destructive effects of several floods, beds are pretty much in the original natural state. However, whatever the cause, there is ample evidence to show that at no late date, say thirty years ago, the existing beds were much better stocked than at any time since, and the stock of several existing clutch-beds must within that time have been exterminated. Last-named beds are clean, and quite ready to receive stock, which there is every reason to believe would thrive, as those which exist are in excellent condition; and rocks at head are covered with thriving tidal oysters.

2. Therefore beds are not injured by over-dredging, but by other causes. Clutch on existing oyster-beds is not furrowed, but portions are overlaid by a foot or two of soft deposit, and perhaps the clutch-beds referred to may thus have been overlaid at one time, while at another they were cleansed. The mischief cannot be entirely attributable to vermin, though rather numerous. What effect has been produced by denuding banks as well as land back of protecting timber? Long strips on either bank upward are thus exposed to the full force of the flooded river, and large sections thereof are by each flood washed away 8 or 10 feet deep, forming land in other parts, and banks or islets in river, which are obviously in a state of either increasing or decreasing movement during each flood. The soil is neither so unctuous nor tenacious as that of the Clarence.

3.—

(a) From North Head up 3 miles, land high, and banks friable rock, when a short marshy creek, excellent oyster and trench ground fills in a space about 250 yards by 500 back betwixt this and next range, which extends a mile or two

two further to level soil bank and free selections; right bank wave-drift sand mostly for 3 miles up; heavy shifting sand-banks up from bar same distance, and running on to east point of island, leaving only a narrow channel along right bank, and a narrower and shallower along left bank into a creek which forms said island. This creek nearly all its length is excellent oyster ground, and two-thirds up it a few excellent oysters, many of them single on shingle and shell clutch, and generally clean bottom. Main river from abroast of upper part of island the bottom is mostly good; sandy mud and broken shell, and a continuous rather narrow strip of soft mud sometimes overlying shell-clutch, and in spots shingle; much of it quartz shingle; a little below Mason's selection, on left bank shingly quartz and shells over the sandy mud in improved condition commences, and runs across to John Ainsworth's wharf, where a very fine rather large deep shelled very fine oyster begins to appear on a good bed of shell-clutch, extending nearly across the river, deepening from a nearly level bed of 10 feet water to $3\frac{1}{2}$ and 4 fathoms, fully $\frac{1}{2}$ channel over for better than $\frac{1}{4}$ a mile up to Gummo Gummo bluff, along which bed said quality of oyster singly and in clumps of 3 or 4 in single layer, is tolerably abundant, but beyond said point said clutch-bed runs into soft mud, and round the bluff a deep bay extends for a hundred or more acres of sandy mud and broken shell, a portion dry at $\frac{1}{2}$ ebb, and remainder 1 to 4 ft. low water. Admirable oyster-ground, round the inner margin of which and on isolated stones and pebbles on the bed are the finest tidal oysters I have ever seen—of course indication of the excellent quality of the ground for culture. But I think above this ground the water deteriorates in quality; however the bed becomes shingly, mostly without shell, and from said ground up to Taylor's arm there are two similar bays with from 1 to 4 feet depth of water at low-water, with tidal oysters round two intervening bluffs, also similarly on stones on ground. The main river about 300 yards by 100 in main river, and 200 to 300 yards into Taylor's arm there is a bed fairly stocked, and apparently for the past two years improving. This must not long ago have been a very extensive bed, and it would be both highly instructive and useful to know the cause or causes which produced the evidently sudden extermination of stock.

(b.) No spat, and not many last year's oysters.

(c.) Beds of sandy black mud, and also black unctuous mud in parts, but of lighter hue than that of Clarence.

4. One already mentioned left bank 3 miles from heads, and one below adjoining Ainsworth's farm, with a short creek in it. The left bank of Wattle Creek for 2 or 3 miles and some distance back, right bank of Wattle Creek is a narrow sandy spit dividing it from the sea. There are here and there a few tidal oysters in this creek, but a large extent of its bottom as well as the marshes is excellent oyster-ground. Fish abound in creek and river.

5. Quality good. Age from one to six or seven years.

6. There seem to be no banks of shell, yet shells are scattered abundantly all over the land on ridges as well, but plenty of shingles next in quality to shell for forming clutch.

7. Spawning is about to commence soon, as many are now in an advanced milky state; but no evidence to show spawning at any other time. On neither oyster nor clutch are any appearance of oysters less than a year old.

8. Therefore end of December and January may be the time.

9, 10, 11, are answered in other reports.

12. Not leased.

13. Residents appear to be anxious for the introduction of culture; also to engage therein, but object to non-resident lessees; also express a desire that Government should provide sound and detailed information on culture, and all express great interest in the matter—women as well as men.

MEMO.—As before remarked, I believe all the clean clutch-beds referred to are even without the oyster of high commercial value, and for obvious reasons ought not to be estimated at a value much less than the stocked natural beds.

All residents are exceedingly courteous and ready to afford every information they possess, but I experience difficulty in getting boats and means for travel.

C

I have, &c.,

A. B. BLACK.

MACLEAY RIVER FISHERY.

1. I have spoken to several residents ten to twenty-five years in the district, all of whom know or have heard of the existence of only two beds; one in Spencer's Creek as marked had disappeared over twenty years ago—the other in main river close to steam-boat store seems not to have thriven for the last twelve or fourteen years, and was practically destroyed during the flood of 1874; yet I find a few scattered clumps of a good quality over the bed and about the roots of mangroves. So also mangrove oysters are general here and there up to point above which the surface-water becomes too fresh to permit its existing. The creek whence artificial cutting is made to carry flood-water off by south-west rocks contains few oysters; but round creek end of cutting they are getting rather numerous, no doubt propagating from oysters in the short creek open to the sea, into which the cutting runs, close round said rocks, and may eventually, judging from present appearance, afford a good channel for trading craft.

2. No dredgers have had aught to operate on in this river, and I cannot conceive any feasible reason to account for the practical extinction of oysters where at no distant period they must have abounded. Freshness of water will not account for it, nor deposit, whether sea sand or alluvial, although the latter may in part. Perhaps an epidemical disease may have had something to do with it. But whatever the agency, I am, from various appearances of the present condition of the remaining clutch-beds, strongly of opinion that a similar agency was in operation about the same time to produce extermination of oyster on the now bare clutch-beds of all these rivers which I have examined; also that whatever the cause its strength is already spent, and all these bare clutch-beds in every one of those rivers are in process of recovery, if not, indeed, entirely recovered from the supposed causes of extermination, as for example the bare clutch-bed section tenth of Oyster Creek, Clarence—or the lake-bed of report on that river, which by some happy accident was stocked, at proper time for lessee, by spawn from the fairly stocked creek. But none of such clutch-beds in the other rivers being so favourably situated for such a freak of nature, as in that case the process of stocking by natural means may therefore be expected to take a much longer time; however, by artificial means, the thing may be done at once, and with as little risk as that of stocking a first rate station with sheep.

3.—

(a) Left bank, rocky at head; changing in the downward course of the river to a muddy sand, 8 or 10 feet above high-water; then to a grayish-black tenacious soil, not so black as that of the Clarence; then to a muddy or rather sandy nature with one-third of blackish soil and unbroken oyster-shell—many dry shell beds occur above the said grayish-black soil, as well as in all the islands, and this too forms the substratum of river bed mostly, also the right bank on spit terminating right bank.

(b) At south-west, rocks only—already noticed.

(c) Chiefly of sandy mud—subsoil generally as in other rivers reported on, the unctuous soil in this case of lighter hue. *Fattening of oyster* is unquestionably due to the *living* infusorial animalcules (in shape to the eye a slimy mud, but aided by the microscope a living mass of minute animals—a fact first disclosed by Ehrenberg) brought in by each recurring flood-tide to be deposited on bottom suitable for its retention. And so far into estuaries (even under a stratum of fresh-water) as this mud is conveyed by the tide and no further, but only on the kind of bottom indicated have we reason to expect the oyster to thrive. Therefore, I respectfully submit, that the oyster-fattening properties of either water or soil is in no respect due to long defunct infusoria such as that which may form a component of London clay, but to living tidal-infusoria. However, that clay may form a good subsoil for clutch-beds, and prove attractive as well to tidal-infusoria, but nowhere in the Thames does it come in such immediate contact with oyster-beds as to definitely justify such opinion only by deduction.

4. I note the existence of salt-water marshes, and better ground for trench culture could not be. The unctuous tenacious soil of the district belong all, I believe, to Government.

5. What few there are, are from 1 to 3 years, quality good, extent nothing.

6. Dry shell banks exist, and an unusually extensive bed about 10 or 12 miles up Clyburn Creek. About 12 or more feet deep above water, and several acres in area. Whence Kempsey obtains lime. It is situate on western portion of Government reserve, adjoining Plummer's selection. Oyster and cockle shells mixed, but no oyster could now exist miles below this spot.

7. Spawning operations are going on now, and no indication of spawning having occurred within the last year.

8. I should judge in December and January.
 9. Moderately sized, long leases.
 10, 11, 12. Answered in other reports.
 13. Residents take much interest in the matter, and express a strong desire to engage in the pursuit if encouragement in shape of long leases and moderate rent is offered.

I have retained these reports till now, expecting to have received plans of Bellenger and Nambuccera, at Port Macquarie, but not having come, therefore, I forward them without.

I have, &c.,
 A. B. BLACK.

PORT MACQUARIE FISHERY.

1. It seems that before limestone was discovered at Piper Creek well up the Maria River oysters as well as shell from the immediate beds was largely used, and even afterwards to the time of leasing, as much less wood was required in the process. Hence the beds were much injured, as forty or fifty years residents, who themselves were so employed, inform me that all the shallow beds, viz., those from the dam bed contiguous to town up to first point; that in the bend opposite to said point, also from the entrance to Limeburner's Creek, for about two miles up, most of these could be picked up by hand in 2 or 3 feet at dead low-water. Therefore the main beds now in first reach of river, being in 5 to 7 fathoms, escaped. However, these old people think that those beds were every few years smothered in silt, then recovered to undergo a similar process of skinning. These shallow beds were complete unbroken masses of oysters many tiers thick, and broke out in clumps of some dozens—to use their expression—as big as a bucket. Then on the decay of Port Macquarie oysters were undisturbed and grew apace on many but not on all the spots on which they formerly grew. This continued till /69, when one or two dredgers came by chance; their luck drew many others, so that towards the end of that year fourteen boats of two men were engaged on them, and for the two following years seldom less than ten to twelve boats were employed, averaging ten bags a day each, and on the shallow beds at first as much as twenty to twenty-five bags were got by one boat and two men. But in /73 most of the boats left, as the catch had gradually dwindled down to three and four, with harder work and a longer day. However, it is very evident the beds got such a thorough skinning that they have not yet recovered, and in some instances never will by natural means, *i.e.*, in any reasonable time. This oyster has a tendency to grow in larger clumps (ten to even twenty) than in most other fisheries. Andrew Barber's statement clearly describes the quantity hitherto found to exist on a bed in its original and natural state. And here I reiterate that in both America and New South Wales I have always observed the bed in its natural state to form in clusters, layer over layer; as in some of the bays in the delta of Mississippi, where it rises to obstruct navigation to a height from 6 to 8 feet of water to the top as in the case of coral, but I have invariably noticed that the living oyster is not found below the eighth layer—probably in that condition the eighth year is the term of its natural life.

2. From what I have written, it is evident the beds have been seriously injured by over-working, also, as before observed, the bow-dredge plays unmerciful havoc on the clutch as the bed becomes bare, although to break into so compact a mass a bow-dredge heavily weighted may be necessary at first—but I have reason to suppose not after the mass has been thus thoroughly shaken, when a straight-edged dredge alone should be tolerated—and, of course, weighted according to depth of water and strength of tide, which runs at the rate of 3 or 4 knots as here, in a depth of 5 to 6 and 7 fathoms. I do not think that the bed has been injured since it has come into possession of the lessee, but rather improved, from the fact that it has not paid to take oysters off it, on account of the thorough skinning in the years mentioned. I have bestowed three days dredging of ten hours each, both with my own dredge and that of Barber's, on the main bed, as marked in the sketch, and in a bushel of oysters, aged one and two years, could find only about eight or ten four year old oysters—no more in Limeburner's Creek bed, but on the small patch at entrance of the Moira, opposite the *punt*, there may be about 300 bags very fine old oysters; here, however, the ground is rocky and difficult to dredge, but by means of the tongs in a depth of 8 to 12 feet, the depth of the bed, I could very easily manage where the dredge couldn't work at all. I conclude from the foregoing remarks and general condition of the several beds, that from the time of the skinning—say from /72 until /75—the spat crop had failed, but has been very abundant both in /75 and /76, but from the present appearance of the old oyster now close on spawning, I fear the crop will be a very poor one. I find none of the two-year-olds in spawn. Barber's statement as to oysters dredged is amply confirmed by the testimony of many residents and a few former dredgers hanging about here at other work, and none believe that the bed has paid even the rent since in James' hands. However, if strictly conserved, in the second year from now, I calculate within bounds that the present 2-1 year's oysters will amount to two or three thousand bags, for a large area of the main bed is covered with them, but only a single layer. I do not think it possible that floods, whether high or low, can have in any respect an injurious effect on the deep-water beds in the reach from opposite Limeburner's Creek up to *punt*.

3.—

- (a) Banks, from dam, all round the bend between, are composed of a sub-stratum of the friable sandy, blackish, mud rock, which seems to be general in these northern rivers; over this soil of a clayey mixture, in some parts pipe-clayey; in a spot or two drift sand, and one narrow spot in middle of said bend (marked on sketch), hard large boulders. The islet near said point is a black unctuous soil, overlying said friable rock, and over black soil a layer of drift sand—several kinds of trees thereon. The lower part of reach round the point is clayey soil over said rock, thence a grayish black soil overlying said rock. This, in fact, is the general character of the banks of main stream and tributaries, save the sandy spit at entrance, opposite the town, and a high bank, 200 yards long, in Limeburner's Creek, about 1 mile up drift-sand over same kind of rock, and the rock itself forms the bed of the river in that part—sandy, mud mixed with shell, and in some parts shingle—forms the bed of the river and oyster ground.
- (b) There are in most parts oysters on mangrove twigs and stone, and in great abundance in several spots on the same sandy mud shore, where either shell, or shingly clutch has gathered.
- (c) As before said, none of the beds are of pure mud, but a considerable admixture of sand with it seems to be indispensable, at any rate such is the composition of every one of the beds on which oysters are found (lying on clutch of course) in any of these rivers which I have examined.
4. All the small islands marked in sketch are just awash at high springs, and the two points as well; those of the latter in Limeburner's Creek are also awash, but I think the water is not suitable for feed, at all events no oysters appear on shore or mangroves above the point marked. Islets are unalienated, 1st point is sold, 2nd doubtful.
5. Scarcely any four years and upwards, excepting about 300 bagfuls at point opposite "punt"; all the others aged 1 and 2 years. The quality is good. Extent of main-bed, $\frac{3}{4}$ mile by 300 yards; but all that reach from 1st point to 200 yards below "punt," excepting small patches of soft mud, is a good clutch-bed, composed of sandy mud, with a large admixture of shell of different kinds, and a portion of large pebbles running to size of small boulders of 100 or 150 lbs., and a kind of hard sandy crust, which the strong tide appears to constantly keep clean. Limeburner's Creek bed oysters as on the other, aged one and two years, but only about 200 yards by 50 in area. Round the islets on the Maria oysters formerly abounded, also on opposite shore, and now at small cost that ground could be put in an equally good condition. From the dam all round the bend oysters are found in isolated clumps, where formerly they abounded. Therefore these latter may be classed as good payable oyster-beds; for the latter will now pay, and the former is in a fit condition to receive spat whenever it chances to be driven thither.
6. There is not much shell anywhere on the banks. The first point, Limeburner's Creek, and a few on the left bank a mile up. However, a good deal of both shell and gravel may be picked up.
7. Oysters are now on the verge of spawning, and no evidence to show that spawning has occurred since about this time last year, and the old people already referred to say they think it occurs about December or January, but at no other time.
8. Consequently this account agrees with that of Messrs. Fraiser and Barber.
9. Moderately sized areas.
- 10, 11. Already answered.

12. As to improvements none, unless resting the bed on account of the unmarketable age of oyster, and that of taking oysters off one bed and laying them down on another, which indeed may improve the gain of lessee, but certainly in no shape or way tends to improve the bed or oyster-ground; that is, the landlord cannot possibly benefit by any such process.

Memo.—As remarked in a former report, a fair clutch-bed is barring the present crop as intrinsically valuable as an oyster-bed, and if in a better situation for the purposes of culture more valuable. I find it very difficult to get suitable boats and men, and also conveyance from one river to another, not to mention the cost. A small craft—steam-launch or sailing vessel, suitably fitted for the purpose—will be indispensable to the proper management of the fishery, the value of which would amply justify the cost. I find residents obliging in every respect, and express great interest in the matter; but consider themselves aggrieved by the present system of leasing, and by restrictions on the use of oysters; while old dredgers complain bitterly on having their means of livelihood taken from them to invest in a monopoly placed in the hands of a few Sydney dealers. Mr. Andrew Barber has afforded me, in a very kind manner, any assistance I required, and every information asked for at Mr. James' request. His statement enclosed evidently bears the impress of truth; I wrote it at his own dictation.

I have, &c.,

A. B. BLACK.

I have been regularly engaged in dredging for the last ten years, and previously at intervals for thirty years. For the past twelve months I have been in charge of these beds for Mr. James—prior thereto, engaged for six months by Mr. Gibbon on the Clyde.

I, as a young man, got oysters on the Parramatta River; of late years, regularly, Manning, Camden Haven, Cape Hawke, Clarence, and at Brisbane. I was one of the very first workers of the Camden Haven beds, and their first condition was as follows, viz.:—I had to work a stake down into the mud through oysters and shell. The bed was 3 or 4 feet deep at low-water. Attached a 35-fathom warp to this stake, and worked from it day by day of six hours each, for at least twenty days. At first had to weight the dredge heavily, and then only got in a tide perhaps half a bag of oysters, until bed was "broken up"; then from the same spot, about one-third of a circle, shearing (as the direct line from stake was worked out) with flood on ebb to aforesaid distance in all, and in that space I dredged regularly ten bags a day—that is, 200 bags off that spot. Then removed stake to another spot, and thereon got the same quantity in the same time. This was the manner and this the average of about five boats for fully two years—in fact, until the bed got thoroughly skinned in the third year, when all of them left, when no more than two to three bags could be got per day.

I returned when said bed was supposed to have recovered, in about three years time; found the ground pretty well covered, but in an exactly similar space to that above stated could never get in a day more than three or four bags, and then every dredgeful contained only a few clumps of five or six oysters each, amongst half a bushel of shell, chiefly cockles. This is also what my fellow-dredgers experienced, and also what I have heard to be the case on every other bed at first and second working; and precisely what I experienced when I worked on the Manning beds for the first time. From reliable information the same facts were experienced in about 1869, 1870, 1871, when this Macquarie bed was first worked after a very long interval; and the condition of the bed now is that it is pretty well covered with oysters of two and one year growth, not fit for another year or two for market, with very few marketable oysters amongst them; and as in that case, *i.e.*, Camden Haven, in 35 fathoms not more than half a dredge-full of oysters can be obtained, there being only a single layer, and considerable intervals between the clumps; but the bed is not only improving, but extending; and also fine clean clutch beds about the main bed, and also in other parts of the river. I have sent up to Mr. James in the twelve months I have been here only about 100 bags of oysters, and have shifted on to the main bed about 100 bags—part from bed in Limeburners' Creek, and part from dam-bed adjoining Port Macquarie—chiefly tidal oysters; which, however, do not grow so well as those would taken from deep-water beds.

Spawning.—The old oysters are about spawning now, but those of one or two years' growth have no appearance of spawning. On all the beds named my experience leads me to believe that spawning commences beginning November and finishes in February, provided freshes nor other unfavourable weather occur, which may delay the process a little longer; but in no case have I noticed anything resembling spawning at other times of the year. Therefore, I believe a close season during those months would prove favourable to the beds, in order to permit the young oyster to harden sufficiently to resist the action of the dredge.

When the beds of the Manning were leased, we, the dredgers thereon, conceived it to be a great hardship to be thrown so completely out of employment, and without warning. Accordingly, we got up a petition to Government against leasing, signed by all the Manning dredgers (about thirty), and by perhaps sixty residents, settlers, &c., who benefited more or less by the dredgers and their families. However, the petition appears not to have been noticed, and since that time neither I nor any of my fellow-dredgers who signed the same have made anything like a living thereat; but most of them, much against their will, were forced into other employments like myself, who have to eke out a living, together with a grown-up son, by sawing, &c. But I have hung on here, expecting that perhaps next summer, when a fair quantity of oysters become marketable, I may earn a tolerable living thereat.

I should be glad to lease ground for culture, especially on a lease sufficiently long to justify expenditure of time to bring it into a fair state of culture; for I have great faith in oyster-culture, especially from the mode in which I have noticed the natural extension of the worked-out natural beds, as also the extension of oysters on clean clutch-beds.

I have, &c.,

ANDREW BARBER.

CAMDEN HAVEN FISHERY.

1. I cannot give a better answer than that contained in the statement of Barber, in charge of Port Macquarie Fishery, confirmed by residents of this district, and by Bird, now a dredger here, and at that time employed on the beds—namely: that a man would work his warp-stake into the bed and not leave that spot for sixteen or twenty days, getting ten to fifteen bags a-day all that time; and that for a long time ten to twelve and even fifteen boats were so employed, until only three or four bags could be got, when all left one after the other. Some came back in about three years, only to get at most six or seven bags; worked until that also dwindled to two or three bags a-day; also, that the oyster since obtained has not been near so good as those obtained at first.

2. By over-dredging, most assuredly; and as far as I can find, by trying the bottom,—a comparatively easy and accurate process in this shallow water,—very little by silt, either flood or sea. I find an exactly similar condition of the clutch-bed and disposition of the oyster as on the other beds examined, viz.:—The clutch-bed furrowed, and long strips of mud between and in patches—clutch filled up in some places a foot or two deep, and oyster lying in streaks and patches, and many parts only isolated clumps, where originally they must have laid many clumps deep all over the bed. This state of the clutch may, however, be easily remedied under culture, by raking the clutch.

3.—

(a) The banks of the river, creeks, and lakes (excepting where rocky spurs from the North Brothers enter on north side of Taylor and south side of Queens Lakes, also about $\frac{1}{2}$ mile in front and above Lauristown), are composed in some parts as all the south-east portion of Lake Taylor, $\frac{1}{2}$ mile on left bank of North Creek, bank running along oyster-bed in said creek, round bay at upper end of said creek and south and west sides of deep bay at heads, of the friable, chocolate-coloured sandy mud rock, common to all these fisheries already examined, only more blackish; in most all the other portions of bank is blackish unctuous clay or soil, and shell in beds from a few inches to 2 and 3 feet on all the level land. In digging foundation of saw-mill, 6 feet below surface, went through a pure shell-bed 3 feet thick, cockles and oysters, which seems to extend under the whole, of the site of township. Beds in river (excepting the outer bed in bay at heads, marked by a black-ink line which consists of a hard bed of ware-drift sand, which, as informed, has not altered materially during past fourteen years) are composed of either hard or soft sandy mud and shell, as indeed is the bottom generally, save spots of soft mud in parts of lakes and channel of river; all excellent oyster ground.

(b) None of the beds without clutch contain oysters, but the banks in some parts are covered by tidal oysters.

(c) None of the beds are of pure mud—always mixed, as already stated; but the subsoil—or rather, in many beds a sub-stratum of the common black unctuous soil—lies from an inch or two to several feet under the common sandy

sandy mud bed on which the clutch rests; but, as in one portion of the Hastings bed and in the bed in the bend of N. Creek, there is a trace of pipe-clayey stratum under the common bed of sandy mud and shell bearing the clutch.

4. Beyond the water-mark of river, lakes, and creek, the land for some breadth is covered by spring-tides, and in many parts by neaps also;—consists of the common rich blackish soil, and here and there black but not unctuous soil, a decayed salt-marsh vegetation, and (excepting in the latter) cockle-shell is pretty general. That within marks referred to is, I believe, still vested in Government, and all extremely well fitted for culture by trenches.

5. Quality fair, but not so good as formerly. Age chiefly three, four, and five; less of two years than there ought to be to maintain present rate of dredging, and scarcely any one year old; plainly showing last year's crop either failed, or from some cause or other—no doubt explicable when more attention is bestowed on this most important subject—the oyster did not spawn. The proximate extent of oyster-beds are marked by a *red ink line*; clean shell-clutch beds by a *blue line*; good oyster ground, hard sandy mud and shell beds with a light coating of slimy mud, by *red-ink dots*; good soft sandy mud and shell beds by *blue-inked-otted line*; and wave-drift sand banks by a *black ink line*.

6. There is a larger quantity of shell than in the other rivers fit for clutch. Almost everywhere on the banks and some distance back, I hear also, it spreads all over the level ground, and in parts, as at Laurietown, some distance up the spur of the hill, also on the high ground at the head—again it occurs over all the north-western portion of Taylor's Lake under from 2 or 3 inches to 18 inches of soft mud slightly sandy mixed with broken shell; also shell on all the islands. Consequently culturists will have abundance of material to work with, and Laurietown, in the very centre of the fishery, is well suited for a fishery township.

7. Some of the oysters appear to be in the first stage of spawn development, but very few, and of that I am by no means sure; as until about two-thirds advanced in development it cannot positively be determined without the aid of a pretty powerful microscope; no spat appear anywhere in fishery. I questioned two of the three dredgers employed in fishing, but they could give no useful information, however did not believe that oyster spawned all the year round; and third oysterman, named Handley, who has charge of fishery, would give no information; but a good deal of totally unprovoked abuse of self and all concerned, which I am certain two of his employers would not countenance, nor scarcely, I think, would Woodward the lessee of this fishery. Both Mr. James and Mr. Gibbon gave me letters to each of their respective employes in charge of beds, directing that every assistance and information required should be afforded, but I had no letter from Woodward to his manager here.

8. Neither of the two dredgers referred to could give me any useful information, nor could any of the residents.

9. This fishery is specially adapted for culture in small areas, while as leased to one lessee it would probably be an impossibility in this country on account of both capital requisite for such a large undertaking, and also on account of scarcity of labour needful for even tolerable culture; but more than two hundred families could find ample and highly profitable employment, children included, starting with less capital than that necessary to enter on a free-selection.

10. So far as I have examined, I think, at least until culture has progressed sufficiently to yield a portion of the crop of spat yearly necessary for a holding, natural beds being brought into such a low condition, ought to be reserved under very strict regulations, for the exclusive use of the culturists of oyster-ground, merely as spat nurseries.

11. I believe it would be a wiser policy to give to lessees the privilege of collecting the spat off the natural beds free of cost, at least for a given term of years at first—that is to be collected by selves and families. The term of such concession to be calculated liberally, so as to allow fair time to have a crop or two of spat from those laid down in the first year of occupation; but under proper restrictions rigorously enforced.

12. On ridge of bed of softish sandy mud and shell on which formerly I am told clumps of oysters appeared in isolated patches. It is situated just above Laurietown; defined by blue-ink dots with a red line in centre marking positions of laying. On this spot dry last of ebb (informed by a dredger) was laid twenty months ago 900 bags of tidal oysters of the ordinary kind and age at present abounding, seemingly about two years old. They lie in a narrow row about ten clumps deep, appearing to have been bundled out of the boat anyhow; nevertheless they have thriven well for tidal oysters, probably all the better from not being at once, from a habitat exposed to sun and air twelve hours every twenty-four, plunged into deep water as at Port Macquarie. In another year they will be fit for market, at any rate within two years. However, they have not grown so well as deep water oysters would have done in this favourable situation—I mean if the latter were laid on the covered portion of this excellent fattening ground. However, this example of rough transplanting affords conclusive refutation to the assertion that culture will not succeed in New South Wales, &c., &c., for here, on this bank of soft sandy mud and broken shell the oyster thrives and grows as well, or indeed better, than ever I expected to see a tidal oyster thrive when transplanted. Only clutch not having been laid on the bed previously, the bottom tier or layer of clumps furnishes the clutch and keeps the upper tiers out of the mud, consequently the lower tier is dead, but all the others are as said healthy and growing. Hence, therefore, we are furnished with two important conclusions:—First, that culture will succeed equally as well in New South Wales on new ground as it does in any other country, and in that respect its habits and economy differ in no way from those of oysters in Europe and America. Secondly that a clutch bed is an absolute necessity of proper culture, unless, as in this case, a layer of live oysters be sacrificed to furnish the clutch-bed. I may also add a third conclusion, not however so important as the others, as this is sufficiently proved by the original state of the beds,—namely, that oysters will thrive and grow well eight or ten clumps deep, but most probably not so well as if laid singly and in three or four tiers deep. The above is the only improvement, if it can be so called, and that is in no respect an improvement to the fishery. If a clutch-bed had been laid even on this strip of ground, such would have permanently improved the bed to that small extent; but, as it is, these will no doubt all be taken up in the same rough-and-ready manner as laid, and the strip of bed left bare.*

I have, &c.,
A. B. BLACK.

MANNING RIVER FISHERY.

1. The enclosed statement includes most of 1867 up to date, put down as spoken. It shows that both subscribers are observing men (and, I may safely add, also decent), inclined to prove for themselves with means at hand the truth respecting culture—of this again. I carefully examined both patches referred to, also evidence obtained from Mr. Gyle, manager of fishery; and several old residents of respectability not only confirm the statement, but also afford the following facts, which is embodied in a short account of the fishery from its commencement to the present time, viz.:—*Catti-bed*, in main river, (as marked) was the first worked by "Sam the Tinker," 25 years ago (1852), who set the blacks to dive for them. He sent now and then a few bags to Sydney by sailing-vessels, which produced 10s. to 15s. a bag. Not, however, till 1861 did dredgers from Sydney disturb the bed; but by end of this year 10 or 12 boats were working on it, averaging eight or ten bags daily, in five or six hours. However, 12 or even 15 might have been obtained if chosen, but fear of glutting market prevented. The ordinary price was 5s. to 8s., running up to 15s. in time of scarcity, and in a glut nothing. I fear this element of uncertainty exercised a strong fascinating influence over the class of men engaged—"light come light go." This is the only *shell clutch bed* in fishery. It lies on a flat at entrance to Catti Creek, 5 to 6 feet deep, falling suddenly on to a narrow shelf 20 feet wide and 22 feet deep, then equally abruptly on to the bed of river in this bend 40 to 45 feet deep, and a strong ebb, but less strong flood, running over all the bed—clutch at first, on shallow portion, laid very thick, now scarcely a vestige remains. The deeper portion,

* In relation to the "tidal oyster."—Since startled by the positive statement, based on 25 years experience of George Fraiser, manager of Clarence Beds. "That tidal oysters spawned several times a year," I have closely observed, as far as opportunity would allow, its appearance and habits, in order to discover anything to justify that conclusion; as yet however, without further success than that of finding in some favoured spots in several rivers or creeks, spat seemingly of various ages or rather degrees of growth—but always apparently a well-defined period between each growth. Obviously, however, unless positive of the time of spawning or that of spawn setting, judging by mere growth alone is a very unsatisfactory mode of determining the age of a creature so extremely susceptible to many external influences, especially while living in an abnormal condition, as in that state it is confined between the verge of low-water and high-water-marks. Hence, according to the run of tide in these rivers it is deprived of food 12 to 10 hours each day and a fair supply the remainder; also an unusual degree of either cold or sun will impede growth; consequently, in favourable circumstances its growth at that early state of life would be rapid, while unfavourable circumstances might arrest its growth even one or two months. When pondering the matter in connexion with this heap of tidal oysters transferred to a less dry and more fertile bed, thereby to a more copious supply of food and better shelter; also on the mysterious law of lunar influence on fishes, whether dead or alive in water, or out of water, (a fact well known and operated on by fishermen), also on the movements of migrating fishes as the period of spawning approaches, likewise on mussels, &c., on tidal beds, extending even to the gestation and other vital processes of mammals, &c.—it seems probable that under such abnormal conditions the general spawning time of tidal oysters may be increased once or more during each year under the powerful influence of the clear moon in this generally dry country. However as the propagation and preservation of seed is one of the most important elements in this oyster industry, no means ought to be neglected to determine the spawning question. I shall certainly as I proceed neglect nothing that seems to tend to such solution.—
A. B. BLACK.

portion, however, has escaped with less damage, as it is, by reason of depth, shelving nature, and strong tide, difficult to dredge. In this portion some old oysters are found, and, considering the state of the bed, a fair number of two-year old oysters, but very far from what ought to be; for it will take these, as well as every other two-year-old on the fishery, to pay rent and wage for the two ensuing years. Few spat fell last year, and although all the oysters have now spawned scarcely a spat appears anywhere on the fishery. Scarcely had Catti been cleaned out than Scott's Creek bed was found (as marked.) Clutch, pebble, small boulders, and shell, depth from 1 to 10 feet, easy to work, barring the boulders. This was also cleaned out. Now south passage contained oysters, but the distance was too great, while these beds produced enough and more convenient for shipment, besides those in south passage were always very poor. Then the south bar was closed, and had been before the oldest resident went thither. However, in October, 1862, the heaviest flood by some feet witnessed in the district occurred, causing much distress. Graham, a selector, opened a slight passage on top of enclosing sand-bank on spot now the south bar, which the flood-water shortly increased to a mile wide and down to the rocky bed—so it ever since has continued. Now, evidently this sudden rush of the dammed up water must have produced a heavy scour in south passage. This heavy scour happening just before spawning thoroughly cleansed the passage not only of mud, &c., but also cleaned the clutch-bed, in this case composed in most parts of large and small pebbles and shell, along banks (say fore-shore) of hard decomposed shelly bottom and shell, and in isolated patches of a sort of rotten trap-rock. Now the mud, &c., being cleared off, the pebbles, shell, and rock cleansed by attrition of the slimy matter which prevents adhesion of spawn, was in the best possible condition to receive the spawn of parents invigorated by an abundant bi-daily supply of food direct from sea through the new south bar. Parents formerly half-starved by the indirect, often interrupted, and never sufficient supply through Scott's Creek, and recuration of tide through the upper end of the south passage coming from the north bar, received in the manner described, and at the proper time, a full supply of all the nutritive elements necessary to enable them to commence the reproductive process in a state of complete vitality (probably all the more from the deprivation endured until this time), under the most favourable circumstances possible for the production of the largest crop. Consequently what was looked upon as a sort of miracle by others, would just have been the thing expected by a student of their habits, viz., the covering of every particle of clutch from lower end of Cabbage-tree Island to Blair's Creek, and the parent oyster no doubt from this time forth continued healthy and fat. However, this discovery was not made till nigh three years later, by which time the two main river beds were completely skinned, the bar bed not being discovered until 1867. Whereupon south passage was set upon, but there being only one layer of nigh three years old, and one of barely two years, hence so many bags were not got as on beds of 6, 8, or 10 layers deep and older standing. However, the bed was of greater extent, and save the spell given (about 18 months), while closed by proclamation, it has been kept bare by constant dredging ever since, but never so bare as at present. In 1867 the bar-bed (as marked) was found, duly skinned, and left. Although this bed, no doubt, while closed would be the safest to work by poachers as quite convenient to shipment, yet in day-time it is the most troublesome, on account of being exposed to the full sweep of all the prevailing winds, which creates a sea dangerous to dredging for three or four days every week. This, however, lulls at night, and while closed enables the poacher to dredge and ship the booty before day-break on any vessel lying at the bar bound out. Thus it was this bed was skinned before it came into lessees' possession. This bar bed has pebble and shell clutch, depth mostly 6 to 8 feet, running from bank to 12 feet in channel. Pebble clutch is not so liable to injury by dredge as shell, but it is much inferior, as the oyster is more difficult to detach, less apt to catch the spawn, and more difficult and costly to handle in culture. The bed-rock here, in Scott's Creek, and in many parts of south passage is the chocolate-coloured friable, sandy mud rock common to all these northern rivers. The banks of main river consist of an equal depth of soil, but of a lighter colour than that of most of the rivers to the north, nor is it so unctuous as that of south passage, which latter, however, in many parts contains good-sized pebbles similar to those which form the clutch; and I learn also that throughout district there is hardly an instance of a well being dug which is not through 8 to 12 feet soil on to a bed of oysters, cockle and whelk shells, from a layer of 2 to 3 or 4 feet deep, into a bed of hard sea-sand more or less mixed with alluvium on top, similar to that sandy mud forming present shoals and bed of river; but only at Catti and one or two other places does said bed of shell appear on bank of river, although abounding in banks and soil of south passage. The beds in south passage and in Graham's Creek, inside Cabbage-tree Island are in every respect similar, but in said creek there is the material difference that the run of tide is not direct, neither in flood nor ebb. The former is thrown off into south passage by a heavy drift sand-bank across its entrance, so that only the latter part of flood runs fully in, while the ebb is similarly retarded, but in latter portion by the shallow oyster and clutch beds across its upper entrance, thus neither carrying into it an equal quantity of spawn nor food; consequently its oysters are neither so abundant nor fat, but the patches in it are numerous, easily worked, and thoroughly adapted for culture from end to end. Depth from 2 to 10 feet. Depth of south passage generally, on oyster-beds, from 5 to 6 and 7 feet, running into 10 and 12 feet in channel. Channel mostly 12 to 16 feet; but from opposite saw-mill to reef trap-rock, in bend, (as marked) is a gulch 30 feet deep, precipitous banks, width one-third of creek. It runs a short distance beyond said reef into an uniform flat of black sandy mud, 12 to 16 feet, which continues up to second bend, from which up to entrance there is a stream of pebbles and shell, with isolated oysters, and oysters on any stone forming wharfs. However, above reef referred to it has not been considered payable to work.

2. The minutè description given will show the injury done to beds by over-dredging, but it remains to point out the evil effect clearly manifested by the continuance of dredging. I have said last year's crop was bad, and from all appearances the present also will be nil. It cannot be expected that the lessees (I say lessees because there is a co-partnership of three—James, Clark, and Woodward—equally interested in all these northern beds) will bate one jot of contract while rent is to pay—in this case £1,150 yearly. Now although this fishery in its impoverished state, while in their possession may not have paid, yet they have been recuperated partly from profits of other fisheries and partly from monopoly of beds held in few hands. Nevertheless they will, while contract lasts, continue to take from it the last marketable oyster. As shown by the fact that while in fair condition the fishery could support twice the number of boats, procuring a larger quantity of oysters, though a lower price was obtained; now, however, strive from daylight to dark, the five dredges employed can each only obtain over all this extensive ground eight bags weekly. One working Catti, Bar, and Scott's Creek beds; three, till last week, now four working south passage beds, and working all the time the spawning process has been in progress. I must say that the men are very careful in culling and throwing the young oyster back. Probably, also, lessees are strict in ordering only mature marketable oysters to be forwarded. Still, in each case this care, though exercised on behalf of respective parties, is none the less most injurious to the reproductiveness of the beds, also for the sake of immediate profit, as spawning oysters won't keep. The oyster is not sent away while spawn is flowing while from it over the boat when dredged, yet both immediately before and after, when not actually in that state, it is sent to market. Consequently thus stands the case. No violent natural cleansing process has of late occurred, nor has there been a considerable number of spawning oysters ready to avail of the clutch thus cleansed as at the time above mentioned; but instead, the clutch has been destroyed, as much as a pebbly bed well can, the shallow portion of Catti bed is left with only a patch of a foot or so of clear clutch at long intervals, and everywhere shell and pebbles alike covered with slime and fine mud, the latter constantly stirred up by the bow dredge, while at the same time there probably does not exist in the whole of the fishery a sufficient number of spawning or mature oysters to fully stock a single bed, especially considering the many chances existing against the spawn falling on the right spot. Hence, obviously, while this process continues, this very valuable fishery will be reduced from bad to worse. I have bestowed unusual pains in examining the beds, and sought local information wherever I could find it, and the result is, maturely considered, that it would be a vast public gain to cancel the lease forthwith, even at the cost of returning the present year's rent, and then close the fishery until the future mode of management shall be determined. I submit these, my clear convictions, with much deference, and trust such will not be considered beyond my duty.

3.—

- (a) The banks of main river consist of 8 feet of lighter-coloured soil than that of most other rivers, that of south passage darker and more unctuous, the banks of both resting in many parts, more apparent towards both the N. and S. heads, on the blackish, friable, sandy, mud rock. Some, but not many, depressions of general level of surface. Where these exist soil generally sandy. Shell abounds in south passage.
- (b) In some parts rocks have gathered oysters, but not in all. The tidal oyster is not so abundant as in some other fisheries, and found chiefly close to beds in thick patches on sandy mud where shell or pebble clutch has accidentally been drifted, and also around Pelican Bay, wherever any kind of clutch, whether of soft black mud or the usual sandy mud, offers a resting place. Those on the soft black mud in Pelican Bay are the finest tidal oysters I have ever seen.
- (c) None of the beds are of other mud save the sandy mud mentioned, mostly hard, but sometimes soft—and all with clutch of some kind, excepting in the tidal lagoon on point opposite bar bed, where there are fine tidal oysters in clumps lying on the bare black soil, but no doubt at first a shell afforded foothold.

4.

4. There are few marshes available for culture. That last-mentioned is an excellent place. North side of Pelican Bay, for 40 or 50 yards back, Charlie Island, lower portion Cabbage-tree Island, Luttrite Island, and bottom of bay east of Luttrite Island, all these consist of the ordinary soil; I believe all of them are unalienated. Pelican Bay and Island is most excellent oyster ground, only 1 to 3 feet deep anywhere, save about 200 yards \times 10 wide, 5 feet deep, and large flats dry at half ebb.

5. The quality is good, 25s. per bag I am told they produce in Sydney; as before mentioned the old are scarce, two years, not so many as ought to be to meet expenses for the next two years; little or no crop last year, and no signs of more this. The extent of beds about that marked; but isolated clumps are found all over the south passage, Graham's Creek, south mouth of Scott's Creek, and about Luttrite Island, outside of beds as marked.

6. In Pelican Bay, as marked, there is a mound of shell, height 50 feet above high-water, 350 yards long by 60 wide; then at base along banks of Pelican Bay on east side 200 \times 30 yards \times 9 feet; on west side 300 yards \times 40 yards \times 7 feet, but running into bed of creek, also deep beds along this creek at intervals for $1\frac{1}{2}$ mile. The whole are fine large and perfect oyster-shells, an exception; for most shell beds are largely composed of cockle shell. Then the whole reserve for township, south bank of south passage, is a mass of shell; this would form an excellent fishery township, and another, the sand-spit opposite Bar bed; nearly every portion of south passage banks, east of Blair's Creek, consist largely of shell; all however save reserve is sold. The vast deposit head of Pelican Bay belongs to Mr. Macready, Pyrmont.

7. The oysters had begun to spawn middle of January, and completed middle of February, last year about one month earlier; but I have been told that they more often spawn before than after Christmas, or from end of October to end of February.

9. In small areas—As proof thereof, take first William Windsor's patch of 200 feet \times 20 in south passage, just on the edge of low-water, here then in that space 100 bags are laid of oysters, aged one year, chiefly tidal oysters, a portion one year and less deep water oysters; the latter he considers his employers may object to, hence he desires to say little about them, however, both he and Barry, whose stock consist of the latter sort from cullings at various times with only a few of the former find that the deep water oyster is far more profitable than the tidal to transplant; now it seems that these have increased about threefold in size, and this patch is not quarter covered. However, as it is, the cost was the keep of a man for three weeks, and also some of his own spare time. The result at the Sydney market price, say only £1 = £300 within two years, for only a small portion of spare time during that period, if that bed were his own.

David Barry's patch is on same bank further west, and similar in every respect, except that there is a small muddy spot over which he carelessly cast some pebbles and shell; the stock is young cullings and a few tidal oysters; however, not more than ten or twelve bags, as he is constantly taking them up in order to complete slackly filled bags. Both believe thoroughly in culture, so also do the other dredgers, and not only them, but all the residents on the river with whom I have come in contact, all seem to know of these two experiments, and profess deep interest in a Bill which would afford reasonable encouragement to engage therein. But all express themselves deeply aggrieved that the whole profits of a local product should go to a few Sydney dealers; also strongly speak of the supineness of Government in permitting the destruction of the fishery. They all seem to watch proceedings narrowly.

10. 11. These dredgers, together with manager, have hitherto favoured licensing, but that I suspect was the cry taken from Sydney shop-keepers, who desired above all things to prevent any Government interference with the fishery whatsoever, and that they should continue without let or hindrance to do as they pleased therewith. Hence the cries arose "license boats"—the next best substitute for free user; and "our oysters are different from other oysters, therefore culture will neither answer nor pay in this country." On account of few dredgers being able to keep money they were completely under the thumb of dealers, and whenever they got to Sydney almost all of them were indebted to an advance to one or other of the dealers to get back to fishery; hence no wonder "the one danced as t'other piped." However, the men under consideration seem one and all to be steady, thrifty, intelligent men; and once the idea opened to them, especially in view of the experiments described, that probably the new Bill might contain provision for leases of sufficient area for culture on encouraging terms as to length and rent, they all on reflection bethought of procuring young stock free of cost as a necessity of culture. I observed that when this idea was fully mastered, the licensing system was dropped, and all would be right if they could by any means surmount the first two or three years of culture.

12. No improvements whatever. An oyster shed at Croki for convenience of shipment, but no use to fishery.

Gentlemen,

Your most obedient servant,

A. B. BLACK.

STATEMENT of David Barry and William Windsor, married men, permanent residents on south passage.

19 February, 1877.

I, David Barry, have been constantly engaged dredging since 1867, and in that year commenced on south passage; got then three to eight bags a day, the latter a spurt; generally twenty bags a week of five days; but at first opening of bed the usual thing was eight bags a day; then I worked a while in the first rush to Port Macquarie, when the general thing was fourteen bags per boat (two men) a day; then went to Cape Hawke and got ten bags a day, eight boats working together, when we got the blacks to cull for us; then returned home to south passage. In each of the last-named cases, when no more than two bags at most a day could be procured we left. The passage then had not recovered to allow more than three bags a day to be procured; at about this rate we worked nearly 18 months, eight boats in winter and eighteen in summer, until the catch was reduced to one bag a day; but most of them now left starved out, but I being married, and my home in south passage, remained. When the beds were closed, I and others, about four or five boats, smuggled chiefly on Cattai and bar beds, where the oysters were young, nice, cuppy oysters, and sold high in Sydney. The average at first was four to six bags a night in 4 or 5 hours; this continued from time of closing till the beds were leased, gradually diminishing, however, to two bags a night. I and partner were fined towards the latter part of time referred to. Then when beds were leased I was employed in south passage by lessees, and so till now. At first seven boats were employed by lessees, and entire passage was divided into seven beds, each the exclusive stint of one boat; some beds were better than others; some only got one bag, mostly however four bags a day. A flood intervened and damaged some of the beds, which however was found to considerably benefit others, on to which the oysters had been drifted. This flood, but especially the gradually diminishing quantity of oysters prior thereto, actually starved out four of the boats, henceforth only I, William Windsor, and George Shoobert, remained, until we were compelled after two months' work to seek a rise of price per bag, 3s. 6d. first to 4s., then 5s., at which it now is; and last week one more boat was put on; now the average a week is eight bags. Hence it may be assumed that two of the best beds in the Manning, viz., Cattai and bar beds, were skinned before beds were leased. These were convenient to place of shipment, therefore less dangerous to work while closed.

Spawning.—Last year about end of December this year, spawning just about completed. They are about one month later this than last year, and which time is about spawning time of the above-named beds, i.e., Port Macquarie and Cape Hawke. I am positive that at neither of these fisheries do the oysters spawn all the year round—only between 1st Nov. to end February.

I, William Windsor, fully endorse the above statement of David Barry, having read it each in other's presence—as witness our respective signatures,—

DAVID BARRY.

WILLIAM WINDSOR.

I, William Windsor, had dredged in south passage, being married, and having my home here, 12 months before beds were closed, I was engaged by lessees as soon as fishery was leased, and allotted one of the beds, No. 9, which was a poor one; after flood referred to the arrangement of allotting a bed to each was annulled, and beds worked in common; I then got permission to occupy a portion of the foreshore for the purpose of laying down young oysters, chiefly tidal oysters; I solicited permission and obtained it, but on the understanding only that I should be paid nothing for laying them down. Hence the experiment was at my own risk, and I desired it for my own satisfaction, in order to learn how far such transplanting was likely to succeed and pay. I laid down, with assistance which I paid for, about 100 bags, on a space of 200 feet long by 20 feet wide, from bank into a depth of about 1 foot low water, age of oysters when laid, about 12 months. I found in breaking them up many were destroyed, therefore the greater part were laid in small clumps so as not to destroy an undue number, which otherwise would have

have been the case. These have now been down 18 months, and many are fit for market. The shape has somewhat altered, being inclined to approach the appearance of a deep-water oyster—the colour also—and have increased in size threefold. I have carefully attended them, and separated as many of the clumps as I could without causing injury, and generally kept them clean of deposit. At present, I believe, in consequence of lying pretty close, the spawn has caught rather abundantly this season. Lessees still continue to respect said agreement. The only pecuniary advantage I have is to be able to keep up a good weekly average, while other portions of bed may not yield such during winter, interruption from bad weather, or floods. Receiving 5s. a bag, as for other oysters. The Manning oysters command the highest price in either Sydney or Melbourne; hence we average no more than £2 weekly, working 12 hours daily, against 6 and 8 hours formerly.

WILLIAM WINDSOR.

Both the undersigned have tried the experiment of laying, though the one without agreement with lessees, and firmly believe that on good ground, cultivated with care, culture would pay well; but unless a long and secure lease be given at a reasonable rate of rent, there would be little to justify the attempt, and if so, rigid restrictions would be necessary.

WILLIAM WINDSOR.
DAVID BARRY.

CAPE HAWKE FISHERY.

1. Prior to the opening of the bar, according to John Pennington's statement in 1848 or 49, it seems the only oyster-bed was that marked No. 1, on which they were thick; however in 1859 this bed was found to have been either silted over or oysters swept away by such a strong rush of water as that likely to be produced by a flood so high as to sweep away the sand-bank which closed the bar. The opening of the bar showed, as in the case of south passage (Manning), that it is indispensable to the health and fertility or spread of oysters to have a fair supply of tidal water regularly fresh from sea. However, after 1859, when settlement began, several other of the beds were producing, and the number has been gradually increasing, still, however, No. 12 is vacant, though possessing all the appearances of a most excellent bed. No. 9 was infertile till 1872, and perhaps the next good spawning season may also stock No. 12 and some of the other equally good beds.

2. I beg to refer to enclosed statements. The beds are all shallow, generally from one to three or at most four feet, therefore dredge is not employed and tramping over gathering is rather beneficial than otherwise.

3. As shown in sketch, the lower portion, next bar is filled up with wave drift-sand slightly intermixed with mud, and only two or three narrow shallow channels between.

(a) Shores generally of creeks and islands consist of blackish unctuous soil, in many parts lying over a horizontal stratum some feet thick, of the common chocolate friable sandy mud rock; and on east side of lake, south, to narrowest part betwixt lake and sea, thence to Booty Hill, is a sandy spit drifted up in dunes covered with the ordinary kind of brush and tree congenial thereto; rocky round Booty Hill. Beyond, south-east portion, on the friable rock lies two to three feet soil, over it one to three feet pure oyster-shell, and above two or three feet more black soil; this extends to south extremity, thence along to Mr. Newman's (settler) blackish unctuous soil; thence along west side the land is elevated, and shores rocky.

(b) Very fine rock tidal oysters extend all along to north-west corner of lake where marked; but on east side no farther than opposite middle of Wallis Island; yet all round large island south of Wallis Island, and on west corner of Wallis they abound.

(c) None of mud, but wherever marked with blue line the beds are composed chiefly of shell and sandy mud similar to those producing oysters, and in fact many portions of them are seemingly better suited for oyster-bearing; indeed, it is not unreasonable to suppose that in time, even by natural means, most if not all will become fertile. However, Mr. Newman's (settler) selection marked south-west portion of lake, laid some down in front thereof, which has thriven and even increased. Also Mr. M'Kay, four miles up Woolambee from Govt. cutting on No. 2 bed has laid some which thrive very well. Hence it is proven that oysters will thrive artificially laid both at southern extremity of lake and well up Woolambee River.

4. Salt-water lagoon in Wallis Lake and that at north shore with a considerable extent of marsh around each, especially the latter, as all the islands (excepting west and north sides Wallis Island), together with that around both creeks and up the Woolambee about three miles, are admirably suited for trench culture; and lagoons for beds, but none of the lake shores are suitable.

5. Area about as marked in sketch. Beds No. 2 dry at half-ebb, and portions of 3, 7, 8, and 10, the latter running into two and three feet at low-water. A great portion of all the oyster-bearing beds; also non-bearing beds marked with blue ink, are hard shell slightly intermixed with sandy mud, while portions are softish sandy mud, all, however covered with various kinds of marine vegetation into which you sink to the ankles; and a considerable extent of those in lake are thickly dotted over with large live cockles each bearing a tuft of algae, however, all are apparently equally well suited for oysters. Cockles and oysters thrive well together; indeed, the oyster frequently attaches to a clean live cockle as to a whelk, but the cockle does not devour it as the whelk does. Both whelks and periwinkle (the veritable *Littorina littorea*) abound in both lake and estuary, each in its proper habitat.

6. There is an immense amount of both in the beds described, most of them many feet thick and in layers on islands; also mingled with soil everywhere save in the sand-spit which separates a portion of east side of lake from the sea; and none of the islands are alienated nor any of north shore.

7. Information relating to spawning I have succeeded in eliciting pretty fully in statement enclosed. I may, however, remark thereon that both John Pennington and John Hughes are both very intelligent and observing men, and the former has had probably more experience of the subject than any one in the Colony, having been during sixty-five years constantly to and fro to nearly every oyster-bearing river, and mostly dealing or procuring them for sale. I have also carefully noted down exactly what each desired to say; besides, every word relating to the fishery can be confirmed by many of the residents. I may remark in addition that as in Europe and America years occur in which oysters do not spawn; also, that whether spawn be fertile or not, there is like to be without artificial aid a lapse of several years in the natural course betwixt each prolific crop. I believe this to be universally the case. I shall take a future opportunity to refer to this subject.

This fishery affords by far the finest opportunity to accurately study the habits of the oyster. The water is far clearer than that of any of the northern rivers, and the beds do not exceed a depth of four feet, generally two and a half low-water. I have waded over all the oyster beds and a great portion of the ground in lake enclosed by blue lines.

The very clear water also affords an excellent opportunity to observe some of the oysters' enemies. A species of cephalopoda is rather numerous. It forms a hole and gathers around it a bushel or two of oysters piled up above the level of the bed, apparently partly for concealment partly for food. I have watched it busily conveying the oyster to its nest. I have also observed two different kinds of crab deliberately engaged chipping off the edge of the oyster with its chela, and when it has made the opening sufficiently large, insert either of its foremost claws, divide the muscle and abstract the oyster. It's astonishing how quickly it opens and devours the oyster.

8. According to both statements, while prolific spawning took place, probably end of October or early in November, barren spawning took place sometime in January, and as in England an oyster here and there is always found on the spawning bed which does not spawn, at least not that season. It appears also that at least in this fishery spawning takes place nearly at the same time over all the beds, and there is no evidence whatever to show that spawning happens more than once a year.

9. Moderately sized areas.

10.

11.

12. No improvements whatever. The lessee by a lucky hit got the fishery with a fuller crop than ever it had on it before (No. 9 bed additional), and immediately thereafter before oyster had grown to one-third its mature size, seven hundred and thirty bags are shipped to market. The evidence proves unquestionably that the oyster at the most only attained maturity last year, indeed some of them not yet. However, to this date about six thousand bags have been got. In all probability, if allowed to remain until the three years (as they ought to have been) those six thousand would have increased at least ten thousand bags, which, together with the two thousand to three thousand remaining, would give the amount of full crop of 1872, viz., twelve thousand to thirteen thousand bags—by no means a bad investment for £45 a year; and not a stiver of this large gain is spent on the fishery. Moreover, it is now only left with the specified number of tidal oysters. Certainly they are of better quality than the tidal oysters of any other fishery I have seen, but that does not mitigate the evil.

As

As may be inferred, this perhaps is the most interesting and instructive fishery in the Colony; accordingly I have examined it most carefully, and as already said, every word of this report together with the statements can be amply verified I enclose plan of fishery, sent. It will be perceived that such a thing is of no earthly use to me; it ought to be on a larger scale and much more accurate than that is—many of the islands and the creeks are omitted. I regret to say I have been delayed by illness, but now recovered, and to-morrow start for Port Stevens fishery. Township sites will be needed here, and I would strongly recommend the unalienated portion of the Forster reserves, Cockatoo Island and Wallis Island. This will eventually become a first class general fishery. I have expended all the forms.

I have, &c.,
A. B. BLACK.

Manager Mr. John Hughes' Statement.

Hearing in Sydney that Manning men had "rushed" Cape Hawke and were making a fine thing, I started thither, and arrived December, 1869; found about twenty men had been engaged about four months, and oysters getting scarce. By February, 1870, Manning men had left, and only I and three other residents remained. By May these also were starved out, and I continued till mid June. Got first portion of time six bags weekly; latter portion only three and four. This was the average of the others, while for two to three months of first working fifteen to twenty bags a day was a common thing on most of the beds, and as much as forty bags daily off Nos. 2 and 9 beds. Rakes and shovels were used thereon. June 25th, tried Smith's Lake, but oysters were scarce, though fine quality. Got only fifty-six bags in thirty-four days. Price during this time, 6s. Recommenced October, 1871. Carefully searched the beds. On skirts of beds found narrow hollows, each containing a bag or two of fine oysters which had escaped notice in the general scramble. These, together with oysters trodden into the mud by so many tramping over the beds, were now grown into fine oysters. Kept four boats going at an average of ten weekly at first, to four and three by April, 1872. By this time, however, two men had gone sawing, the third, a Chinaman, fell sick; and end of April I engaged a punting. I do not believe fifty bags remained on all the river beds together. An idea has always obtained among oystermen that one or more deep water beds exist somewhere, yet the district has been searched in vain.

End December, 1872, to the astonishment of every one in the district, as by magic, every bed on which oysters previously grew was more or less thickly covered with young oysters the size of a threepenny bit; and September, 1873, the fishery was leased, and neither Government nor lessee knew aught of the valuable crop it contained. I was engaged to manage the same by Company at 3s. a bag, but at my risk till outside of bar. Company were anxious to realise, and I was set to work end October, 1873. Chose No. 4 bed, as these were the largest. I do not know how many filled the bag, but two men were eight hours loading the boat, whereas in 1875 got same quantity in four hours; and in 1876, and now fill the boat with ten bags in from two to three hours. This, at least, shows that the spat of December, 1872, are still growing; and on none of the beds, although some beds grow larger oysters than others, have the oysters ever yet attained the full size.

From middle October, 1873, to end April, 1874, two boats, two men each, sent lessees 735 bags. From September, 1874, to May, 1875, sent 1,170. From August, 1875, to May, 1876, sent 1,770. From July, 1876, to present date, 1,600 bags. In addition to which about 300 bags spoiled on bar-bound vessels, although specially careful thereof, as I receive no pay for such. Nos. 2 and 4 beds, the latter small, have as yet been very little worked, but all the others are nearly bare. However, these two beds, though inferior in quality and size may, together with the scrapings of other beds, yield 3,000 to 4,000 bags; and although the spawning of 1872, they have not yet attained full size,—chiefly tidal oysters.

Spawning.—Seven seasons have passed during my residence here, but I cannot say I have particularly noticed any save this last; that of 1872 must have occurred six weeks or more before I noticed the spat, while that of 1870, 1874, and 1875, I noticed by the milky spawn flowing from them in the boat while bagging them, also by the falling off in condition consequent on spawning, yet this was merely in relation to their safe transit to market, and not in relation to reproduction. In 1876 I am sure no spawning took place, because the oyster, for the first time (save 1873, when I suspect it was too young) since my arrival showed neither signs of minkiness nor falling off in condition throughout the whole season. Now this year the bareness of many of the beds and the increasing demand for the remainder, as well as the barren results of every spawning season since that of 1872, aroused my anxiety respecting the result of this season's spawning; accordingly I watched narrowly, and observed on the 1st February, about noon, that No. 2 bed was spawning on an ebb tide and light westerly wind. This must have occurred simultaneously over the whole of the beds. (The other boat was working on No. 10 bed, and noticed the water whiten and spawn flow from the oysters gathered and in the boat, about noon also.) Bed No. 2 is nearly untouched, probably 2,000 bags on it. There was at the time about one foot of water on the bed. The water all at once became white, and drifted slowly down amongst the sand-banks which fill the lower portion of fishery towards the bar. Numerous fish collected amongst it, seemingly to feed on it. From the obvious abundance of spawn, I expected a crop similar to that of 1872. However, excepting under platform on edge of low-water in front of township on which oysters are bagged, I have looked in vain all over the beds for a single spat, and I gather sixteen bags daily. It is also a fact that in each previous year, save 1872, the proportion of yearly spat has not exceeded one to twenty older oysters.

3. I am quite sure that on this fishery the oyster spawns only once a year, and in some years, as 1876, no spawning takes place. The months in which it generally takes place, at least since I have been here, are January and first week in February, excepting in 1872—probably early part of November—as the spat seemed to be about six or eight weeks old when first observed. Now, considering this has been the only prolific crop, may not early spawning be an advantage and latter spawning abortive?

The prevailing weather at time of respective spawning was in October, November, and December, 1872, unusually strong north-easters, frequently heavy gales, but dry, though dense clouds, and overcast seaward. Punts that season were frequently windbound, and for days could only make progress at night when wind moderated.

1873 was wet and variable; the other seasons were variable, and moderate easterly weather, and dry.

Respecting management of fisheries.—I, as well as other oystermen, felt deeply aggrieved, and unjustly treated when the beds were leased without due warning, more especially when a little reflection would have shown that it was a scheme calculated to exclude oystermen, and throw the whole of the fisheries into the hands of men who were notorious for unjust and unscrupulous dealing in every relation with oystermen. It threw a great many men out of employment who found great difficulty at the time to get other work, and many families were starved in consequence. Yet I have no desire to return to a similar state of things, nor to a system of licensing as was proposed; for I have now seen enough of these beds, also from an experience of five years employment in the oyster trade in Sydney with Mr. G. Clarke, Market-street, about one year in a shop of my own, South Head Road, also close on a year with *Oyster Company* at *Balmain oyster-store*, then six months at first opening the oyster-beds, Brisbane, to feel assured that without a *strictly enforced close season* of four or five months licensing would be a mere change of name instead of a change of management: an encouragement of instead of stopping all the evils of skinning. I for one, and I also think most other oystermen, especially the steady men of the class, are strongly disposed to engage in culture under a reasonably long and secure lease, especially if lease were made renewable under a system of assessment by arbitration on expiration of lease; and in addition to the necessity of preserving the oyster and spat during the breeding season and while the oyster is recovering from spawning, a *close season* also would be an absolute necessity to enable, or it might be to compel negligent farmers to improve their respective leaseholds; while at the same time the licensee, if licenses be granted, would be thereby restrained from destroying the young oyster at a time it is so extremely liable to injury; likewise the relatively few Sydney shop-keepers could very readily arrange to sell fried fish during that season, which is also a very profitable trade, though not perhaps so profitable as that of oysters; therefore, it can by no means be deemed a hardship even in their case, while it would also have the effect of promoting the interests of the other fishery. Moreover, the "run" on the oyster the first part of the open season would fully compensate any loss of trade likely to be thereby sustained.

Respecting licenses.—Suppose, for example, I and others took leases for culture in this fishery, speculating on stocking our respective leaseholds with spat off the nearest beds, and oysters got scarce in the Manning, or Sydney dealers were short: what would hinder the Manning licensee coming across as before, or the Sydney dealer advancing cost of license, price of boat, provisions, &c., to any one they could pick up on the instant, taking care, according to custom, to exact to the uttermost farthing the sum so advanced out of the oysters first sent up; and as the custom heretofore, clearing off in a short time both marketable oyster with attached spat? Is it at all likely either of those parties would sell young stock to us unless they got a price equivalent to that paid for marketable oysters? Now the time requisite to separate the spat would be, at least, per bag

bag equal to ten times that required to fill a bag of marketable oysters. Hence, therefore, we would be required to pay at least fully ten times more for spat than would be obtainable in Sydney for the grown oyster; but, knowing our necessity, would such men be at all likely to sell even at this rate? Obviously in any way we would be at their mercy! Consequently, unless some special and strict reservation of beds be made for the sole purpose of enabling the leaseholder to supply himself with young stock, what advantage would the leasehold be to the individual? But should it be seen advisable to grant licenses, I submit that licenses should be granted for one fishery district only, and in such number only as that district will bear; and of course if licensee desire to remove charge in addition, a similar fee for the district removed to, viz.: £10 or £20 which is not too much for an oyster license. Lessees also should be permitted to hold licenses, *i. e.*—if licenses be granted.

JOHN HUGHES.

SIGNAL-MASTER John Pennington's Statement.

From 1831 I had occasionally traded to Cape Hawke, but in 1859 I came to reside, engaged by Mr. John Booth to punt shingles, &c., to traders; thereafter engaged by Government as Signal-master.

Forty-five years ago we got only cedar, and crew generally took a few bags of oysters. Then the bar was closed, and had been as long as the blacks could remember, consequently we loaded outside, and only came when a cargo was ready for shipment. In 1848 or 1849 the bar was opened by a heavy flood, but not till 1859 was there depth of water to cross, and in that year I took the first vessel over it. Thenceforward depth has continued pretty steady over eight and nine feet, excepting an occasional interruption of only a single neap-tide.

Forty-five and forty years ago we had discovered six or seven of the eleven beds which now produce oysters. However, only on No. 1 bed, and a few tidal oysters on beach in front of present township, did we find any; but in 1859 several of the beds had got stocked, and in October or November, 1872, all the shell beds not in the lake, excepting that numbered 12, were more or less well stocked, as follows—Before 1863:—

No. 1 bed was the only one stocked forty-five years ago when bar was closed, but in 1859 it had been silted with sandy mud and shell. In 1872 however, it had come in for a small share of the crop, and since then a few clumps are found on it. Probably this bed had been silted in the rush of water when bar was opened, as it just lies in the way.

No. 2,—through which Government cutting runs—was in 1859 covered two or three tiers deep in many parts by good saleable oysters, but skinned as clean as a whistle in 1864.

No. 3. I speak of (1859) as well stocked as above.

No. 4. Fairly stocked, not near the quantity, but finer quality.

No. 5. Not many, but larger and better shaped, and fine quality.

No. 6. Small patch, few oysters, but superior quality.

No. 7. A clump here and there, apparently beginning to form a bed.

No. 8. None for some years later.

No. 9. None for some years later.

No. 10. Small bed, finest oyster in fishery, three and four tiers deep.

No. 11. Only here and there a clump, apparently in process of forming.

No. 12. None, nor any yet, though as promising a bed as the best. While trading for cedar we got a few bags each trip off No. 1, and from 1859 I occasionally send up a few got off the most convenient bed.

In 1868 I found, in all, three bags on No. 9, which I sent to Mr. Clarke, Market-street. I asked only 10s., but the oyster was so superior that he was extremely eager to get more, but I searched in vain, yet in December, 1872, this bed was covered with young oysters.

In 1863 about nine oystermen came up from Sydney, gathered them up in baskets and got blacks to cull on the shore, leaving the small ashore to die. About the middle of 1864 the beds were completely skinned, when they left. These men got 2s. 6d. a bag, and Mr. John Booth had a contract to convey them in bulk to Sydney at the rate of 3s. a bag.

If I remember rightly, no oysters again appeared until about Christmas 1866, and after that the beds got again well covered, but not so well as before 1863, nor so well as in 1872.

In 1869, about July, eighteen or twenty men came over from the Manning, and by April or May, 1870, had cleared every bed of old and young alike, excepting small pockets here and there, about the edges of the beds which were overlooked, and those trodden into the mud, which for some time afterwards kept three or four of resident oystermen going till they were eventually starved off.

In December, 1872, to the surprise of every one, the beds were noticed to be covered with a thick crop of young oysters the size of sixpence, and now for the first time No. 9 bed, on which in 1868 I could get only three bags, was also densely covered, but none on No. 12, though as before observed, as likely a bed as any.

In 1873 beds were leased, and soon after, although oysters were very small, two boats were set to work on No. 4 bed. These boats, with only a month or two intermission in the winter, have been working ever since. Now only two beds, which have been little worked, appear to have anything on them; one of them is the large bed No. 2—the spawning of 1872—which has not yet attained to maturity, or to the size that oysters were before the skinning of 1863. However, although there are not so many on it as before that time, yet I have never seen a bed like it excepting those flats inside of Towra point, south side of Botany Bay, of many acres extent, covered several tiers deep, sixty years ago, when I and nine others were engaged burning lime off it for Mr. Street, who had the Government contract to supply lime.

Spawning.—I am sorry to say, now I see the importance of the question, that I have not taken much notice of spawning, indeed I never knew a dredger who did. However, when I think of it, it seems to me that, as in this case of Cape Hawke, the spawning is prolific only every other year, as in 1866 and 1872, when, as aforesaid, a most abundant crop had covered the beds before any one knew. I am perfectly certain of that of 1872, and of the kind of weather at the time, but not so clear whether the other in 1866 or 1867, but whichever the year 1866 or 1867, I am positive the weather was similar to that of 1872, unusually strong north-easterly winds, *i. e.*, black north-easters, thick overcast weather seaward, but dry, and generally moderate at night; whereas the ordinary summer weather here is lightish north-east to south-east winds, and a stiff southerly now and then, and at times a heavy thunder-shower or a few hours' rain from south-east.

I am also positive that spawning must take place, if not at the same time nearly at the same time, over all the beds, at least on this fishery, though not at the same time every year, as that of the most remarkable must have occurred early in November, while the others, excepting that of last year, occur some time in January. Those like myself who live pretty much on an oyster and fish diet, can readily tell the time, for then for a few weeks before, the milkiness of the oysters is general, and all at once, equally as general, the oyster becomes watery and flabby. However, on all the beds an oyster here and there is found which has neither been milky nor lost its condition all through the season of general spawning. Last year, however, the oyster was everywhere in good condition, from the winter of 1875 until this season's spawning took place, end of January, 1877. I might have noticed more of the habits of oysters, for my experience of them has extended over a period of sixty years, being since 1812 in the Colony, and aged twenty-three when I arrived, and for years, at the time before mentioned, I was constantly employed amongst them, chiefly on the southern shores of Botany Bay, where the bays to just within George's River were densely covered to an extent I have not seen equalled, yet I have seen most of the beds in the Colony. Then, however, oysters were only thought of for lime-burning; and nearly all Government buildings throughout the Colony were supplied therefrom. It has only been the result of the two several skinnings referred to leaving scarce an oyster to be got, which has particularly forced the subject on my notice, and the result is that only two seasons, viz., either 1866 or 1867 and 1872, have been prolific; all the others, that of 1864 to and including the present, 1877 have been unprolific, though in all save 1876 the oyster spawned; nevertheless, in no one season have the spat exceeded the proportion of one spat to twenty, thirty, or more older oysters.

Destruction of oysters.—The first set of skimmers, who came in 1863, picked them up in baskets and stored them on a shelving rocky flat on Wallis Island, blacks culled them, and all the young oysters were left to die; besides the schooner "Magnet" did not always come to time, and heaps of them died. But those dredgers got as many as twenty or thirty bags a day two men working together.

In 1869, the Manning men, some on their own hook; but two of them contracted to supply a Sydney man with 500 or 600 bags, which was got off No. 2 bed at the rate of 40 bags a day; (rakes and shovels were employed) then were shipped in a schooner, to lay down in Scott's Creek (Manning); however, it was reported that of this quantity all save 100 bags spoiled. Off same bed, and about same time, several men collected in a similar way 700 or 800 bags for shipment to Sydney; these were

stored by their camp on Oakey Island. However, the whole spoiled, and shortly after their departure from the district Tom Priestly erected a kiln, and with others made lime of the whole. These are the most remarkable cases of loss, but it is no unfrequent occurrence to have twenty to even 100 bags spoil, either while waiting shipment or by bar-bound craft. Eighty were thus lost the other day, although the poor man took every care of them, as it seems he suffers the entire loss. Then while all this skinning has been going on, not a single thing in the shape of improvement has been done even to the present moment.

JOHN PENNINGTON, Signal-master.

PORT STEPHENS LOWER FISHERY.

1. Both tidal and the few deep water beds, latter only round the rocky islets, formerly densely covered. Karun River and Limeburner's Creek, which contain nearly all the deep water-beds, examined only 2 miles up; therefore these remarks apply only to enclosed portion of plan: the other cut off. I have added Pipe-clay and Tellegarie Creeks, also Reedy Creek, all superior ground. Probably outline, lined by eye, may not be exact, but as to oyster ground it is.

2. Wantonly over-dredged, and tidal banks gathered and kept bare. Excepting a narrow fringe of inferior mangrove oysters round all low and marshy land, and the ordinary tidal rock oyster on the rocky points and islets; the tidal and whelk oyster on all the banks enclosed by *blue line* are of very superior quality. However, where formerly five and six bags were picked up in a boat's length or two, from half ebb to half flood—now not half a bag can be found on a mile of bank anywhere, nor from sunrise to setting. Corrie Island Creek, and yellow-coloured banks around west and south sides of Corrie Island were densely covered; now, however, shell-getters are stripping the bed and leaving puddles of soft mud in place of shell. Therefore, if this extensive bed is to be saved from complete destruction (a bed that would produce many thousand pounds worth of oysters yearly) *shell-getting* ought to be stopped forthwith. Besides, if any shell can be spared off it, it will, I apprehend, be all required in the culture of fishery.

3.—

- (a) The points on south side from Nelson's Head to Tenalba Point, and islands, excepting those in creeks, together with points of Fame Cove, and North Arm, North Shore, are of porphyritic rock, much broken. Everywhere else *within blue line* consists chiefly of sandy mud intermixed with shell, softish in parts, and more muddy and soft in middle of North Arm, west bend of Pipe-clay Creek, in Tellegarie Creek, and in Cromarty Bay; but in many places hard shell underlies from an inch or two to 2, 5, and 8 feet. On west side entrance to Pipe-clay Creek is bare pipe-clay running under the mud in bend, and here and there, running all over estuary, are found patches of shell bare, and also spread from bank to bank are three species of marine grasses, known as large and small turtle grasses, to which probably may be attributable the presence of numerous turtle; also several species of algæ. Amongst this vegetation, oyster, cockle, mussel, and whelk seem to thrive equally well.
- (b) Excepting the dense strip of inferior mangrove oyster above referred to, there exists not a marketable oyster from said strip to a depth of 3 feet low water spring tides, on any portion of these miles of the finest oyster-beds in creation for culture, and which the exercise of a little foresight might have had clothed with oysters worth £1 a bag for sale raw, or £2 to the country, preserved; for not in the Colony is a fishery more admirably suited in every respect for preserving purposes, whether it be oysters or cray-fish; of the latter it is not unusual for two men in one boat to catch 200 dozen in a night and commonly 20 to 50 dozen, besides being a fine feeding ground for every kind of fish we possess. In ledges and crevices of rocks not got at by dredge I find, by tongs, a fair quantity of mature oysters—the only mature oysters in the fishery. At times as many as forty boats have been employed at one time on the fishery, and for some time forty-five on the closing of the Hunter fishery. Indeed, until within the last twelve months, when the fishery could actually find existence *for no more than four or five men*, there has been not less than ten or twelve boats constantly employed from its first opening from fourteen to sixteen years ago.
- (c) All the beds are more or less intermixed with shell and sand, and on the very softest if there is anything to which spawn can attach it thrives well. The only approximation to London clay is the pipe-clay bed already mentioned; and on it (the bare pipe-clay) I picked up many whelks, as on all the banks, with one, two, and sometimes three last years' spat affixed; however I am told that the oyster of this bed is superior quality.
4. All marshes are marked with blue ink, and portions of the whole are covered at S. tides, and portions only 1 to 2 feet above high-water-mark. Alluvium and vegetable mould intermixed with sand, and in many parts with shell. The land on the north shore belongs to A. A. Company; that on south side, Government. All these marshes are superior ground, and fine sites for trench culture.

5. Only in the crevices of rocks, around points, and islands have I found a single mature oyster, none aged two years; and relatively few last year's, and none of this year's spat.

6. A fine shell mound just north of Cromarty's farm. Shell, as above described, around Corrie Island, and indications of it underlying the whole of the island over the rock. Shell all over within blue line round the islets west of Soldier's Point; and much shell has been shipped there, though none engaged at it at present. Shell off mouth of Tellegarie and Pipe-clay Creeks, extending west from the former to Malabula to point fully a mile off shore; and east from the pipe-clay bed nearly over to opposite shore of creek, and under mud in Cromarty Bay, Fame Cove, and in North Arm. In many places bare shell around islands, and in patches over estuary; also on most of the islands, and on east side of Pipe-clay Creek where it has been dug.

7. Oysters spawned this season in December.

8. November and December are the months for deep water oysters, from Sawyer's Point up, and "bankers" in lower fishery, March and April; some of these are now spawning. There is no evidence whatever to show that any spawn all the year round.

9. In small areas, I find every person I meet on the fisheries, especially those formerly and now engaged thereon, aggrieved by present system, and the unscrupulous and domineering manner in which they are too frequently treated by lessees. All the dredgers believe that off a few acres of oyster-ground double at least of present pay may be more easily realised than by working on skinned beds; and much more pleasantly, because as the skinning process proceeds, *to live*, the price must be raised per bag, and this appears to be secured with great difficulty, although from 15s. to 25s. and 30s. or more per bag is realised by lessee. Therefore when they, as in this case, can get only from four to six bags a-week all this season, they think that 4s. for bankers and 8s. for dredge oysters, and many men, as in Manning, for eight bags a week at 5s., is not a fair division of profit, especially when to obtain that quantity the work must be from daylight to dark, where formerly, and they all allege if it were not for the greed exhibited by lessee in thinning and not improving our natural beds, four or five bags were, and could now be, obtained in as many hours.

10. Ycs.

11. No. I have seen and heard sufficient to warrant me saying that if licenses be granted the skinning of beds would proceed as before, even in face of a close season of four or five months, unless expense were incurred in order to watch every bed and also to restrict every licensee to a given number of bags. Such course could only favour the few shop-keepers and dealers in Sydney, to the great detriment of Government in leasing oyster-ground, and in putting unnecessary expense on such lessees in stocking their beds. I believe it would answer every desirable purpose if each lessee were privileged, at a given fee, to dredge a given number of bags per season both as an encouragement, and as an assistance to improve lease as well as to live during the time that necessarily must elapse before his leasehold can become productive. And latter part of each close season, say twenty days might be allowed for the collection of spat off natural beds; also for a small fee, the privilege of getting shell for clutch. It appears to me such system would have greater force both as encouragement and restriction under a convenient plan of registering every bag sold than under one system of leasing, and another of licensing. Moreover, I apprehend it would give more satisfaction to residents of every description of the respective fishery districts, who, indeed, seem one and all fully aroused to a sense of the local importance of this industry. Then I also conceive it would be wise to consider the preserving aspect of the question, forasmuch as when even a small portion of the available oyster ground is in operation, more oysters will be produced than the demand for raw oysters would warrant; which, if no provision for preserving were made, would immediately influence further leasing and seriously affect leaseholders as well by reducing price; whereas provision for encouraging preserving

preserving would materially enhance present price and control its future. With this end in view fishery townships would be beneficial; and, indeed, in any case, I cannot conceive a possibility of doing without them. As in every case a landlord is expected to furnish a dwelling site, and convenience for carrying on the particular pursuit of his farming tenant; but this a water leasehold cannot afford, consequently a site of land should be attached to each leasehold.

12. I have neither seen nor heard of any. I am told 2,000 bags of mangrove oysters were laid on some of the up-river beds two years ago; but, as said in former reports, that is in no respect an improvement to landlord's benefit.

Gentlemen,

Your humble and most obedient servant,

A. B. BLACK.

UPPER FISHERY, PORT STEPHENS.

This is by far our most important fishery, not only on account of its numerous fine natural oyster-beds, banks, and extensive oyster-grounds (every spot contained in enclosed plan, to which I beg to refer for particulars, is good oyster-ground, and nearly all marshes, fit for trench culture), but also on account of its amazing productiveness.

It has been unremittedly worked fourteen years, not only by fifteen to twenty resident dredgers, and shell-getters of live oysters for limeburners, but also, as other less important or extensive fisheries got from time to time "skinned" the "skimmers" generally resorted hither in a body, in the fixed belief that though other fisheries failed, Port Stephens was inexhaustible. From time to time forty-five boats at once have been at work sending *spawning oyster and spat alike* to market. It is plain that no beds however productive could possibly withstand such exhaustive treatment. Accordingly, behold the results: probably not 1,500 bags young and old can at this moment be found on the whole fishery, quite capable if in fair condition of producing 30,000 bags yearly, without the least injuring its breeding stock. Besides in addition it possesses an inexhaustible supply of cray-fish, which with oysters are capable of furnishing all, either ourselves or neighbours want, of either article, raw or preserved, certainly as cheap and as good as they can be imported from America; and if beef didn't pay, there is no reason why preserving these articles shouldn't for the colonial market, if not for export.

With respect to productiveness as well as exhaustion, I beg to refer to enclosed statement of four respectable intelligent and experienced dredgers, every particular of which I have had fully confirmed, as well from other sources as from an accurate examination of the beds and fishery.

As regards *spawning*; of each off the seven beds therein referred to (which have been *partially* reserved, and in fact is the only "stand by" of importance), with the "tongs," I lifted, in each case, from a space not exceeding two square feet, fully 500, or about half a bag of oysters, which were lying one above another just as thrown down in the "clump," and which had lain thus undisturbed since April 1875, when laid. And so far from not improving in consequence of crowding, they had certainly improved, at least as much as their fellows laid at same time, which were lying singly adjoining, for I compared them in each of the said seven beds one with the other.

But the most remarkable circumstance connected with the experiment is, that these "*mangrove oysters*" had in one year changed their time of spawning from their regular time, namely, April, to that of dredge oysters, viz., November or December, and also the fact of shaping themselves to a form similar to that of the latter. They must have spawned (as shown by the young oysters, two year old, abundantly attached) just as laid down. Then next year (equally shown by a fair crop of one year olds) to have spawned probably in December; then this season shown unquestionably, by a fair sprinkling of spat four months old, to have spawned at same season of dredgers in November and December, confirmed also by being in process of recovery. Hence may fairly be inferred (1st.) That oysters laid many tiers thick will thrive as well as if laid singly. (2ndly.) That lying more than one tier deep, the upper layers will fix more spawn as it rises than if lying either singly or only one tier deep on a bed, consequently the latter must be less productive even relatively than a well-stocked bed. Therefore skinning won't pay.

In addition to the suggestions dredgers submit in statement (which I venture humbly to recommend, not only on the merits thereof, but also because such seems to have been hazily floating in the brain of every dredger I have chanced to meet, without coherence or chance of emergence, there is also a strong desire expressed to be freed from the thralldom to which they are subjected by *Sydney buyers*. Happily, however, this could be as easily effected as it would be generally beneficial, viz.: by providing that all oysters arriving in Sydney be sold by auction at the Fish Market or other convenient spot, by public or Government salesmen, subject to a reasonable percentage, to defray cost of wharfage, transport, buildings, and salaries of salesmen, &c. Such course would fully accomplish the end desired, and certainly defray all necessary cost. Besides, why should fish-selling be so regulated with proved advantage, and that of oysters omitted?

Gentlemen, I have &c.,

A. B. BLACK.

STATEMENT of undersigned Dredgers constantly employed on Port Stevens Fishery, from its opening, 1862, until present time, April, 1877, all of of whom own land adjoining.

End '62 or early in '63, working to any extent first began; and unlike any other fishery, continuously ever since.

A line from Myall Creek south to Nelson's Bay marks eastern limit of payable ground. Recently, however, oysters have appeared on south shore, eastward; on both north and south shores westward; around shore, and banks; off all rocky islets; a little up some creeks, and to the head of navigation in others "bankers" abounded, and dredge oysters on numerous beds from Goat Island to head of Karuan and its several branches; also a thick crust of mangrove or rock oysters (generally unmarketable) exist everywhere in their separate limits, always in a line above that of bankers, which latter are peculiar to this fishery; and in quality equal to most dredge oysters, whilst the whelk variety are superior. The last two years about 2,000 bags were sent off annually.

March and April, '75, lessee had 2,000 bags mangroves laid down on seven different natural beds, which have improved less than was expected, and not so much as we severally have experienced in laying down dredge oysters.

Probably the sudden change of habitat influences the matter. Be that as it may, just after "laying" they spawned, and being clean, and laid several clumps thick, a good crop of spat settled on the "mangroves" alone, not on the other portion of either of the seven beds; also, singular to say, most of them spawned this year, but same time the natives of the respective beds spawned; and have just recovered condition. That fact, together with the strongly-marked tendency to grow into a similar shape to that of said natives, clearly points to the inference that all the aforesaid varieties may spring from the one parent; also that difference of shape, and habits, however great, is due to mere accident of position.

Measure of work.—'63, and six following years, not less (often more) than twenty boats were constantly at work. Then nigh twelve months after the "closing" of other fisheries more than forty half the time, and afterwards twenty to thirty boats, which continued till fishery was leased. The first year or two, of which, twelve to fourteen boats were employed until absolute scarcity reduced the number to seven, which also, from the same cause, have been, in the last eighteen months, reduced to four regularly, who eke out a living on their land. The balance of the seven come and go,—as any bush-work pays better and is easier.

Measure of "catch."—'63 to '70, the daily "catch" kept regular, but falling off towards '70; but as scarcity increased, so did labour to meet it. Early part of that time ten and even fifteen bags of bank or dredge oysters were got in five or six hours; the latter part it took twelve to fourteen hours to get that quantity. But after twenty of the forty boats mentioned left, the skinned beds would only yield ten to twelve weekly. Even this quantity gradually diminished till the past twelve or eighteen months; when work as we may, from daylight to dark, four to five bags weekly is the utmost obtainable of dredge and eight to ten of the best of mangrove oysters, at 4s. and 8s. respectively—raised from 3s. and 7s. by a recent "strike." None of the old bankers exist; hence the resort to mangroves.

Evidence of productiveness.—The "catch," as stated, conveys an accurate idea of that of the dredge oyster, whilst that of bankers will be understood by the following facts:—Captain Banks supplied Sydney and Newcastle limekilns with live oysters. He laid his schooner on the soft bank, raked together the oysters, and completed the loading within her own length around; and in those times we got ten bagfuls in length of boat.

Present state of banks.—The banks, formerly densely covered, are quite bare, not a thing on them to fix spawn, save the whelks on beds they affect, which often fix spawn, which as soon as marketable is taken, whelk and oyster together. Even the extensive and very prolific natural beds occupying the whole of Corrie Creek and surrounding banks to west and south are totally

totally abandoned to shell-getters, who are turning over its surface to procure a layer of shell from 6 inches to 2 feet thick under 1 or 2 feet of sandy mud. The bed is being rapidly destroyed for oyster-breeding, which for that purpose would be 100 times more value to the country than any value realised from shell-getting.

Use of shell in culture.—We fully agree with Mr. Black, that if dry bank-shell were strewn on banks or under-water-beds, at time of spawning, being clean, spawn would as certainly fix thereon as on stone or any other substance accidentally thrown on banks, a fact which is forcibly brought to our notice each spawn-time. Besides, shell would be less costly to lay and handle, and easier to separate from spat, consequently it is the best material for the purpose; therefore ought to be conserved for use of fishery before it is too late. But at present Church and School Department, A. A. Company, and Government are alike disposing of them as fast as possible.

Spawning.—Deep-water oyster from middle November to end December, and fully recovers by April; bankers and mangroves from 1st April to middle May, recover by August. From this course we know no omission; nevertheless only two cases of prolific spawning have occurred within our knowledge, and neither of those were general. First, in November, '67, which densely covered peach-tree bed and all the other beds; thence up to the head of navigation in the Karvan and its several branches, very thick on the extensive "middle bed." Second was November, '72, but only on Sawyer's Point, Connor's and mussel beds. It will be perceived by map that several main beds were omitted, and none since opening of fishery has been observed to settle in Limeburner's, Deep Creek, and in several of less importance. Notwithstanding, a dense covering of spat settles annually on both mangroves, and mud on Muddy Island, Swan Bay,—a low soft mud flat, covered with mangrove vegetation, and every tide flows over it. This islet alone would greatly assist in re-stocking the exhausted beds if a system were devised to admit of it; indeed, every year it is found that spawn settles here and there everywhere on all beds, but nothing of importance. In fact, all the ground west of Schnapper Island may with truth be said to be one vast oyster-bed, for clumps of oysters are found occasionally everywhere, both in deep and shallow water.

The several facts instanced constrain the adoption of the following inferences:—

- (1.) That, naturally, a prolific crop occurs at rare intervals, and by accident.
- (2.) That a bed bare of oysters cannot be expected to fix spawn as it rises.
- (3.) That spawn each year may readily, by means of shell used as above described, or other substances, be fixed in quantity to re-stock exhausted or supply artificial beds.

Hence we are induced to suggest, with all due deference, the following conditions, conceived by us best adapted to encourage culture and secure its success, viz.:—

- (1.) Long leases, say fifty years, rent encouraging; and for every future term, rent assessed by arbitration, tenant having option of re-leasing.
- (2.) In all cases lessees must reside on leasehold.
- (3.) That improvement of leasehold, in a given degree, must be compulsory on pain of forfeiture, on notice given, and without appeal, and without compensation.
- (4.) That the first few years, at least, tenant to possess the privilege of procuring, free of cost, stock off natural beds, also shell for clutch off dry-bank beds.
- (5.) A "close season" to protect natural beds, and at proper time enable tenant to collect spat for stock, also other necessary operations of culture not convenient in open season.
- (6.) Licences ought not to be granted; such would be direct encouragement of "skimming," as practised heretofore; besides, it would be impossible to prevent the plunder of private beds. Licences would in the nature of things mostly be the unthrifty class of dredgers picked up in town by Sydney dealers for payment of license fee and a dredger's outfit, to be re-paid, with interest as usual, by consigned oysters.
- (7.) Fishery townships would be essential for dwellings and general conveniences of fishery operations and trade.

HENRY CURAN, Limeburner's Creek.

JAMES JOASS, Swan Bay.

JOHN HOLDOM, Sawyer's Point.

CHARLES EVANS, Carcarr Point, Swan Bay.

HUNTER RIVER.

It would require ten days at least for an examination of the Hunter equal to that bestowed on the northern fisheries reported on. However, what I could I have done in order to comply with the directions contained in letter dated 13th inst., and accordingly forward report to arrive a.m., Saturday 21st inst.

These beds, and oyster-ground relatively to those of northern rivers, are contained in a much narrower space; in form more compact; in shoaler water; and seem to me to be better disposed than the most of them, both as respects conformation of land or channel, producing a favourable run of tide, and no intervening obstruction (as high land or heavy timber) to strong winds at spawning time, producing the necessary agitation of water to cleanse both oyster and clutch to a condition fittest to fix the rising spawn.

This reason alone seems sufficient to account for not only a greater abundance of spawn generally settling each year in this river than seems the case in those more to the north; also for some of the alleged anomalies of time of spawning, &c.

The state of clutch-beds, in hills and hollows, shows to what extent the beds have been misused, and even now the bow-dredge drags up as much shell as oyster.

All the beds rest on old shell-beds, hence are not so easily destroyed as those resting on less suitable bottom or on a thinner layer of shell.

Condition of Oyster-beds.—I tried all the beds in back-channels, but not all in main river, while I closely examined the operations and dredged oysters of each of the eight boats dispersed dredging on the extensive bay or Fullerton Cove bed. The back-channel beds, considering the generally exhausted state of beds to the north, may be said to be fairly stocked, and I think from inquiry judiciously worked. However, considerable vacant spaces exist wherever I tried; and in a "fleet" of 35 fathoms not a half-dredgeful could in any case be got, while on the bay bed, in about same length and a dredge 4 feet wide about, as said, four to five bags daily are got where formerly ten, fifteen, and even twenty bags under similar conditions were got, in five or six hours, instead of ten as now. Moreover, a great deal of what is got are two and one year old oysters, and comparatively few either mature or of this season's spawning.

Spawning.—Over all the fishery (save the few untried beds) the oyster presents an appearance of recovery from spawning, which would correspond with the age, three or four months, of the relatively small quantity of this season's spat observable; and without an exception, the age of the respective seasons' spawning—namely, '74, '75, and '76, are strongly marked and very perceptible on comparison, and none appear which may be classed at any intermediate age. Although all the dredgers referred to seemed to be suspicious and accordingly very reticent, yet I ascertained that some time back, about or before Christmas, oysters were spawning, a fact, they said, clearly observable by the white spawn flowing from them as tumbled out of the dredge on the stern sheets of the boat. I beg to draw attention to these facts, as against the manager's statement further on.

It may fairly be inferred from the above that, while the respective crops of '74 and '75 were tolerably prolific, that of '76 i.e., this season's crop, was a very poor one.

I have not yet discovered any evidence to lead to the supposition, contrary to the general law of nature and the current opinion of experienced men, that oysters spawn (as some few here allege) all the year round. It might, however, be as has occurred in the case of more learned men—the young of one species might be taken for that of another. Be that as it may, it is a generally accepted fact that weather and its concomitant effect on tides, their temperature, &c., hastens or retards, as the case may be, spawning to the extent of even six or eight weeks, which no doubt alike affects dredge and tidal oysters; the latter of which, if the case of Port Stephens be taken as conclusive (a fact known to all experienced dredgers) spawn on the average about four months later than the former; a change probably due, as observed in a former report, to difference of habitat, and not from difference of species, as shown by the extensive experiment of transplanting mentioned in report on Port Stephens fishery.

However,

However, as obviously the question of spawning will be of importance in connection with the future of the fishery, I humbly submit it would be desirable that arrangements be made to determine a question which must necessarily occupy several years.

Oyster-ground.—I may fairly say that every spot of tidal-ground, creeks, all Fullerton Cove, and probably the whole bottom of the river, is superior oyster ground, and the unalienated islets for trench-culture, and spots also suitable for fishery township sites.

Shell.—Limeburners adjoining east entrance to Fullerton Cove, on late Dr. Mitchell's land, is an extensive bed, apparently a very prolific oyster-bed before the present geological change occurred—a layer seemingly over all Spit Island; also a streak along fore-shore of A. A. Company's land.

The verbal statement of Mr. Anderson, Managing Lessee:—

- (1.) That oysters spawn all the year round.
- (2.) That September or October, '75, laid on skinned bed close to Mosquito Island 600 bags " mangroves," which are slowly improving and growing to shape of nature of bed; but has paid no attention to their spawning.
- (3.) That river was closed four years three months prior to leasing, which was against—not favourable to increase,* shown in the bareness of beds on leasing.
- (4.) That first few months of lease worked pretty hard with seven or eight men, getting first part three bags, down to two and one daily, when the river was spelled for about six months; meanwhile had two men employed to keep beds clean, as mud is continually settling, but of course more in floods, which would bury oysters if left alone; and only occasionally got a bag or two of oysters. Then increased by degrees to six boats, and just before Christmas to nine; now averaging four to five bags daily, for which they are paid 4s. a bag; 234 bags weekly.
- (5.) Spelling beds is mainly ruled by state of market; when Brisbane and other oysters come in so as to glut the market we try to avoid it by spelling. We also possess an advantage by being in a position to ship direct to Melbourne whenever we please.

I have had a short conversation with three or four old experienced dredgers not engaged on fishery; their views precisely coincide with those expressed in the statement of Port Stephens dredgers.

I regret having no map, but have taken a rough sketch which can be readily transferred to the accurate nautical chart of the Hunter.

I have, &c.,

A. B. BLACK.

PORT JACKSON AND TRIBUTARIES.

January, 1877.

The Commission on Oyster Culture.

Gentlemen,

In obedience to instructions, I have the honor to append my report in respect to the oyster-bearing capabilities of Port Jackson and its tributaries, Parramatta and Lane Cove Rivers and Middle Harbour.

Replies to questions.

1. These rivers formerly contained large beds both of mud and drift oysters.
2. Yes, by over-dredging, and by the debris washed into them by the heavy rains.
3. There are quantities of drift oysters on the rocks, and in two or three parts the mud oysters are forming themselves into beds again.
 - (a) The banks are for the most part composed of sandstone rock, and soft mud on the shores.
 - (b) The rocks are partially and in some places literally plastered with oysters of all growths, from spat to fine well-sized oysters.
 - (c) There are beds of mud, principally of a very soft description.
4. Yes, mangroves on soft mud on the upper portion of the Parramatta River, covered at high tide. I am unable to distinguish private from public property, except those parts which are built upon.
5. The quality is very fine, age from spat to full-grown oysters. Bed confined principally to the rocks.
6. There is abundance of sandstone rock on the shores.
7. On Lane Cove and Parramatta Rivers good marketable oysters can be found all the year round; spatting is not confined to any particular season.
- 9 and 10. I do not think that these waters should be leased, but rather reserved for public recreation and closed during the winter months.
11. I think the spat might be removed with advantage to the growth of more mature oysters.
12. None of the natural oyster beds have been leased.

In the Parramatta River the most suitable localities I found to be from the point of Five Dock Bay to the Pennant Hills Wharf; also the bay near the Lunatic Asylum, the rocks at the mouth of Hen and Chickens Bay, and the main channel off Morrison's Bay.

Originally the oysters extended from Darling Harbour to the Flats in more or less quantities, but a few years back they became almost extinct from over-dredging—I refer to the mud oysters. I have no doubt that the sewage matter together with the light soil continually washing from the cultivated lands has tended in a great measure to destroy many of the beds which at one time gave abundant yield—in places where old catchers informed me immense beds existed I found on dredging nothing but a soft slushy mud.

On the bed off the Asylum the mud oysters are spawning, every one the dredge had collected was covered with brood and spat. This class of oyster is very large but of a coarse flavour, and will not keep more than (say) twenty-four hours after removal from the water.

The rock oysters are in fine condition, they have been so for some months and show no sign of change—they grow very quickly on the sandstone skirting the river and on the wharfs. Oyster-bearing foreshores exist only in small narrow strips, all else is mud of a soft nature, and the rush of water from the hills during wet weather would be very detrimental to artificial parks.

Soft mud is the usual bed formation of the river, and could not be utilized except at great expense. On the flats if the bottom were firmer, oysters could be fattened in great quantities.

In Lane Cove the rocks are covered with brood and ware—the formation is similar to that of the Parramatta River; it is only in narrow strips from Tamborine to Burns Bay, that oysters will lay. In this river Mr. Josephson laid down an artificial bed, and was very successful in his method of cultivation.

In Port Jackson oysters of all sizes and descriptions abound, especially on the northern side—in parts the rocks are really plastered with the mollusc. The beds are closed under the Oyster Bed Act and have been for some three years, and as the rocks are well within the view of the police the oysters are protected, and are a true index of what these waters will produce, even if left to the unaided efforts of nature.

In Middle Harbour brood and ware are plentiful, so much so that eighteen or twenty bushels per man per diem could readily be collected. The oysters here do not grow to any size, the water being too strong. Like Port Hacking, it is admirably suited for the production of brood and ware for layings in places more favourable to growth and fattening.

I am of opinion that it would not be desirable to lease these waters for oyster-fishing; they should be reserved for the use of pleasure-seekers, and the brood and ware utilized by removal to more genial localities.

Whatever may be learnt from other countries as to the various methods of oyster-culture, little is practically known as to their adaptability to the oysters on this seaboard; and if it is the intention of the Commission to recommend the artificial culture of oysters, it may be a prudent step to establish somewhere in Port Jackson or its tributaries an experimental oyster farm, where the several methods adopted elsewhere, and others which may be suggested, could be tried.

I have, &c.,

W. J. LANGHAM,

Inspector of Oyster Beds.

BOTANY

* Just as likely to be caused by poor crops the first year or two of closing, together with the "heavy rush" of dredgers on it while it was a few weeks opened just prior to leasing, in which time an enormous quantity of oysters were got.

BOTANY BAY, COOK'S RIVER, AND GEORGE'S RIVER.

To the Honorable the Commissioners for Oyster Culture.

Gentlemen,

George's River, February, 1877.

In obedience to instructions, I have the honor to report, for the information of the Commissioners the result of my examination into the oyster-bearing capabilities of Botany Bay, George's and Cook's Rivers.

- 1.—They were all largely oyster-bearing.
- 2.—By over-dredging, exposure to easterly gales, and sand drifts.
- 3.—Replies to these questions may be gathered more conveniently from my report in chief.
- 4.—Marshes exist on the south side of Botany Bay and Cook's River, and in one or two parts of George's River; they are chiefly soft mud and sand. I am not aware to whom they belong.
- 5.—Of all qualities, sizes, and ages, and, as will be gathered from my report, principally in George's River.
- 6.—Dead shell and rock on south side of Botany Bay, and all rock in George's River.
- 7.—The time of spatting is consequent upon the seasons and depth of water.
- 9.—Moderately sized areas.
- 10.—Yes.
- 11.—Yes.
- 12.—The only considerable improvement is in George's River, opposite Mr. Emerson's residence, and referred to in the appended report.

Botany Bay.

In my examination of the water, I failed to discover any live oyster, except a small bed in Marbray and Keeney Bays, chiefly a deposit of spawn on the mangroves. However, I discovered a large extent of dead mud-oyster-shells, extending from the old wharf at Sans Souci to Sandringham for and upwards of a quarter of a mile in length, with a mean width of 170 yards. Overlaying it is a crust of small shells and sand, and a species of coarse coral which was alive with marine insects. I was not able to ascertain the depth of the deposit, but after cutting through the crust the dredge showed nothing but clean dead shells. This deposit was totally devoid of live oysters or spawn. The whole bed of the bay, with the above exception, seems to be composed of dead shell smothered with drift sand. And however important the bay may have been as regards its oyster-bearing capabilities in former times, it seems to me that, owing to its exposure to easterly gales, and the eddies produced by the tides, causing the sand-drift to distribute in all directions, it cannot now be relied on as a field for oyster culture.

Cook's River

Is totally devoid of oysters. The mollusc was once plentiful in it, but it has not been worked for nine or ten years. The banks are composed of soft clay and overlaid with drift-sand, and, like Botany Bay itself, is by no means a desirable field for culture, *i.e.* to say, it would take a large outlay of capital to make and form beds in it, which on other rivers could be formed at comparatively little or no cost.

At the risk of exceeding my instructions in another respect, I will venture to remark on the system of "stalling" in connection with net-fishing, which is practised in these and other waters. The system is to fix stakes at the north of shallow bays. The fishermen combine and join their nets, so as to extend the whole width of these bays. This is done at high-tide. At low-tide the bays are left dry, and fish of all descriptions and size are thus caught. The marketable fish are collected, and the remainder in proportion of at least two-thirds in number are left to die in the mud. The practice is so general that the destruction of fish is immense—almost beyond calculation. Without fear of contradiction, I can assert that not only in Botany Bay and its tributaries, but in every water within reach of the Sydney Fish Market, there is not a bay in any suitable inlet in which this "stalling" process is not carried on.

George's River.

I inspected this river from the Salt-pan Creek to its mouth. It is at present under lease to Mr. A. Emerson. The mode of catching oysters on this river is by diving and the tongs. Owing to the rocky nature of the bottom the dredge is seldom used. Mr. Emerson has introduced a very complete diving apparatus, by which, with the aid of a covered punt, he can take oysters in most weathers. He has from twenty to thirty persons in his employ on the river. Some of them are South Sea Islanders, who dive in the shallow parts where the depth does not exceed say 10 feet.

These also collect fine marketable oysters from the rocks; indeed, the oysters in the river as a rule grow in the crevices and on the rocks even in the deep water, and can be obtained by the help of the diving apparatus. The banks and the bed of the river between the rocks is composed of a very soft description of mud, quite unsuitable for carrying oysters. The oysters are a fine sample, one of the finest brought to market. They are very prolific, exhibiting an unusual growth in a given period.

I note one exception to the generally soft nature of the mud of the river; it is in Snako Bay, where there is a bank on which oysters would readily grow and fatten.

I should not omit to give special mention to an effort made by Mr. Emerson to improve the already naturally great oyster-bearing capabilities of this water.

In the bay just fronting his residence he has stocked an old natural bed with brood he obtained from Port Hacking about two years and a-half since. The bed is about a $\frac{1}{4}$ of a mile in length by 150 yards in breadth, and on it were deposited several thousand bags of brood. This brood has now developed in the comparatively short space of two years and a-half into a fine, large, well-flavoured oyster. I can speak with confidence in respect to the fact, inasmuch as I had the opportunity of seeing the brood soon after it was laid down, and a more misshapen unpromising article it was almost impossible to conceive.

The Wooronora is a tributary of George's River; is not suitable for oyster culture, its beds being composed of sandy flats.

I have, &c.,

WM. J. LANGHAM,
Inspector of Oyster Beds.

CROOKHAVEN AND SHOALHAVEN.

The Commissioners of Oyster Culture.

Gentlemen,

I have the honor to report upon oyster-beds, Crookhaven and Shoalhaven.

Replies to questions.

- 1.—As prolific as any in the Colony.
- 2.—Yes, and but for their remarkably recuperative powers would now be entirely destroyed.
- 3.—
 - (a) Principally of mangrove swamps.
 - (b) The few rocks which exist are covered with brood and oysters.
 - (c) Mud and shell.
- 4.—Yes, wholly covered at high tide—mud and mangrove.
- 5.—I have set this out in my general report.
- 6.—Only the red stone mentioned in my report.
- 7.—Spatting depends on the seasons.
- 9.—Moderately sized areas.
- 10.—I think the Government should retain all natural beds in its possession.
- 11.—Yes.
- 12.—None.
- 13.—I have nothing to add, except to record a generally expressed opinion that the present monopoly of oyster-bearing waters should be broken, and that the industry should be made available for the general public.

The

The oysters commence at the south-east side of the Crookhaven River; they are found on the rocks in large quantities, and they extend up the river in the mangroves for a distance of four miles; besides these, are three very prolific natural beds, averaging (say) one hundred and seventy yards in length by thirty yards in breadth. The bed oyster is large and well flavoured, and at maturity is as fine a sample as can be shown in the Sydney market. These beds are composed of mud and shell, and their average yield I estimate under proper care and working would be about three thousand bushels per annum.

Curly's Bay, an inlet from Crookhaven, and almost dry at low-water, is skirted with oyster-bearing mangroves; these oysters require some cultivation to mature them, but the lessee sends them to market in an immature state; they have borne in great quantities, but the constant stripping for market has reduced them very considerably. There is a large area immediately adjoining their habitat on which they would readily grow and fatten with no labour or expense beyond the mere laying down; the cost of such laying would be (say) four-pence per bushel. The brood is more than sufficiently abundant to stock the whole of the present unused oyster-bearing ground in the river. Besides the mangroves, there are in Curly's Bay five small mangrove islands, which, with one exception, are covered at high tide—they abound with brood; some of the smallest of it the lessee lays down in the channel in a depth of (say) three feet at low-water; the larger, though not marketable, he sends to Sydney for sale. There are deposits of a red stone admirably adapted for use in the formation of artificial beds, and by its use a large extent of at present soft mud flats could be turned to a useful account.

Comerong Island separates the Crookhaven from the Shoalhaven River. A portion of this island is a mangrove swamp, and is prolific in brood, as also are three adjacent islands, which are wholly covered at high tide. The entrance from the Crookhaven to the Shoalhaven is by a dyke formed by the late Mr. Berry. The oysters accumulate on the stones here, and grow very fast; they would be a first-rate marketable sample at two years and six months, but as is usual here as in other places, they are not allowed to remain long enough. The scour of water in the dyke seems to exert a very beneficial and marked influence in the growth of the oyster.

On the Shoalhaven there is a belt of mangroves near the mouth at Coolangatta, opposite the residence of Mr. David Berry; they are not so extensive as those in Crookhaven, but the oysters on them grow with equal luxuriance. The bed of the Shoalhaven is composed chiefly of sand and debris from flood deposit.

In Broughton Creek, a tributary of the Shoalhaven, there are four small natural beds, which, under proper care and culture would yield annually (say) twelve hundred bushels, but at the present time they are almost bare. I form my estimate by previous knowledge of these beds.

The lessee is non-resident, and very little if any care is bestowed on the property; he seems to be content to reap the natural products, not even giving time for those products to arrive at maturity.

In concluding this report, I take occasion to remark generally upon the very little interest lessees take as to improving their holdings; they for the most part seem satisfied with Nature's efforts, and never dream of bestowing attention on their properties; the result must be, to exhaust the oyster-bearing capabilities of the waters of the Colony, and to destroy an industry which, if carefully protected, might afford a means of livelihood to thousands.

I have, &c.,
W. J. LANGHAM,
Inspector of Oyster Beds.

JERVIS BAY AND TRIBUTARIES.

March, 1877.

To the Honorable the Commissioners for Oyster Culture.

Gentlemen,

I have the honor to report on the oyster-bearing capabilities of Currambene, Cabbage-tree, and Moonie Creeks, tributaries of Jervis Bay, and as far as practicable of the bay itself, and in obedience to instructions have to report as follows for the information of the Commission.

Replies to questions.

- 1.—I have not made a previous inspection.
- 2.—No, they have not been much worked.
- 3.—
 - (a) A mixture of the three, with the addition of slate-rock—sand predominating.
 - (b) To a considerable extent covered.
 - (c) One bed in the upper part of Currambene Creek of a rich clay.
4. Yes, to a large extent sand mixed slightly with mud—could not ascertain—shown on tracing.
5. From brood to full-grown oysters. This is stated in the appended report.
6. Clay and slate rock.
7. The time of spatting is affected by the seasons and depth of water.
9. Moderately-sized areas.
10. Yes.
11. Yes.
12. These waters are not under lease.
13. See appended report.

Currambene Creek.

Oysters exist on the banks and bed of the creek, those on the banks being found on the mangroves and cobbles' pegs. They commence on the north side of the creek about five hundred yards from its mouth. The oyster bed is composed of mud mixed with sand, and extends in unbroken length for a distance of about half a mile up the creek, having a mean breadth of twenty-five yards. Along the banks the oysters are found in patches for a distance of a mile and a half.

On the south side oysters commence at about three hundred yards from the mouth. The formation is rock, large mangrove swamps extending back from the creek for say a quarter of a mile. The oysters on this side are in patches and scattered, and they extend up the creek to the same distance as those on the north side. Some at low-water-mark are marketable. I estimate that between three and four thousand bags of young oysters could be collected out of the creek every second year, and if removed to a suitable place would be marketable in (say) one to two years.

There are three beds of dredge or drift oysters, situated about one and a half mile up the creek from the mouth; the dimensions of the beds are about one hundred yards by twenty yards; they have been worked by fishermen and the blacks; they are in a depth of from two to four feet of water at low tide. The formation of the bed is soft rotten rock (I shall have the honor to submit a sample). The shells are of a dark green colour, covered with moss.

I discovered in this creek a bed of drift oysters, which it appears is not known to either fishermen or blacks. I assume it to be of comparatively recent formation. The oyster, which is a very fine sample, is covered with moss, the shell being quite dark in colour. The bed lies in ten feet of water at low tide. The banks are of stiff yellow clay.

The natural beds in the creek are evidently very prolific, having a splendid bottom, could be easily worked and improved. The bed of the creek at the entrance for a distance of a mile is soft drift sand.

Cabbage-tree Creek.

Situated on the north-east side of the bay, is about two miles in length; it contains no oysters. The banks and beds are composed of a very fine drift sand, with mangrove swamps composed of soft mud and sand. At low tide at a distance of a quarter of a mile from the mouth the water is not more than one foot at its deepest part. Kelp and sea-weed wash into the creek from the bay during southerly winds in great quantities; it will therefore be apparent to the Commission that the creek is not by any means suitable for oyster culture.

In the lake at the mouth of the creek I found, in about ten feet of water, a bed of mud oysters, and another similar bed at the Hole-in-the-wall near the Light-house. Owing to the heavy roll of the sea I was unable to test the extent of these beds. They are not disturbed by the oyster-catchers, the oysters being of a description that will not keep out of the water for more than twelve hours; I shall not, therefore, unless specially directed, spend time in making further inspection during more favourable weather.

Moonie

Moonie Creek.

Lies about half a mile south of Currambene. Oysters are found on the mangroves and cobblers' pegs for a distance of three-quarters of a mile, chiefly on the south side. The bed of the creek is composed of loose sands, the banks are mud and soft sand.

It is very desirable that the mangroves in these creeks should be preserved for oyster-breeding; they are of very large extent, and I am told in places where they are destroyed the banks soon become sandy, and so unfit to bear oysters.

I have, &c.,

W. J. LANGHAM,

Inspector of Oyster Beds.

BHERWERRE (ST. GEORGE'S BASIN), JERVIS BAY.

The Honorable the Commission on Oyster Culture.

Gentlemen,

In obedience to instructions, I have the honor to append my report on Bherwerre (St. George's Basin), Jervis Bay, and adjacent waters:—

Replies to questions.

1. I have not been able to ascertain.
2. So far as I am aware they have not been worked.
- 3.—
 - (a) Mangrove marshes and bold banks of raw sand.
 - (b) Slate rock, and partially covered with oysters.
 - (c) No.
4. Yes—covered at spring-tide—soft mud and sand.
5. Quality good; large size from spat to full-grown oyster; only one bed, 150 yards × 30 yards.
6. Nothing available.
7. At the time of my inspection (March) they were beginning to spat; I believe the spatting goes on all the year round.
9. In moderately sized areas.
10. I think they should not be leased.
11. Yes.
12. The beds have not been leased.
13. This will be replied to in the course of the report I append.

Bherwerre Creek, the inlet to St. George's Basin, is situated about 12 miles south of Jervis Bay; it contains a natural oyster bed of a slate formation; the oysters are of a fair average quality and size; at the mouth of the creek there are a few on the rocks, and the mangroves in the marshes contain them, but not in any material quantity; the mangroves are in patches on either side of the creek; I have shown their positions on the tracing.

About 3 miles up the creek, near a tributary named Salt-water Creek, I found a small bed of a soft description of slate, carrying, according to my estimate, about 150 bushels of a very fine oyster. The bed of the creek at that part is composed of slate rock and dead cockle shells; the depth of water is about 4 feet, with a fine run of tide, and seems admirably adapted for carrying oysters; I have no doubt that brood laid down there would thrive admirably, and that oysters would become abundant wherever this slate formation occurs. With one or two exceptions, the remainder of the bed of the river is a coarse, raw sand. I should remark that the oysters in the mangroves where they are covered with water are as a rule enveloped in a kind of moss; at the present time they are in first-class condition, indeed I do not call to mind having seen mangrove oysters in other rivers so full of meat.

To some ballast discharged last October twelvemonth, a species of mud oyster have attached themselves; oysters of this description are not found in any other part of this water. The mangrove swamps have sandy bottoms, consequently the oysters extend a very short distance back from the banks.

In the basin under a bold rocky headland known as Stock-yard Point I discovered a few scattered oysters, and this is the only spot in the basin where they exist, and neither in Con or Wandandian Creeks could I find any trace of the mollusc; but having a few in the boat, I discharged a part into each creek as an experiment. I hope on a future visit to ascertain how oysters will thrive in these still waters where there is neither rise nor fall of tide.

Cadmurrah or Swan Lake (locally known as Goodmire) is about 15 miles south from Jervis Bay. So far as I was able to ascertain during a searching examination, it does not contain any oysters. The inlet from the sea is about 1 mile in length. Its banks and bed are composed of raw sand, and a large portion of the lake is of similar formation. The remainder is of rock, extending at a shallow depth for a considerable distance towards the centre. This rock is as smooth as if paved. On it I placed some oysters as a means of further testing how far oysters will thrive in still water. If the experiment prove successful, this lake could be made immensely productive. At the time of my inspection it was literally alive with floating fish.

Barrarah Creek is about 16 miles south from Jervis Bay. I found a natural oyster-bed on the sandstone formation, about a mile from its mouth, on the north side. The bed extends for a distance of a $\frac{1}{4}$ of a mile. The rockoysters grow to a very fair size, and are in good condition. I believe if they were transplanted they would in a short time become a first-class sample. I estimate that 300 bushels of rock oysters could be taken at the present time.

The bank and bed of the creek on the south side are of raw sand, and not, therefore, oyster-bearing.

I take occasion to acknowledge the attention I received from Mr. James Dent, of Jervis Bay, and Mr. Charles Gordon, of Bherwerre. Those gentlemen afforded me most material assistance. Mr. Gordon was good enough to place his services and his local knowledge at my disposal for more than twelve days, and thus enabled me to effect considerable saving of my own time.

I have, &c.,

W. J. LANGHAM.

CLYDE RIVER.

Clyde River, 18 April, 1877.

To the Honorable the Commissioners for Oyster Culture.

Gentlemen,

In obedience to your instructions to me, I have the honor to state, for the information of the Commission, that I have inspected the above-named river, and report as follows.

Replies to questions.

1. Great quantities of oysters were obtainable almost in any part of the river twelve years back.
2. Yes, chiefly by over-dredging and floods to a great extent; for in the year 1865, I am informed that not less than sixteen boats were employed at one time, averaging a catch of not less than ten bags each per day; whereas, at the present time, about two to three bags are considered a good day's catch.
3. The beds in the river are at the present time almost completely exhausted; both the bank and drift oyster-beds are worked out.
 - (a) The banks and beds are chiefly composed of slate-rocks, which run north and south, quite irrespective of the course of the river; in some parts the reefs run from one side to the other, with mud in between them.
 - (b) The rocks and mangroves are partially covered with spat and oysters.
 - (c) Yes, beds of mud on the shores between the bold slate rocky points.
4. Yes, there are mangrove swamps covered at high tide of a large extent, and composed principally of oyster mud. They commence on the south side of the river near the residence of Mr. M'Leod, close to the township of Bateman's Bay, and extend up the river for 6 to 8 miles, except where they are intercepted by the reefs and rocky shores. I am not aware to whom the swamps belong.

5. From spat to full-grown oysters.
6. Slate rock, of which there is abundance.
- 7 and 8. The spatting is generally said to be from about the month of December to March. Seldom it is that two persons agree as to the time. My own opinion, as stated in other reports, is that it varies with the weather and depth of water. I observed spatting on some beds, while on others there was no sign of it.
9. I do not think they should be leased all in one, but in moderately sized areas.
10. I do.
11. Yes.
12. The lessee has not in any way improved the beds of this river since it came into his possession. He has laid down some young oysters on the mud flats and other suitable places, but removes them for market before they come to maturity, thereby exhausting the banks and beds.

This river is at present under lease to Mr. F. J. Gibbins, who resides in Sydney. It is under the charge of Mr. Latter. The oysters are first found in a large mangrove swamp, on the south side, near the residence of Mr. McLeod, and extend upwards on the north side as well for a distance of 6 or 7 miles. The bank near Mr. McLeod's was formerly the best in the river; it is now almost bare. Its dimensions are $\frac{3}{4}$ of a mile in length by 400 yards in width. On the mangrove swamps and banks of the river generally there are very few young oysters to be seen. Two years since they were in abundance. In the beds of the river the drift oysters have also become very scarce. At present only three boats are at work on the Moonlight bed, and they obtain from two to three bags per day. This bed is composed of dead mud oyster shells, to which the oysters have culched. It is the best place in the river at present. On the Rocky Point bed, the next up the river, it was no uncommon thing twelve years since for one boat to catch twelve to fourteen bags per day; and from the Chinaman's bed and reach the export weekly was from 800 to 1,000 bags. The present export does not exceed sixty bags.

With the assistance of Mr. Latter I was enabled to test some of the best of the old beds, viz., Bold Shore, Ices, Goat Island, Ireland's Point, and Templeman's—and in no case did the dredge bring up more than one-eighth of a bushel, and in some cases three or four oysters only. The depth of water on the dredging grounds varies from four to forty feet.

This river, unlike most of the others, had not the advantage of being closed before it was leased; indeed it was always open to oyster-catchers. I may perhaps be permitted to suggest that it should, if possible, be closed for two or three years and placed in charge of some responsible officer. As the river is so bare of oysters, I should imagine that such a course would be quite consulting the interests of the lessee, and the more so if he were allowed some reduction in rent during its closed period.

As will be gathered from my several reports, mangroves form a most important item in the economy of the oyster; therefore, in the prosecution of oyster culture, every care should be taken to protect and encourage their growth. On the river, they are at the present time being cut down for fodder in large quantities: the effect is not only to lessen the culch field, but the very soil on which they grow becomes changed in a short time from a consistent mud to a boggy sand, also, the saw-dust from the timber mills is discharged into the river, and must have a very deteriorating influence on the growth of the oyster. These are difficulties against which the lessee has had to contend, and should be taken into consideration in accounting for the bare state of the river.

It has been said that drift oysters will not grow on the natural beds. Possibly this may be accounted for by the fact that no sooner is a small patch of oysters discovered than it is immediately cleared. A close season will best prove how far the assertion is correct.

I append two letters—one from Mr. Barclay, twelve years' resident on the river, and the other from Mr. Templeman, an old oyster-catcher. The writers are known and respected.

I have marked on the tracing the localities referred to in this report.

I have, &c.,

W. J. LANGHAM,

Inspector of Oyster Beds.

Clyde River, April 18, 1877.

I, JAMES BARTLEY, have been engaged in the oyster trade on this river for the last twelve years. For the first two years I was able to obtain from nine to ten bags per day; after that time it gradually came down to as at present. A man cannot average more than from three to four bushels per day, working ten hours.

I wish also to mention that I was engaged on this river to lay down young oysters on beds. On one alone I laid 3,000 bushels, all of which were doing well up to the time of my leaving the employ of the present lessee. These have been sent to market before they came to maturity, and have not been replaced; in fact, there is not sufficient young oysters on the river at present to do it with, the river being so bare.

Spawning.—The number of years I have been engaged as an oysterman, I have paid great attention to the spawning of oysters, and I am perfectly convinced that oysters on different beds spawn at different times, some early some late in the year, there being no particular season on this river I am satisfied.

The deep-water beds which were so prolific ten to twelve years since have never recovered on beds made again on them; at Chinaman Rocky Point and the old bed it was no unusual thing for one boat with two men to obtain from fourteen to fifteen bags per day at that time. And am convinced if these beds are not stocked with brood that they will never recover of their own accord, the bottom being so dredged that nothing is left for the spawn to attach itself to.

JAMES BARCLAY.

Nelligen, Clyde River, N.S.W.

I, THOMAS TEMPLEMAN, have been an oysterman sixteen years on the Clyde River, and was able to obtain from six to ten bags per day up to the time of the river being leased, at which time myself and sons, and many other families, were deprived of the means of obtaining a living at our usual avocations.

THOMAS TEMPLEMAN.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUNDAY TRAFFIC IN INTOXICATING LIQUORS.
(PETITION OF SONS OF TEMPERANCE AND OTHERS OF YOUNG, AGAINST.)

Ordered by the Legislative Assembly to be printed, 11 January, 1877.

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

The Petition of the undersigned Sons of Temperance, Good Templars and others, residing in the Town and District of Young,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday as other tradesmen are.

And that the Act abolishing Police supervision having proved highly injurious should be repealed, and the Police authorized to enter public-houses at any time.

And your Petitioners will, as in duty bound, ever pray.

[Here follow 42 signatures.]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUNDAY TRAFFIC IN INTOXICATING LIQUORS.
 (PETITION OF THE WESLEYAN CONFERENCE, AGAINST.)

Ordered by the Legislative Assembly to be printed, 20 February, 1877.

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

The Petition of the undersigned of the Wesleyan Conference now assembled,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business consists of cases arising from this cause; and that it is therefore necessary to the welfare of the community that publicans should be subject to the laws affecting other trades, and compelled to close their houses on that day.

Your Petitioners therefore humbly pray that your Honorable House will cause all public-houses to be closed on Sunday.

And your Petitioners will, as in duty bound, ever pray.

[*Here follow 102 signatures.*]

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUNDAY TRAFFIC IN INTOXICATING LIQUORS.
 (PETITION OF CONGREGATIONAL UNION OF NEW SOUTH WALES, AGAINST.)

Ordered by the Legislative Assembly to be printed, 20 February, 1877.

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

The Petition of the undersigned Ministers and Members of the Congregational Union of New South Wales assembled,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drinks is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause ; and that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on that day as other tradesmen are.

Your Petitioners therefore humbly pray that your Honorable House will cause all public-houses to be closed on Sunday.

Signed in and on behalf of the Union,—

WILLIAM SLATYER,
 Chairman.

1876-7.

NEW SOUTH WALES.

VACCINATION.

(REPORT FOR 1876.)

Presented to Parliament by Command.

The Medical Adviser to the Government to The Principal Under Secretary.

Sir,

Sydney, 16 April, 1877.

I do myself the honor herewith to forward to you the annual returns of vaccinations received from the public vaccinators in the country districts, from the Vaccine Institution in Sydney, and from the public vaccinators in the suburbs, for the year 1876.

Table A contains the returns from the Vaccine Institution in Sydney and from the suburbs, and shows the number of successful vaccinations to have been 308 in children under 1 year of age, 679 in children of 1 year and under 5 years of age, and 230 in those from 5 to 10 years of age inclusive, giving a total of 1,217.

Table B includes the returns from the country districts, showing 644 successful vaccinations in children under 1 year of age, 1,564 in children of 1 year and under 5 years of age, and 936 in those of from 5 to 10 years of age inclusive, making the total from the country districts 3,144, the number of successful vaccinations in the Colony during the period of 12 months being only 4,361. From many districts no returns have been received, the vaccinators having been deterred from operating on account of the prevalence of infantile diseases, but from none, except the suburban district of Five Dock, have the returns for many years past given a large number of successful vaccinations; and there can be no doubt that our scheme for public vaccination has been a failure, and has never produced the results that were anticipated.

The small results obtained from our system are chiefly attributable to the indifference of the population to the subject of vaccination, the carelessness in respect to all sanitary arrangements, and to the remuneration for the work not being sufficient to induce a vaccinator to undertake long journeys in quest of those willing to avail themselves of his services. Nothing but an alarm, such as has recently been felt on account of the presence of a case of small-pox in Sydney, will wake up the community to such a sense of the value of vaccination as will make parent seek out the vaccinator, but the vaccinator may be induced to attempt more than he can reasonably be expected to do, under our existing regulations, by such an alteration in the scale of fees as would insure a fair reward for his work.

Any scheme of public vaccination to be effective must be one that makes provision for taking the vaccinator to the house of the people, and there being no wide-spread or deep-rooted feeling against the practice, the protection of the whole country against the infection of small pox is simply a matter of money.

I have, &c.,

H. G. ALLEYNE, M.D.,

Medical Adviser to the Government.

TABLE A.
VACCINATION.—1876.
SYDNEY AND SUBURBS.

Vaccinators.	1 month and under 1 year of age.				1 year and under 5 years of age.				From 5 to 10 years inclusive.				Total number of cases.			
	Male.	Female.	Total.	Successful.	Male.	Female.	Total.	Successful.	Male.	Female.	Total.	Successful.	Male.	Female.	Total.	Successful.
Ashfield.....	3	0	3	3	7	9	16	15	2	1	3	3	12	10	22	21
Five Dock.....	122	142	264	245	310	313	623	601	113	116	229	222	545	571	1,116	1,068
Sydney.....	27	35	62	60	39	25	64	63	2	3	5	5	68	63	131	128
Total.....	152	177	329	308	356	347	703	679	117	120	237	230	625	644	1,269	1,217

TABLE B.
VACCINATION.

RETURN showing the number of Children vaccinated by the several Government Vaccinators throughout the Colony in the year 1876, and distinguishing those cases brought to a successful issue.

District.	1 month and under 1 year of age.				1 year and under 5 years of age.				5 years to 10 years inclusive.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Armidaile	13	14	27	27	70	64	134	133	28	18	46	46	111	96	207	206
Albury	42	56	98	93	55	59	114	112	37	12	49	49	104	127	231	224
Bathurst	11	19	30	30	44	44	88	88	38	39	77	77	93	92	185	185
Camden, Narellan, and Picton	1	5	6	6	29	21	50	50	14	10	24	24	44	36	80	80
Dungog	4	7	11	11	5	3	8	8	2	1	3	3	5	7	12	12
Demiquin	33	18	51	47	17	17	34	32	2	2	4	4	4	4	8	8
Goulburn	4	6	10	10	17	21	38	38	10	9	19	19	31	32	63	63
Grenfell	1	0	1	1	4	1	5	5	3	0	3	3	3	0	3	3
Lambton	18	27	45	45	18	26	44	44	10	10	20	20	30	30	60	60
Mudgee	10	3	13	13	13	12	25	25	3	3	6	6	6	6	12	12
Maitland, East and West	6	7	13	13	15	16	31	30	4	4	8	8	8	8	16	16
Morpeth	1	0	1	1	0	3	3	3	0	4	4	4	4	4	8	8
Murrurundi	7	0	7	7	13	13	26	26	14	1	15	15	26	52	78	78
Molong	1	0	1	1	0	3	3	3	2	1	3	3	3	3	6	6
Newcastle	41	40	81	72	32	36	68	62	3	3	6	6	7	7	13	13
Orange	6	5	11	11	42	39	81	73	21	17	38	37	73	61	134	121
Patrick's Plains	17	15	32	30	22	19	41	37	8	8	16	16	16	15	31	31
Penrith	4	0	4	4	20	15	35	35	12	13	25	25	47	38	85	78
Parramatta	0	3	3	3	19	20	39	39	9	10	19	19	16	15	31	31
Rocky Mount	0	0	0	0	6	6	12	12	6	6	12	12	12	12	24	24
Rockley	47	58	105	98	42	56	98	89	34	33	67	63	123	147	270	250
Scone	15	21	36	36	106	106	212	212	74	80	154	154	195	207	402	402
Tenterfield	8	7	15	12	40	42	82	71	17	2	19	19	65	71	136	116
Wollongong	1	1	2	2	3	15	18	18	2	2	4	4	5	5	10	10
Wagga Wagga	3	11	14	13	28	22	50	46	3	19	22	22	36	52	88	81
Walcha	1	6	7	7	16	22	38	38	6	7	13	13	23	34	57	57
Wollombi	4	5	9	9	42	52	94	92	17	23	40	40	63	77	140	138
Wallsend	34	22	56	56	22	22	44	44	10	4	14	14	69	48	117	117
Windsor	2	0	2	2	38	37	75	67	57	56	113	100	97	99	196	174
*Bellinger River	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Berrima	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Bombala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Binalong and Burrowa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Carcoar	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Forbes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Grafton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Gulgong	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Parkes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Queanbeyan	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Ryde and Hunter's Hill	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Tamworth	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Wentworth	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Young	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	335	344	679	644	810	821	1631	1564	490	476	966	936	1635	1441	3276	3144
Sydney and Suburbs, Total	152	177	329	308	356	347	703	679	117	120	237	230	625	644	1269	1217
Grand Total	487	521	1008	952	1166	1168	2334	2243	607	596	1203	1166	2260	2085	4545	4361

*No returns have been received.

1876-7.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COMPULSORY VACCINATION.

(PETITION OF P. H. SHEAFFE, J.P.)

Ordered by the Legislative Assembly to be printed, 20 February, 1877.

To the Legislative Assembly of New South Wales.

The Petition of the undersigned,—

HUMBLY SHOWETH:—

1. That your Petitioner sees with concern that it is proposed by a Member of the Council to introduce a measure to make vaccination compulsory.

2. That your Petitioner and several of his friends would rather suffer fine or imprisonment than suffer the introduction of human virus into their families.

3. That genuine vaccination by matter from the cow is considered by them preferable, and they would have it performed.

Therefore your Petitioner prays that should such measure become law, those who vaccinate as above, from the cow, may be protected from penalty.

And your Petitioner will ever pray.

P. H. SHEAFFE, J.P.,
and Capt. U.V.R.

1876-7.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FLOODS IN THE HUNTER RIVER.

(REPORT FROM THE HYDRAULIC ENGINEER UPON PROPOSAL TO MITIGATE.)

Ordered by the Legislative Assembly to be printed, 10 October, 1877.

W. Clark, Esq., to The Colonial Secretary.

Sir,

Sydney, 4 October, 1877.

I have the honor to acknowledge receipt of Mr. Halloran's letter, No. 77-6,841, of 29th August, enclosing a letter from D. Sim, Esq., of Morpeth, on the subject of Floods in the River Hunter, which he proposes to mitigate by the damming back of a part of the rainfall, and I am requested to give an opinion thereon.

These floods from Maitland and its vicinity downwards are so disastrous and appalling in the destruction of property, and occasionally of life, as to suggest the necessity for some measure of relief.

The present state of things appears to be that the River Hunter, draining an area of country which the plan shows to be 8,000 square miles, brings down an enormous volume of water charged with silt, the result of the scouring action of the water on its passage to the river. Down to Maitland the fall is sufficiently rapid to keep the silt in suspension in its proper channel. When this point is reached the fall diminishes, and the section of the river, which at Oakhampton is capable of conveying 132,000 cubic feet per minute, with a velocity of about 10 feet per second, at Morpeth—a distance of six miles lower—is capable of discharging only 38,000 cubic feet, with a velocity of less than 4 feet per second,—the tortuous course of the river extending over $16\frac{3}{4}$ miles between the two places.

Under these circumstances the water spills over the banks, floods are caused, the velocity of the stream is diminished, and the silt in suspension is deposited. This operation during past ages has formed the rich alluvial plain which forms the valley of the Hunter from Maitland downwards, and to the action of the floods is also due its great fertility. It is a natural process of warping, which on the banks of the Humber, in England, is artificially adopted for increasing the fertility of the soil, by occasional deposits from river-water admitted upon low land for that purpose; and the question arises, supposing the prevention of floods to be possible, would the fertility of the district and its present condition of prosperity be maintained?

The desire now appears to be a mitigation of the disasters due to extreme floods, rather than any hope of their total avoidance.

The exhaustive Report of the Flood Commission of 1870 shows clearly that the task of dealing with this question is beset with difficulty, and an expense so great that the gravest and most careful consideration is necessary by any person who has a due sense of the responsibility of advising on the subject.

The proposals for improvement which may, and in fact have been made, assume several forms,—First, the straightening of the river and the improving of its discharging power by the increased velocity which would be given to the stream in the most tortuous portion of its course between Maitland and Morpeth above referred to; but it has been shown, and correctly, by Mr. Moriarty, that it would be useless

to improve the discharging power of any middle portion of the stream without a corresponding improvement in its lower reaches—that it would in fact be useless to improve the river between Maitland and Morpeth, while the natural channel at the latter place has a capacity of but one-fourth that which is necessary to convey the quantity of water that would be brought down the improved channel.

The improvements should in fact commence with the lower portions of the river.

The next mode of improvement is to form additional outlets for the floods to the sea. Several of these have been suggested, any one of which would involve an expense so enormous as to be wholly prohibitory.

My attention was however especially directed to one means of relief hitherto not sufficiently investigated. The neighbourhood of Raymond Terrace, where the highest floods are some 12 feet over the ordinary level; and it is contended that any relief which would at this point, near the confluence with the Williams River, reduce the level would also favourably affect the higher portion of the river by increasing the velocity of discharge.

Between Raymond Terrace and Tilligerry Creek, a branch of Port Stephens, there is low tract of land occupied chiefly by lagoons, and of a sterile sandy character and entirely without cultivation, the highest portion of which is said to be not more than 6, 7, or 8 feet above the level of the Hunter, while Tilligerry Creek at a distance of about 9 miles is as wide as the Hunter itself, and has a fall of the tide of 5 feet 6 inches. Mr. Windeyer, who resides near Raymond Terrace, also assured me that near to Fullerton Cove, a distance of 5 miles only, the flood water of the Hunter is separated from that outlet by a ridge of sand a few inches high only.

It is argued that if at this point of the river, about 8 miles below Morpeth, an auxiliary channel could be formed which would reduce the level, some relief to excessive floods might be obtained; and as no surveys appear to have been made of this place in connection with this inquiry, I would recommend that they be so made, and thereby add to the store of information obtained by the Commission.

Another means of improving the discharging power of the river would be to distribute the available fall by confining the flood water between embankments and elevating its surface for a portion of its length, the cost of which was estimated by the Commission at £2,500,000.

Mr. Sim now suggests another mode of mitigating the effect of floods, which also appears to have been considered by the Commission. He would intercept a portion of the flow during periods of rain in the higher parts of the river, and store it in reservoirs for use during periods of drought. There can be no doubt as to the value which water so stored would have for the country within its influence, for irrigation and for cattle.

The quantity to be dealt with is enormous. It was calculated that in the flood of August, 1857, 88,000 *millions of cubic feet* of water passed down the river between the 19th August and 2nd September. Some idea of the quantity and cost of storing water will be understood by referring here to the proposed Prospect Dam for the Sydney improved water supply. The dam, which will contain 1,700 million cubic feet, is estimated to cost nearly £200,000.

Not having seen the country at the higher parts of the river, I am of course unable to say how far it is suitable or otherwise for the construction of such works; but it is evident that this mode of relief from floods would be in proportion to the cubic contents of the reservoir provided for storing it, and that the cost of the works would be very great.

The district of Mysore, in India, now unhappily the centre of the famine stricken area, owes its usual fertility entirely to the irrigation which is chiefly due to tanks or reservoirs, such as are here recommended. The water of the wet season of the year is used for cultivation during the dry season. It is one of the most fertile districts of India, but on the failure of the periodic rains for a protracted period the country is reduced to starvation.

It must be also borne in mind that when the rain falls in unusual quantity, and at unusually frequent intervals, as will occur in the uncertain climate of this country, and the reservoirs are full, if the rain continue, under these circumstances, a flood will ensue.

It

It is evident therefore, that in extreme cases, the storage of water can no more be an absolute protection from floods than it can at all times be a prevention from the effects of drought. What such reservoirs would do in the majority of cases is to mitigate the severity of floods, supposing them to be constructed of sufficient magnitude.

Apart, however, from the question of mitigating floods, there can be no doubt whatever that this suggestion is entirely in the right direction. When as recently the drought has been severe, the reservoirs would extend the available supply of water over larger areas, and would, if used for the purposes of irrigation on water meadows as in England and other countries, and for the growth of cereals as in India and elsewhere, add enormously to the producing power of the soil, extending it into the periods of drought, and increase the production and wealth of the Colony.

For this purpose also, not only the reservoirs to be constructed, as suggested by Mr. Sim, but the natural streams of the Colony must in time be made available, and in connection with the floods the subject of irrigation and storage of water is well worthy the consideration of the Government.

I have, &c.,
W. CLARK.

W.A.S.